

Dear Scott,

Please register the following points of concern that I have regarding the Hall property Draft EIR.

Land Use and Public Safety

The city is now describing the park as a Special Use Park (Vol. 1, Page 3.1.2). We were told we were going to have a Community Park for recreational use. The Lease Revenue Bonds used to buy the property were sold to develop a park for recreational use. The proposal for lighted field to be used for tournaments indicates the park will be used for competitive sports activities.

The land is presently zone R-3 for residential use. A Special Use Park requires a zoning change. This should be put to a vote of the citizens.

Aesthetics and Lighting

The Municipal Code includes residential lighting standards, but public recreational facilities are not subject to lighting performance standards. The 0.5 foot-candle performance measure as a threshold of significance and impact does not necessarily apply here (Vol. 1, Page 3.5.8). This threshold is many times brighter than the full moon. Obviously close neighborly will have big impacts until as late midnight that cannot be mitigated until the lights go off.

The measures proposed for checking light pollution are inadequate with inspection too infrequent. Measurements every six months the first two years and then every two years afterwards would subject neighbors to long periods of pollution if adjustment of lights were necessary. There is no mechanism for citizen complaint on light pollution and

C101-1

C101-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C101-2

C101-2

See responses to comments #C17-3 and #C22-1. This comment does not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts. An EIR is not required to consider or analyze the process by which the design was developed.

C101-3

C101-3

The underlying zone conditionally allows the proposed use with approval of a Major Use Permit. No rezone of the property would be required.

C101-4

C101-4

The lighting thresholds are taken from the performance standards contained in the city's municipal code [Section 30.40.010(l)]. As stated in the municipal code, these standards were established to minimize the adverse impacts of certain nuisance factors (e.g., lighting) and to provide methods of determining compatibility between uses of land and buildings. The municipal code exempts public recreational facilities from being subject to these standards. However, they are used conservatively in the EIR as thresholds of significance.

C101-5

C101-5

If athletic field lighting is approved for the project, the city's code enforcement division would have the responsibility of investigating any complaints pertaining to the implementation of the project's conditions of approval (i.e., adopted mitigation measures) and would ensure the enforcement of such conditions.

prompt resolution of any problem (Vol. 1, Page 3.5.28 and 29).

C101-5
cont.

This coastal area often has low clouds and fog. This causes a great deal of reflected light, which causes the light pollution to scatter over a very wide area. Minimizing reflective surfaces in the park design will do absolutely nothing to mitigate the problem of reflected lights caused by climatic conditions.

C101-6

C101-6

See response to comment #C17-16 and #C17-18.

The 90-foot pole heights will create a huge visual impact when the lights are turned on. This will impact heavily on the adjacent Interstate 5. These towering poles when lit will be the most visible structure in the whole city. It is incorrect to say that they will have a less than significant visual impact (Vol. 1, Page 3.5.27).

C101-7

C101-7

See responses to comments #C9-2, #C17-17, #C17-19, and #C20-6.

Noise

Park hours of 7:00 am to 10:00 pm (some days until midnight) would subject the neighbors up to 17 hours of noise impacts. There is no discussion of peak noise levels. Peak noise measurements vs. average noise measurements are insufficiently considered. It is the peak noise that is perceived by the public as most significant. It is unrealistic to hide these impacts in average noise measurements. Public perception must be taken into consideration.

C101-8

C101-8

Noise impacts of the project are addressed in Section 3.4 of the EIR. The noise analysis determined that with implementation of mitigation measures, noise impacts of the project would be reduced to below a level of significance.

C101-9

C101-9

See response to comment #C17-22.

The dog park is improperly located. It should be on the east side of the park. The closeness of 2-story homes, the 6-foot sound wall, and the slope of the land all mean that the noise impacts are grossly understated. The adjacent Rossini Creek also means that any fecal coliform contamination in dog excrement will go directly into protected wetlands. The sliver of a biofilter is totally inadequate.

C101-10

C101-10

The 6-foot-high noise barrier provided as noise mitigation in Section 3.4.5 mitigates the potential noise impacts from the proposed dog park to below a level of significance. In other words, the noise barrier would ensure that the city's noise standards would not be exceeded on sensitive receptors adjacent to the dog park.

C101-11

C101-11

See response to comment #C17-28. Water quality effects of the project, including those associated with the dog park, are analyzed in Section 3.7 of the EIR. The analysis determined that with implementation of mitigation measures, water quality impacts would be reduced below a level of significance.

The question of amplified sound is not sufficiently addressed in the amphitheatre and sports fields, especially with special events (tournaments and music concerts). There is no mention of loudness, timing of events, and frequency.

Traffic and Circulation

There is a total of 419 parking places shown on the park project plan. This is woefully insufficient. A realistic appraisal of park use with several events happening at the same time would suggest 2-4 times this number of spaces as the absolute minimum. Park users will look for parking on surrounding streets and overwhelm them.

The cumulative traffic impacts of approved and pending projects have not been taken into consideration.

- Evergreen Drive T.M. #04-040
- Sanderling expansion #05-084
- Bracero Rd. T.M. #03-018
- San Elijo Commercial Bldg. #03-023
- San Dieguito Academy Improvement #03-152
- Sunset School expansion #03-152
- Scripps Hospital expansion
- Brown property at Lake and Santa Fe
- Ades & Gish property on Balour.

The cumulative traffic impacts of schools in the area that are no longer providing bus service for the students have not been taken into consideration.

- San Dieguito Academy
- Ada Harris School
- Cardiff Elementary School
- Sanderling/Waldorf School
- Ocean Knoll School

C101-12

C101-12

See response to comment #C4-5. Section 2.5.8 of the EIR describes the timing and frequency of special events. Mitigation Measure Noise-3 in Section 3.4 of the EIR would require sound studies to be conducted for any sound amplification at athletic field special events. These studies would determine the sound levels from the proposed amplification and ensure that these levels would not exceed the city's noise standards at residential property lines. As stated in Section 2.5.4 of the EIR, sound amplification would not be allowed at the proposed amphitheater.

C101-13

C101-13

See responses to comments #B2-16, #B2-17, #C66-6, #C69-35, and #C81-2.

C101-14

C101-14

With exception of the recently submitted project application for Aides and Gish TM, these projects are addressed in Section 5.3 of the EIR's cumulative impact analysis and were included the traffic analysis (see Section 3.2.3 of the EIR, Year 2010 + Project analysis). Traffic analyses conducted for the Gish TM (city case #06-005) determined that, with elimination of the active greenhouse operation and employee trips at the Gish project site, the residential project operations would be expected to generate less vehicle trips than existing trips generated by existing on-site operations.

C101-15

C101-15

The listed public schools are existing uses. As such, the vehicle trips from these schools are included in the existing traffic volumes used for the project's traffic analysis.

- Sunset Continuation School
- Oak Crest School

Increases in traffic and congestion are to be mitigated with signal lights and traffic circles. Traffic circles with yield signs will actually make it more dangerous for pedestrians using an intersection. It is necessary to consider improvements in sidewalks and barriers in the surrounding area in order to increase pedestrian safety, especially since limited parking will force many users to walk or bicycle to the park, whether they wish to or not. The recent death of a student on Santa Fe Drive and I-5 points out the existing dangers. Using the Park and Ride and San Dieguito Academy lots is an unsatisfactory solution and does nothing to ease congestion on surrounding streets.

Level of service at several intersections goes from C to F. The area in west Cardiff between Santa Fe Drive and Birmingham is already congested and getting worse as areas to the east are further developed. This newly generated traffic needs to get to I-5 and the beaches. Again only average flow is considered, and concentrated peaks are ignored. These peaks have a way of expanding and becoming broad humps through the day.

The north entrance to the park is not usable for vehicular traffic. It is a right-of-way and too narrow to meet road standards. It would not be in compliance with ADA requirements for disabled persons if used for vehicles. The south entrance was originally planned with a realigned bridge on Mackinnon with five lanes for traffic. This must be included in the EIR if the plan is still being contemplated at a future date when the expansion on I-5 is further along. Closing Mackinnon to through traffic is a very bad idea. It is the only alternative for local traffic to cross the freeway when

C101-15
cont.

C101-16

C101-16

See responses to comments #C5-1, C17-7, #C17-14, and #C17-15. When designed in compliance with traffic engineering standards, roundabouts can provide for safe pedestrian access. The commentor does not provide evidence to support the statement that roundabouts are more dangerous for pedestrians.

C101-17

C101-17

See responses to comments #C35-2, #C66-5, #C66-6, #C69-35, #C81-2 and #C91-6.

The City Parks and Recreation Department currently uses shuttle services successfully for large events that require offsite parking for attendees. One example of successful shuttle service is during the annual Holiday Parade. It is reasonable to anticipate that shuttle services for special events at the park would also be successful as park users would likely be bringing items such as coolers, lawn chairs, and sports equipment and would not want to walk or carry these items a long distance when a convenient and well organized shuttle service would be available. The provision of any necessary off-site parking during special events is reasonably expected to reduce secondary traffic effects in the immediate area of the project site.

C101-18

In addition, Mitigation Measure Traffic-8 in the Final EIR that addresses secondary traffic impacts has been expanded to include a requirement for the City to ensure a traffic and parking consultant monitors the first large special event at the park to assess the situation and provide a report to the City. The report would include a description of traffic and parking operations resulting from the special event and specific additional recommendations and solutions if the situation was found to be adverse.

C101-18

C101-19

As indicated in Section 3.4 of the EIR, the traffic analysis addresses the effects of project traffic during peak morning, afternoon, and Saturday midday hours.

C101-19

See responses to comments #C11-2, #C23-5, and #C39-14. The project's access points would be designed to comply with the city's street standards and ADA standards.

C101-20

C101-20

See response to comment #C24-2. The future realignment of Mackinnon Avenue bridge would not include five travel lanes. Section 3.4 of the EIR acknowledges that the project's proposed closure of Mackinnon Avenue would result in significant traffic impacts. Chapter 7 addresses a Through Access on Mackinnon Avenue project alternative that would avoid some of the significant traffic impacts associated with closing Mackinnon Avenue to through traffic.

traffic is very heavy at Santa Fe and Birmingham, which is a good part of the day now.

C101-20
cont.

Alternative Analysis

This part of the EIR is designed to make all but one of the alternative fail. The goals of the project are stated in such a way that only the present park design meets them. With lighted sports field for tournament play as the stated goal, no plan without them will meet the goals. But any community park that meets the broad recreational needs of the city would be a viable alternative, including a park with only passive use and no lighted sports fields. The present EIR presents a plan, which is incompatible with the original goals of a Community Park to serve all the citizens of the city.

C101-21

C101-21

See responses to comments #B1-13, #C4-1, #C39-29. Lighted sports fields is not an objective of the project. However, the provision of athletic field lighting, if approved, would facilitate the goal of achieving the project's objectives.

Alternatives were selected for analysis in the EIR based on their ability to reduce significant environmental impacts and their ability to feasibly attain most of the project objectives, as required by CEQA Guidelines section 15126.6. Each of the alternatives selected attains project objectives to a different degree.

As specified by the city's General Plan, active uses are a primary function of a community park. A park providing only passive uses would not be consistent with this standard. As discussed in the City's General Plan Recreation Element, and in the Recreation Needs Assessment, the City lacks adequate active recreation facilities. See section 2.4.1 of the EIR. Therefore, project objectives aimed at addressing this need are appropriate. A project design that does not provide new active recreation uses would be inconsistent with stated City goals.

Draft EIR Volume 1 and Volume 2

The two volumes of the EIR are not integrated with each other. Volume 2 is the technical data and is signed off by the consultants. Volume 1 is the city's interpretation and is signed off only by Scott Vurbeff. The consultants should sign off on the appropriate section in Volume 1, otherwise it indicates that they may not fully agree with what is written in Volume 1. It is a simple matter for each consultant to sign off on the appropriate section in Volume 1 if there is full agreement.

C101-22

C101-22

It is a standard practice to separate a EIR's technical appendices from the remaining portion of the document. It is not a standard practice for consultants to sign an EIR, which is the lead agency's document and is required to reflect the independent judgment of the lead agency.

Hazardous Materials

The consultant Environmental Business Solutions (EBS) uses a "recreational" standard for risk screening levels. However, EBS says that, "standardized risk assessment exposure parameters for recreational receptors are not available." (Volume 2, Appendix H, Page 40 EBS). Yet they choose to use this invented "recreational" standard, instead of the stricter residential standards, to minimize the impact of pollutants that exceed the residential standard.

C101-23

C101-23

As noted in Section 3.6.3 of the EIR, the hazardous materials analysis used a more refined screening approach that is more focused on representative use activities at a public park, where time exposures for park users are substantially different than the standard time exposures for residential uses. The risk screening analysis used exposure parameters for the park users that have been accepted by state and county regulatory agencies.

When assessing the risk to human receptors (the public), EBS says that, “we judge that patrons of the park could potentially come into direct contact with residual pesticides present in shallow soils via inhalation (of fugitive dust), ingestion, or dermal exposure.” (Volume 2, Appendix H, Page 31 EBS). This raises an important question about the safety of our children if heavily contaminated soil is not removed.

C101-24

C101-24

The EBS study (Appendix H) included this statement in the context of defining potential receptors at the project site. However, the subsequent analysis in the study (page 43) determined risk screening levels were not exceeded for adult and child park users. It should be noted that this analysis was based on existing on-site conditions that does not consist of landscaping (including large areas of turf and ground cover), hardscaping (including parking areas), or implementation of the soils management plan (see Section 3.6.5 of the EIR). Post-development conditions at the project site are anticipated to have a reduced potential for fugitive dust.

A grading plan was not given to the consultant. EBS says that, “we understand that the Site will be extensively graded; however, the final grading plan has not been provided to EBS.” (Volume 2, Appendix H, Page 31 EBS). This puts into question the validity of parts of the assessment.

C101-25

C101-25

Although a final grading plan has not been approved for the project, the absence of a final plan did not invalidate the conclusions of the EBS study, which recommended implementation of a soils management plan as part of the final grading plan (Mitigation Measure Hazardous Materials-1). The EBS study did not determine that the lack of a final grading plan would result in unresolved issues, nor does the commentor provide specific evidence that questions the validity of the study.

ESB says that, “the reported concentration of arsenic in several of the soil samples at the Site exceed the PRG (cancer endpoint) and CHHSL for residential properties, but as indicated above, are well within normal arsenic ranges in the western United States.” (Volume 2, Appendix H, Page 47 ESB). Yet ESB provides no baseline of arsenic levels in soils in Encinitas. And if this were the natural arsenic level in the soil on the site, one would expect elevated levels in all the soil samples from the site, the soil being generally uniform on the site. And the quote ignores the known use of pressure-treated lumber (chromated copper arsenate) and possibly the use of the pesticide lead arsenate on the site.

C101-26

C101-26

Please refer to Response #C191-24.

C101-27

C101-27

Please refer to Response #C191-25.

Thank-you,

Donna Jennings
1276 Rubenstein Ave.
Cardiff, CA 92007

Scott Verbeff
Environmental Coordinator
505 South Vulcan Avenue
City of Encinitas, CA 92024

RE: Hall Property

Dear Scott:

I am a concerned citizen that lives in the area of the planned "community park".

There are two items I would like to address the first is "traffic" if Mackinnon is closed all the pressure will be on the Villa Cardiff, Mackinnon East streets, which of course will involve the whole East side of the park from Santa Fe to Birmingham and all the way back to Crest. These neighborhoods will be greatly affected, and would be required to carry the blunt of the traffic.

C102-1

C102-1 through C102-3

See responses to comments #C38-1 through #C38-3.

The other item, is keeping this a "community park", not a sport park for tournament, once tournament play is brought in the whole dynamics of the park changes. The fields will need lighting which will be on 90 foot poles, and I understand there will be approximately 20 of these. The park would be open from 5 AM until 10 PM week days, and possibly midnight on Friday and Saturday nights. If tournament play comes in then that affects the parking, there are only 419 parking spaces, and the EIR stated we needed at least 800. The list of the domino effect could go on and on.

C102-2

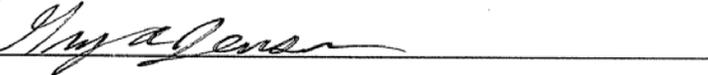
I want a "community park", that will provide something for everyone.

C102-3

Please consider what would happen to our community if Mackinnon is closed and if once tournament play is brought in, and the issues it will cause.

Sincerely,

Signature



Address

706 Ocean Crest Rd. Cardiff

Date

2-6-07

Greg A. Jensen
706 Ocean Crest Rd.
Cardiff By the Sea
CA. 92007

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

BARBARA & BRANDON JOHNSON
1285 CREST DRIVE
ENCINITAS, CA 92024

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C103-1

C103-1 through C103-9

See responses to comments #C7-1 through #C7-9.

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C103-2

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsignaled side streets, such as Crest Drive

C103-3

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C103-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

C103-5

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C103-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C103-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C103-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C103-9

Thanks for your consideration.



see attached sheet.

3/6/07

Hi Scott,

(S. of Santa Fe)

I bike commute from Crest Dr. to Carlsbad along El Camino. To stay off ECR as much as possible I take ... easier with a map



To Work

Ⓐ I need to "loop" to get across Santa Fe. It's too dangerous to cross directly (especially between 7th & 8th when rush hour traffic is trying to get to S or Oakcrest drops). I see walkers & school children doing this. Yikes!

Coming home

Ⓑ There is no shoulder here. One driver going slightly off course & I'm toast.

I've been seriously cycling for 25+ years and I believe I'm a good defensive rider. Santa Fe presents 2 of my biggest safety issues each day.

Thanks.
Brandon

C103-10

The commentor provides a description of his daily bike commute using local streets and the safety concerns he encounters. The commentor does not provide specific comment on the analysis provided in the EIR and no additional response is necessary.

March 10, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As a South Carlsbad resident who also resides in the Encinitas Union School District and whose children play rec soccer in the Encinitas Soccer League, I would encourage the city to develop the Hall Property as an active-use park, including fields and a skate park. The field situation in Encinitas is not what it should be and would definitely be improved by the proposed Hall Property.

C104-1

Sincerely,



C104-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Michael L. Jones
7912 Las Nueces Place
Encinitas, CA 92024

March 7, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As a concerned parent and tax-paying citizen of this fine, North County coastal locale, I feel compelled to perform my civic duty by respectfully submitting this letter to champion the cause of the above-referenced endeavor, as described by the CITY. In my humble opinion, Encinitas, with its ever-increasing, family-oriented population, is seriously in need of additional recreational facilities. I am confident that area residents will be most appreciative to have a safe environment for their children to engage in healthy activities. As you well know, the highly energetic youth of today have many physical, outdoor interests. It would be optimal if these kids could have the invaluable opportunity to pursue the various organized sports offered by regional, non-profit organizations, at a park erected right in their very own neighborhood. For this reason, I would like to strongly encourage the development of the subject multi-use sports fields. Furthermore, I, wholeheartedly, support the installation of permanent lighting fixtures to enhance and maximize the use of the said athletic event grounds. I am very much in favor of this sports complex being built in phases, preferably with construction commencing immediately.

Thank you for your courtesy and careful consideration of the significant proponents presented herein.

Sincerely,



Michael L. Jones

C105-1

C105-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Donald and Debra Jones
2027 Glasgow Avenue
Cardiff by the Sea, California 92007
760.943.1416

March 4, 2007

Scott Vurbef
City of Encinitas
Planning & Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

RE: Hall Property Community Park, 04-197 MUP/CDP/EIR

Dear Scott

As residents I near the Hall property, we would like to object to the use of any high intensity lighting anticipated for the lighting of sports fields (street lights and park safety lighting is fine).

C106-1

C106-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

Lighting: The night sky in Cardiff is already very negatively impacted by the sports lights on Lake Avenue and these lights are no where as close to the back yard of homes as those would be on the Hall property. Nor do we want to see the dark skies ruined by the same type of 'light halo' that can be seen for miles from the Lake Avenue park lights.

C106-2

C106-2

See responses to comments #C17-16, #C17-18, and #C106-1. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

Block wall: We also noted the 6 foot concrete block wall around the south and west sides of the park had very few openings. We would prefer either *many* points of ingress/egress (basically at every street intersection, or even better, *no wall*. We think the neighbors may regret being 'walled off' from the park and the wall is very uninviting and unattractive, from both sides. The design basically 'walls off' this park from the Cardiff community and essentially requires one drives to it.

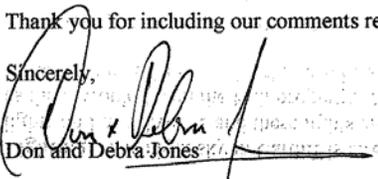
C106-3

C106-3

These suggested design modifications will be provided to the city's decision-makers for consideration when they take action on the proposed project. The majority of existing walls are located along private properties that would not provide direct public access to the project site. Pedestrian access to the park is limited by surrounding private properties and Interstate 5.

Thank you for including our comments re the impact of the plans on the community.

Sincerely,


Don and Debra Jones

March 9, 2007

Scott Vurbeff
Environmental Coordinator
Draft EIR for Hall Property Master Plan
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Subject: Comments to the Draft EIR, Hall Property Community Park

Dear Mr. Vurbeff,

Let me start by stating that we are not opposed to having a park in our back yard. We lived in Scripps Ranch for many years and parks are just a natural part of community living. With that being said, I do have the following concerns and hope the city representatives will keep an open mind.

- **Increased Traffic in surrounding neighborhoods:** I am very concerned about the substantial increased traffic in our small community along with the surrounding communities. It could become a very difficult situation on both Santa Fe and Birmingham exits as they were not built to handle large loads of traffic. Also, there are emergency services (Hospital and Fire Dept.) located near both exits which raises the safety concerns for all of us!
- **Increased Noise:** The proposed plan will definitely cause a noise issue to the surrounding homes. Not only will scheduled events such as soccer and softball tournaments be extremely noisy, but everyday use will be significant.
- **Lights:** The proposed lighting plan is unacceptable. The surrounding neighborhoods will be lit up every night and will destroy the livability of our community. It will be very difficult to put a 3 year old to sleep when his room is lit up like a Christmas tree every night.
- **Public parking and Drop-off:** As I'm sure you have heard many times by now, there are 51 children who live in the Cardiff Glen community alone. The increased traffic on our "private" streets will be significant and at the end of the day, may seriously injure or even worse to one of our little ones! Most people do not have a regard for speed limits when they are outside their own communities and especially when their child is running late for an event. It is going to be very difficult to keep people from parking on our streets to access the park. We cannot become vigilantes who have to call a tow truck every 10 minutes. Not only is this a nuisance, but there will no doubt be confrontations.
- **Security:** As with any large park, there will be a homeless and vagrant issue. Unfortunately, drug use, etc has become a part of our society and this will be very difficult to live with in our back yards! What security measures are planned?

C107-1

C107-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C107-2

C107-2

Section 3.2.4 of the EIR acknowledges that the project would have significant traffic impacts at the Santa Fe Drive and Birmingham Drive intersections with Interstate 5.

C107-3

C107-3

See response to comment #C103-7 and #C107-2.

C107-4

C107-4

Noise impacts of the project are addressed in Section 3.4 of the EIR. The noise analysis determined that with implementation of mitigation measures, noise impacts of the project would be reduced to below a level of significance.

C107-5

C107-5

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

C107-6

C107-6

See responses to comments #C5-1, #C17-7, #C17-14, and #C17-15.

C107-7

C107-7

Security lighting would be provided throughout the park. In addition, as described under Section 2.7 of the EIR, a park host would live on the park property to provide onsite screening and monitoring of the park, specifically during nighttime hours. The park host would be responsible for contacting the appropriate authorities if suspicious activities or problems were to occur within the park.

As you can see, I am not requesting that anything specific be done. I am just requesting that everybody involved be considerate of the above issues and please keep us in mind.

C107-8

C107-8

Thank you for your consideration.

See response to comment #C107-1.

Sincerely,



Greg and Elizabeth Kantorovich
1539 Vivaldi St.
Cardiff by the Sea

Attn: Scott Vurbeff
Planning & Building Dept
City Of Encinitas
505 S. Vulcan Ave 0
Encinitas, Ca 92024

Adria Kearney
1727 Mackinnon Ave
Cardiff, Ca 9207

Date: 3-12-07

RE: Hall Property Community Park

To: Scott Vurbeff, Encinitas Planning Dept., Encinitas City Council,

I would like the following concerns considered addressed by the final EIR :

In reviewing section 7 of the draft EIR, I realized that the, *through access on Mackinnon Ave alternative* has been chosen as the environmentally superior alternative. I believe that this alternative is not environmentally feasible and will adversely affect the residents of Mackinnon Ave. as well as the surrounding neighborhood south of the Hall property. Here are some environmental issues that you should consider:

1. Mackinnon Ave beginning at the crossover is currently an over utilized residential 25 MPH avenue. Mackinnon Ave south of the crossover is 25 feet wide in sections and allows for parking on the west side of the street only.
2. Mackinnon Ave, beginning at the crossover, is a 25 mph street. Currently, vehicles drive at speeds of up to 50 mph on this residential street. Children are at risk for being struck by speeding vehicles. Adding more traffic will increase this risk of accident to neighborhood pedestrian children
3. Mackinnon Ave south of the crossover can't handle any additional traffic. Currently, residents have trouble merging onto Mackinnon ave south of the cross over, as this street is used as a short cut across I-5. Increasing traffic onto Mackinnon Ave by maintaining through access will create a street which will be subject to rush hour type traffic jams when park events draw large crowds.
4. Mackinnon Ave south of the cross over should be a cul de sac. This residential street is not designed to handle the increased traffic, noise and pollution that would be created by the Hall property.

C108-1

C108-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. If the Through Access on Mackinnon Avenue Alternative is selected by the decision-makers, responses to comments C17-7, #C17-14, and #C17-15 would apply to these comments.

A complete analysis of Mackinnon Avenue (assuming through access is maintained) is included in the traffic study within Tables 9-3, 9-8 and 11-2. Based on the established significance criteria, no significant impacts were determined. The highest forecasted volume (in the Year 2030) is 8,600 ADT, well within the capacity of 14,000 ADT.

- Noise and pollution. Increased traffic will increase noise and pollution from vehicles traveling to the Hall property.

Through access on Mackinnon Avenue will create an unsafe street over utilized by traffic with increased noise and vehicle pollution. Mitigate the effects by removing the possibility of through access on Mackinnon Avenue.

In regards to the Hall property, I believe the following environmental impacts on the surrounding neighborhoods should be considered

- Proposed lighting for the park will encroach on the view corridor. Mitigate by limiting the height of lights 30 ft so that the view corridor and the blue ocean view will remain intact and unaffected by tall sport park light poles and lights.
- Loss of "Dark Sky". Night lighting for proposed sports fields will eliminate the dark sky which is consistent with the neighboring community. To mitigate this effect, the proposed night lighting for fields should be eliminated so that the character of the neighborhood remains intact and there is no loss of "Dark Sky"
- Ambient light encroachment. The ambient light created by the proposed night lighting of sports fields will encroach upon surrounding homes. To mitigate the effects, the night lighting for sports fields should be eliminated.
- Increased traffic to surrounding neighborhood streets for extended periods of time. As proposed, the park will function from 5 am until 10 pm and with special permit until 12 pm. The best way to mitigate the impacts of the extended park traffic is to utilize the park for a shortened daily period from 6:30 am to 8 pm.
- Increased Neighborhood traffic, noise, and pollution during construction of the Hall property. The increased construction traffic should be mitigated by making the necessary improvements to the existing streets serving the two proposed entrance to the park at Santa Fe and Mackinnon Ave prior to the start of construction on the Hall Property. To mitigate the impact on Mackinnon Avenue, Mackinnon Avenue should be a Cul De Sac prior to the start of construction on the Hall property. Additionally, the reconstruction of Santa Fe should be completed prior to the start of construction on the Hall property. Last, construction traffic to the Hall property should be designated through the entrance at Santa Fe only as the Mackinnon Ave entrance is found on a residential street not wide enough to support heavy construction traffic
- Parking for the proposed project has yet to be mitigated in the Draft EIR. Parking for the Hall property on surrounding neighborhood streets should be prohibited. A permit to park on the residential streets surrounding the property would mitigate

C108-1
cont.

C108-2

C108-3

C108-4

C108-5

C108-6

C108-7

C108-8

C108-9

C108-2

Reducing the height of the athletic field lighting to 30 feet would not be feasible since it would result in significantly greater lighting impacts. As the athletic field lighting is lowered, it becomes increasingly difficult to control the direction of lighting and limit light trespass on surrounding properties while maintaining the same number of lights. In addition, 30-foot-high field lighting would not allow for baseball or softball play during the evenings.

C108-3

See responses to comments #C17-16 and #C17-18. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. Chapter 7 of the EIR addresses three project alternatives that would not propose athletic field lighting. The city's decision-makers will determine whether the field lighting should be approved. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

C108-4

See response to comment #C108-3.

C108-5

It is unlikely that the significant traffic impacts of the project would be mitigated by reducing the park hours to the suggested hours of operation. The significant traffic impacts occur during the peak hours of traffic circulation, which are part of the 6:30 AM to 8:00 PM time period. Moreover, reducing the hours of operation may increase traffic impacts on surface streets since less time would be available for project trips to occur outside of the peak hours when park hours become more constricted. It should be noted that significant traffic impacts would not occur prior to 6:00 AM or subsequent to 8:00 PM.

C108-6

The control and movement of construction vehicles and materials would be regulated by an approved construction traffic management plan in compliance with the Encinitas Municipal Code (Chapter 15.04). The low volume and temporary nature of construction traffic is not expected to result in significant traffic impacts. As stated in Section 3.2.3 of the EIR, the required haul route permit for construction traffic would prohibit hauling of construction materials and debris during peak traffic hours.

C108-7

See response to comment #C108-6.

C108-8

The traffic management plan for construction traffic would ensure that construction vehicles use appropriate access points at the project site.

C108-9

See responses to comments #B2-17, #C17-7, #C17-14, #C17-15, and #C81-2. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

the loss of neighborhood residential parking to park attendees. Special attention should be given to the streets adjacent to the Hall property, including but not limited to Mackinnon Ave, Santa Fe, Warwick, Villa Cardiff and those streets that provide close parking proximity to the Hall property.

C108-9
cont.

I would ask that the planning commission consider the environmental issues created on the surrounding neighborhoods and act in good faith to mitigate the environmental effects of the Hall Property Community Park as currently proposed, by preserving dark sky, the view corridor as well as reducing park use hours.

C108-10

C108-10

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

Regards,



Adria Kearney

Scott Verbeff
Environmental Coordinator
505 South Vulcan Avenue
City of Encinitas, CA 92024

RE: Hall Property

Dear Scott:

I am a concerned citizen that lives in the area of the planned "community park".

There are two items I would like to address the first is "traffic" if Mackinnon is closed all the pressure will be on the Villa Cardiff, Mackinnon East streets, which of course will involve the whole East side of the park from Santa Fe to Birmingham and all the way back to Crest. These neighborhoods will be greatly affected, and would be required to carry the blunt of the traffic.

C109-1

The other item, is keeping this a "community park", not a sport park for tournament, once tournament play is brought in the whole dynamics of the park changes. The fields will need lighting which will be on 90 foot poles, and I understand there will be approximately 20 of these. The park would be open from 5 AM until 10 PM week days, and possibly midnight on Friday and Saturday nights. If tournament play comes in then that affects the parking, there are only 419 parking spaces, and the EIR stated we needed at least 800. The list of the domino effect could go on and on.

C109-2

C109-1 through C109-3

See responses to comments #C10-1 through #C10-3.

I want a "community park", that will provide something for everyone.

C109-3

Please consider what would happen to our community if Mackinnon is closed and if once tournament play is brought in, and the issues it will cause.

Sincerely,

Signature



Address

2039 Oxford Avenue, Cardiff By The Sea

Date

3-6-07

Dear Mayor and Council Members:

I am writing to you in preparation for tomorrow's meeting regarding the Hall Community Park Property. I am a strong advocate of this Park being completed by the City of Encinitas as quickly as possible. I would like to see each of you support the park as active use with at least 5 full-size soccer fields including lights on the sports fields.

I believe there is a segment of the community that is being ignored and now is the time for the City to show them that the City cares about the youth of this community enough to step up to the plate and make this park a reality. The segment of the community that I refer to are those children between the ages of 5 and 17 years of age who like to play active team sports. These sports have proven to have a positive impact on children throughout their lives. These children need more fields to play on and deserve an opportunity to pursue the sports they love.

More than 10 years ago the City of Encinitas held a ground breaking ceremony for active use soccer fields at the corner of Manchester Avenue and El Camino Real. Shortly thereafter the plan for this property changed and no soccer fields were built. At that time the City made a commitment to replace those fields at another location. That has yet to happen. My daughter was 4 years old at the time. When the City purchased the Hall Property we had high hopes that she would play soccer on the fields at this new Hall Community Park. We've lost that hope but we do dream of other young children playing sports at that park.

I've read the articles in the paper with quotes and threats to sue the City by the Citizens for Quality of Life. The most recent article irked me enough to be sure I attend the meeting tomorrow and helped to insure that I send this email to you. I attended the workshop several years ago where many of us sat around tables

C110-1

C110-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

creating suggested designs for the park. It was very interactive and some groups were able to suggest wonderful designs that had elements that have been incorporated into the current design, I, on the other hand, was at a table where there with several members of the CFQL. There also were several young adults who were members of the City's Youth Commission at this table with us. The members of the CFQL were so disrespectful to the ideas of the young adults that I was disgusted. They wanted NOTHING in the design from our group except passive use space, an extraordinarily large buffer zone between the homes and the 'park', a dog park and meditation garden. When the young adults starting putting sports fields, a skate park and aquatics center on the park overlay members of the CFQL attacked the design, ripping off the items that had been put on the Board and then they scattered tot lots everywhere across the Board. I tried to reason with them to no avail. I asked if they had children of their own. One woman's response was that her children were grown and she didn't care about having a park in her neighborhood where her grandchildren could play. It was the most incredible display of disrespect I had ever seen. The young adults and I walked away from the table, me in disgust, the children in disbelief that adults could act this way.

I request that you each approve the Draft EIR & vote in favor of the park as currently designed. I also hope that you will do your best to meet with the members of the CFQL to avoid another lawsuit and help them understand that their selfish actions are hurting the future of the community. The park has major support in this community and some day will be completed. It would be wonderful for the youth of this City to have the park completed in the near future.

Bj Kelly
Coolngreen Way
Encinitas, CA 92024

C110-1
cont.

March 11, 2007

Dear Mr. Scott Vurbef:

This letter is in response to the Draft Environmental Impact Report (EIR) on the proposed Hall Property Community Park Project. After review, I have a number of concerns.

The city is now describing the park as a "Special Use Park" (Vol. 1, Page 3.1.2). I attended a "Community Workshop" in the initial stages encouraging community input on designing "your" park. Many different points of view were able to come together on a vision of a true community park for "recreational use." Unfortunately, the city did not want to hear what the citizens wanted for their city. The land is presently zoned R-3 for residential use. A "Special Use Park" requires a zoning change. Again, if the park is truly to meet the needs of the citizens of Encinitas, this zone change should be put to a public vote. Another need stated in the objectives addresses to maximize the number of athletic fields to offset the unmet needs of Encinitas. It is hard to believe that the city of Encinitas needs five additional soccer fields to meet this so-called need. I would like to see and review the data and research gathered to support the conclusion of "five" soccer fields. On the Eninitas Soccer League web site, they list thirteen fields where games are played - Ada Harris, Cardiff Sports Park, Flora Vista, Diegueno, Ecke YMCA, Berkich Park (Cardiff Elementary), Mission Estancia, Mullen Sports Park, Oak Crest, Ocean Knoll, Olivehain Pioneer, Park Dale Lane, and San Dieguito Academy. I understand field time is shared with other organizations and maintenance schedules. However, I have to ask if the answer of "five" soccer fields meets the need of Encinitas or the need of wanting a "Special Use Park" for tournament play? Can a reduced number of soccer fields be sufficient to accommodate the specific population who will utilize the fields? Please know that I support a park with fields. My daughter played soccer and will most likely play soccer again, as well as my son once he reaches the appropriate age. However, I am strongly opposed to a "Special Use Park" and urge the city to amend the plans by reducing the number of sports fields.

The "Special Use Park" for tournament play leads me into my next concern, which is traffic. The current park plan has a little more than 400 parking spaces shown. This is an insufficient amount of parking when realistically a tournament as well as other visitors to the park would suggest a need for 2 to 4 times the number of spaces available. As stated in the Mitigation Measure Traffic: 8, without adequate parking within the park for special events, visitors will seek parking off site resulting in "additional negative traffic impacts." Using the Park and Ride and San Dieguito High School Academy lots are an unsatisfactory solution and do nothing to address the congestion on surrounding residential streets. Even in the report, it states that after mitigation the result would be "less than significant." Neighboring streets on the south side of the park (where one of the proposed entrances are planned) are narrow without sidewalks and can only accommodate residential traffic. These streets cannot handle the burden of being supplemental parking spaces for the overflow crowds attending a tournament event. I live on Somerset Avenue and on my street alone there are more than 15 children. This means children walking, riding scooters and bikes, and being pushed in strollers. We can tell our children not to run out into the street between parked cars over and over again but there is still no guarantee that this will not happen. Can the city guarantee the safety of our children? I am not willing to accept "less than significant" as a proposed action plan. I would love to see a park that complements the existing neighborhoods, which balances the needs of all the citizens in Encinitas. I strongly encourage the Planning Commission along with the City Council to re-examine the proposed plan for the Hall Property Park Project and amend the design that puts the safety of our children and the voices of the citizens first. Thank you in advance for your consideration and for allowing me to express my concerns.

Sincerely,



Olivia Kleinrath

1719 Somerset Avenue

Cardiff-by-the-Sea, California 92007

760-943-0288

C111-1	C111-1
C111-2	These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.
C111-3	C111-2
C111-4	The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the City's public workshop park planning process. The purpose of the EIR is to analyze the project as currently proposed. An EIR is not required to consider or analyze the process by which the design was developed. This comment does not include any specific comments on the adequacy or sufficiency of environmental analysis within the EIR. This comment is noted for the record.
C111-5	C111-3
	The underlying zone conditionally allows the proposed use with approval of a Major Use Permit. No rezone of the property would be required.
	C111-4
	See response to comment #C17-6.
C111-6	C111-5
	See response to comments #C17-3 and #C17-6.
	C111-6
	See response to comment #C81-2.
C111-7	C111-7
	See responses to comments #C5-1, #C17-7, and #C17-15.

Encintas City Hall Regarding Hall Property

I live at 1511 Villa Cardiff Dr.

I have been here for 28 years ^{the} ~~to~~ first plans for this park was for a family park like every thing else familes seem to not count only the \$\$\$ I think its tme the city woke up and listen to the people who live here, not the surrounding areas

I have drove aroud all differt times and find many days and hours other parks are not being used.

I have asthma as does my neighbor When they started moving dirt was worse The wind blows this way all the time.

As far as lighting it would shine right in our bedoom window We are a working class don/t need ~~allow~~ of noise.

As it is vacant across from us I can ^{also} just imagine the cars who will park there. As it is we cann/t get out of our drive when school is on.

I am for a park for our area but not for other area it is our taxes not theirs

Betty Knight

po Box 490
Cardiff Ca 92007

C112-1

See response to comment #C111-2.

C112-2

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C112-3

As addressed in Mitigation Measure Air Quality-1, the project would be required to provide dust control measures during construction activity to ensure fugitive dust impacts are not significant.

C112-4

See responses to comments #C17-7, #C17-14, and #C17-15.

C112-1

C112-2

C112-3

C112-4

Scott Verbeff
Environmental Coordinator
505 South Vulcan Avenue
City of Encinitas, CA 92024

RE: Hall Property

Dear Scott:

I am a concerned citizen that lives in the area of the planned "community park".

There are two items I would like to address the first is "traffic" if Mackinnon is closed all the pressure will be on the Villa Cardiff, Mackinnon East streets, which of course will involve the whole East side of the park from Santa Fe to Birmingham and all the way back to Crest. These neighborhoods will be greatly affected, and would be required to carry the blunt of the traffic.

C113-1

The other item, is keeping this a "community park", not a sport park for tournament, once tournament play is brought in the whole dynamics of the park changes. The fields will need lighting which will be on 90 foot poles, and I understand there will be approximately 20 of theses. The park would be open from 5 AM until 10 PM week days, and possibly midnight on Friday and Saturday nights. If tournament play comes in then that affects the parking, there are only 419 parking spaces, and the EIR stated we needed at least 800. The list of the domino effect could go on and on.

C113-2

C113-1 through C113-3

See responses to comments #C10-1 through #C10-3.

I want a "community park", that will provide something for everyone.

C113-3

Please consider what would happen to our community if Mackinnon is closed and if once tournament play is brought in, and the issues it will cause.

Sincerely,

Signature Betty Knight

Address 1511 Villa Cardiff Mailing P.O. Box 480

Date 3-06-07 Cardiff, Ca. 92007

March 8, 2007

Scott Vurbeff
Environmental Coordinator
City of Encinitas
505 South Vulcan Ave
Encinitas, CA 92024

Dear Scott:

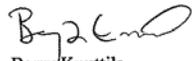
I am very concerned about the direction the city is taking regarding the Hall property development. I have just finished reviewing the EIR and find that there are serious issues and omissions that must be addressed.

a) *Community Park* – The EIR speaks of the “Hall Property *Community Park*.” I would like to understand the City’s definition of “Community Park”. I do not believe the definition of a Community Park would include a major regional tournament site. This plan is for a single purpose tournament facility that provides little benefit to the local community. The community already expressed their desire a for very different and more compatible park during the “Plan Your Park” meetings held shortly after the city’s acquisition of the Hall property.

b) *Traffic* – The EIR is missing a traffic study on streets that will be seriously impacted by this development. The EIR states that up to 3000 people in 1500 cars may attend tournaments at this park. Given that there are only 419 parking spaces planned, there will be a very significant overflow of cars traveling on and parking on all surrounding streets. This will also result in significant pedestrian traffic competing with cars on narrow streets without sidewalks, and will lead to a very dangerous situation. This is especially true for the neighborhood streets surrounding the Mackinnon entrance. At a minimum, the following streets must be studied: Glasgow, Summerset, Warwick, Sheffield, Oxford, Bristol and Berkshire. Given a deficit of 1000 parking spaces for large events, all of these streets will be parked on and traversed.

c) *Sports Field Lighting* – This is the most obnoxious element of the plan for the adjacent communities since it enables the continuation of noise and traffic into the critical evening and night-time hours when neighborhood residents should be able to relax and recover from the days activities. Instead, the lights would significantly increase the overall amount of time that high impact activities could take place. This would substantially increase the cumulative environmental impact on the neighborhoods. This cumulative time element of impacting activities should be specifically addressed in the EIR. In addition, the lighting section of the EIR does not address one of the most important elements for a coastal community that is frequented by low overcast and mist; refracted light. The EIR must take this into consideration since it will substantially increase the impact of lighting on the local community.

Sincerely,



Barry Knuttila
463 Bristol Avenue
Cardiff, CA 92007

C114-1

These comments will be provided to the city’s decision-makers for consideration when they take action on the proposed project.

C114-2

See responses to comments #C17-3 and #C22-1. The project is designated in the General Plan as a Special Use Park, which has a city-wide service area. The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the City’s public workshop park planning process. The purpose of the EIR is to analyze the project as currently proposed. An EIR is not required to consider or analyze the process by which the design was developed. This comment does not include any specific comments on the adequacy or sufficiency of environmental analysis within the EIR. This comment is noted for the record.

C114-3

See responses to comments #B2-17, #C17-7, #C17-14, #C17-15 and C#81-2. The EIR (Section 3.2.3) acknowledges that special events would result in potentially significant traffic impacts. As indicated in Mitigation Measure Traffic-8, secondary traffic impacts associated with special events parking would result in significant impacts. As described in the mitigation measure, off-site parking would be provided, on an as-needed basis, as part of any necessary traffic management plan for special events. The traffic management plan would mitigate secondary traffic impacts associated with special events parking to below a level of significance.

In addition, Mitigation Measure Traffic-8 in the Final EIR that addresses secondary traffic impacts has been expanded to include a requirement for the City to ensure a traffic and parking consultant monitors the first large special event at the park to assess the situation and provide a report to the City. The report would include a description of traffic and parking operations resulting from the special event and specific additional recommendations and solutions if the situation was found to be adverse.

C114-4

As addressed in Sections 3.4 and 3.5 of the EIR, potentially significant noise and lighting impacts would be mitigated below a level of significance with implementation of mitigation measures provided in the EIR.

C114-5

With respect to direct lighting impacts of the project, Section 3.5 of the EIR determined that such effects would be mitigated below a level of significance. The cumulative effects of lighting are addressed in Section 5.4.5 of the EIR. In conjunction with the list of related projects in Section 5.3, the project would not have lighting impacts that are cumulatively considerable.

See responses to comments #C17-16 and #C17-18.

1824 Somerset Avenue
Cardiff-by-the-Sea, CA 92007

March 10, 2007

Scott Vurbef
Environmental Coordinator
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbef,

We live on Somerset Avenue, about a quarter mile from the southern boundary of the Hall Property. After reviewing the "Hall Property Community Park Draft Program Environmental Impact Report" (EIR), we believe that the issues of traffic, parking, noise, and lighting have not been adequately addressed by this report.

Section 3.2 of the EIR involves the traffic and circulation for the proposed park. However, it does not mention numerous side streets in our neighborhood, such as Somerset, Berkshire, Glasgow, Oxford, Cambridge, Warwick, etc., that surround the park. None of these streets have sidewalks, and their current narrow widths preclude the retrofitting with sidewalks. Most of the streets in the neighborhood have blind corners without stop signs. As Highway 5 is currently a traffic gridlock in both directions in Encinitas on weekends and evenings, people trying to get to the park, will opt to drive on these narrow neighborhood streets. The increase in traffic volume created by a park of the proposed magnitude will cause an immense safety hazard to the neighborhood, and an undue hardship on the residents in this area.

The allocation of 419 parking spaces in the park has been vastly underestimated for the scale of the proposed park. The suggested use of offsite parking and shuttle buses is unrealistic. It is unlikely that people trying to get their kids to a game, will allow themselves an extra hour to park offsite and take a shuttle bus. Instead, they will assume that they will find parking in the park itself. When the parking lots are full, they will drive around the neighborhood streets to find parking. The streets on the southern end of the Hall Property are very narrow and barely have sufficient parking for the residents themselves. Again, this imposes a safety hazard and impact to the residents of this area that was not addressed in the EIR.

Further, the planned use of the park from 7:00am – 10:00pm, with stadium-style 90-foot lights and park-related noise, has an enormous and unfair impact on the residents near the park. Lighted sports fields belong in industrial or commercial areas which do not disturb the peace of the nearby residents. The EIR states that up to 3000 people could be attending tournaments at this park. The aesthetics of the neighborhood would be negatively impacted by the increased traffic, noise, and light pollution. We support a day-use park with limited sports fields that would more than meet the needs of the community. We have lived in Cardiff-by-the-Sea for over five years, and were drawn to it for its peaceful and relaxing atmosphere. Please do not ruin a beautiful beach community.

We request that the EIR and planning commission revisit the issues of traffic, parking, noise, and lighting, as it pertains particularly to residents that live on the southern boundary of the proposed Hall Property Community Park.

Sincerely,

Trina M. Norden-Krichmar Jeffrey L. Krichmar, Ph.D.

cc: jbond@ci.encinitas.ca.us, jstocks@ci.encinitas.ca.us, tbarth@ci.encinitas.ca.us,
mhoulihan@ci.encinitas.ca.us, ddalager@ci.encinitas.ca.us

C115-1	C115-1	These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.
C115-2	C115-2	See responses to comments #C17-7, #C17-14, and #C17-15.
C115-3	C115-3	See responses to comments #C5-1, #B2-17, #C79-3, and #C115-2.
C115-4	C115-4	As addressed in Sections 3.4 and 3.5 of the EIR, potentially significant noise and lighting impacts would be mitigated below a level of significance with implementation of mitigation measures provided in the EIR.
C115-5	C115-5	Section 3.1.3 of the EIR analyzes land use compatibility effects of the project. These effects were not determined to be significant.
	C115-5	See response to comment #C115-1.

710 Rihely Place
Encinitas, CA 92024
(760) 942-9991
(760) 942-9993 Fax



Memo

To: City of Encinitas Planning Department Scott Vurbeff 505 S. Vulcan Ave Encinitas CA, 92024	From: Stefan LaCasse
Phone:	Date: 3/6/07
Re: HALL PROPERTY	CC:

Urgent For Review Please Comment Please Reply Please Recycle

Planning Commission & City Council,

This letter is to serve as support for the Hall Property Park site to be developed as planned and without any further delays. Primarily as relating to the current need for the three baseball/softball fields and the five multi-use fields and lighting for all.

When the property was purchased we (and many others) assumed the process to build the necessary fields would take place in a reasonable time frame. It has been over 5 years and there are still discussions of what to build. This is unreasonable.

This land was purchased by us (tax payers) before I was married. Now my daughter is 3 years old and we want to make sure she has recreational facilities to play sports in ASAP. It took almost 18 years for a park to be built in Encinitas (Sun Vista Park - off Rancho Santa Fe). This cannot be allowed to happen on the Hall Property.

Please build the park now with the amenities with ALL of Encinitas in mind, not just a few.

Sincerely,

Stefan LaCasse

C116-1

C116-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Roger & Sophie LaCasse
1710 Dylan Way
Encinitas, CA 92024
3/7/2007

Encinitas Planning Commission
505 Vulcan Ave
Encinitas, CA 92024

Dear Mr. Vurbef

As taxpayers in Encinitas we would like the support the need for 3 baseball/softball fields and the five multi-use fields and lighting for use by everyone, especially our children. Since the City purchased the land over 5 years ago action would be greatly appreciated. The good of the total Encinitas population overall should greatly over shadow the opposition of a few residents.

Sincerely,



Roger C LaCasse & Sophie LaCasse

C117-1

C117-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Dear Mr. Vurbeff

I have attempted to review EIR prepared by EDAW, Inc. regarding the Hall Property Community Park. Firstly, as stated numerous times in public meeting this is obviously NOT a community park, but a regional sports park. That being said I have serious reservations on the quality of report EDAW, Inc produced for the City of Encinitas. I will not address all of my concerns due to the unbelievable length of the correspondence would entail. So I will mainly comment regarding lighting and landscaping suggested mediating of lighting.

C118-1

C118-1

See response to comment #C17-3 and #C22-1.

According to Figure 2-4 and Table 2-2 the city plans to use California Sycamores, the tallest of suggestions in and around the parking lots to help mitigate light transference to the Rubenstein area. It is my understandings that these trees are messy and need moisture of soil for good growth. They will grow large 70-90 feet eventually however, at a rate of 2 feet per year [average growth rate] and planting 30 foot trees will take over 25 years to be effective. Plus it is my understanding that they have aggressive shallow root structures that will cause damage to parking lot. The use of these and several others suggested trees will cost the city excessive maintenance costs and force the city to use unnecessary water to maintain not counting the cost of shedding and leaf loss. Heaven forbid one dies and needs to be replaced before the 25 years it will take to be semi-effective. Therefore California Sycamore, Valley Oaks, Italian Adler (all similar growth rates) are virtually useless for noise and light abatement purposes (for at least 25 years) and squanders the cities funds for upkeep. In analysis of view 3 "Due to planned landscaping buffers, once established....."What is not said is it will take over 25 years to establish. More importantly none of the suggested trees will ever shield 90' lights.

C118-2

C118-2

An analysis of lighting and associated glare impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Although trees may minimize lighting effects of the project, they are not identified as a mitigation measure in the EIR for noise or lighting impacts.

My home has key view 3 & 4 as I am directly behind Raspy Farms. The report states clearly "2nd floor view on Rubenstein would not be protected" that is an obvious understatement, it should state views will be destroyed by evening glare and light and will result in potential property devaluation for at least the first 25 years of the park. Later in EDAW report they state that light spill will be reduced by 50% discussing light emanating from poles. They should have said 50% of light will result in light spill. "Although this potential is minimal...may result in significant impact."The writers then go on to state that the "poles would not be obtrusive" That might or might not be true but the light banks at the top of the poles most certainly will be obtrusive. Just look at any palm tree and one understands that it is not the trunk that catches ones eyes it is the palm leaves. It will not be the pole but the light banks, which EDAW conveniently did not discuss.

C118-3

C118-3

See response to comment #C118-2. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

C118-4

C118-4

See responses to comments #C17-17, #C17-19, #C20-6

I was not able to find a thorough analysis of the amount of reflective light that will be thrown into the atmosphere using the already chosen all purpose fields. (Therefore an analysis surely should be completed with all known facts included) These fields are not made to absorb light but to help those on the playing field. I already view San Dieguito Academy lights in the evening and they create glare. What are excess of 25 light poles of 90 feet in height with greater power going to create being 200 yards away? If anyone wants to see what happens with this type of lighting there are many applications

C118-5

C118-5

See responses to comments #C17-16 and #C17-18.

throughout the city. Just drive Genesee Avenue heading west and look up to the left and you will most certainly see UCSD lights a mile away and the light banks are obtrusive and there are mature trees all around that does not break their view. How can anyone believe 90' poles with light banks will not bleed into the residential neighborhood, especially during the months of marine layer that will exasperate the situation? The cities land use restricts buildings to 30 feet and does not address light poles therefore these are not in violation, true, but who in their right mind would think an area with 30 foot height restrictions would ever contemplate 90 foot poles. If I wanted to light my back yard the city, I imagine, would never allow me to erect a 90 foot pole. Just because there is not a regulation does not mean alternative usage not contemplated is acceptable or even legal.

I could go on to discuss traffic and parking both obviously major faults in EDAW's study as they do not take into consideration current projects, potential projects, 4-7pm weekday daily traffic times to mentions a few obvious errors and omissions in their report. I am sure others will do so. Gentlemen please reconsider lighting our community park, save the city untold thousand of dollars that will follow in defending the obvious law suits that will follow if the park is agreed to as presently configured. No one I heard or have talked to is against a community park just against a REGIONAL LIT SPORTS FACILITY. Do not devalue our property values with unneeded and unwanted facilities, traffic, and noise. The park will cost the city far too much in future large tree upkeep, over time police costs (traffic control), utilities (electric and water), parking lot maintenance, etc. Please reconsider the need for lighting and quantity of playing fields and give us a dawn to dusk un lit park.

Thank you

Larry Laks
1385 Rubenstein Avenue

C118-5
cont.

C118-6

C118-7

C118-8

C118-9

C118-6

See responses to comments #C17-16 and #C17-18.

C118-7

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. The city's decision-makers will determine whether the project will include athletic field lighting and whether the city's General Plan should be amended for that purpose.

C118-8

Chapter 5 of the EIR includes other cumulative projects that were included in the analysis of cumulative traffic impacts contained in Section 3.2. The significant traffic impacts addressed in Section 3.2 of the EIR are based upon AM and PM peak hours of traffic.

C118-9

See responses to comments #C118-1 through #C118-8.

Kim Lande
541 Caretta Way
Cardiff, CA 92007

Scott Verbuff
Environmental Coordinator
City of Encinitas
505 So. Vulcan Ave.
Encinitas, CA 92024

March 8, 2007

Dear Mr. Verbuff :

I am a resident of Cardiff and have lived with my family for 11 years on Caretta Way, the private road bordering the Hall Property at the south end of the proposed park.

Following are my challenges to the draft Environmental Impact Report on the Hall Property special use park.

Challenge to the EIR #1 – Objective “to offset unmet needs of the community”

In the summary section, the EIR states that the objective of the project is to “maximize the number and use of athletic fields that help to offset the unmet needs of Encinitas while preserving other desired features of the park site.” Nothing in this EIR proves or establishes what these unmet needs are. It is the City’s responsibility to have a reputable, impartial outside entity conduct statistical studies on whether there truly are unmet needs for more athletic fields. Three sports facilities are located less than a mile from the Hall Property – Lake Park, Ada Harris School and Cardiff Elementary. Are they truly so overwhelmed with activity that we need a tournament level, special use sports park less than a mile away?

Only when studies are done to determine the true deficiency of athletic fields in the Encinitas community will the basis for this park be valid, otherwise it is a park built purely on assumption and hearsay.

Challenge to the EIR #2 – No traffic studies on the South end of the park

After reviewing the EIR, I believe it does not adequately address the substantial traffic impacts associated with a tournament level, special use park expected to draw 3000 people at peak attendance.

C119-1

C119-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C119-2

C119-2

See responses to comments #C17-6, #C35-7 and #C39-31.

C119-3

C119-3

See responses to comments #C17-7, #C17-14, and #C17-15.

In particular, it ignores the impact on the smaller narrow streets on the south end of the park, specifically the east to west maze of streets including Glasgow, Somerset, Oxford, Montgomery, Rossini, Stafford, Brighton and Burkshire.

Traffic studies in the EIR were not done on these roads. This is a serious oversight because these streets are and will continue to be a preferred thoroughfare to avoid traffic on Santa Fe, MacKinnon or Birmingham, whether there is access on this side or not.

Challenge to the EIR #3 – Inadequately addresses lack of parking impacts

It's common sense that 431 parking spaces for 1500 cars at peak traffic levels are clearly and absolutely inadequate. The EIR does not address this point sufficiently. Offsite parking/shuttle mitigation is not realistic. Human nature dictates that people will find the offsite parking is an inconvenience and try to find ways around it by driving the streets looking for parking and pedestrian access points. If they can't find the access, they will park and jump the fence anyway.

As a mother of two young children. we walk these streets daily, I see near misses all the time, and have had some myself. Streets at the south side of the park are narrow, often single lane with parked cars and blind turns and curves. A child on a bicycle was hit by a car on Somerset and Burkshire recently, a thoroughfare west from MacKinnon. The streets are dangerous now. More cars will make them absolutely treacherous. MacKinnon, Birmingham and Santa Fe are also streets that simply cannot handle more traffic. The recent death of the San Dieguito High School student on Santa Fe is a tragic reminder of how dangerous our streets are.

The EIR implies that the significant traffic impacts will be mitigated by the park's service to the community. In reality, the park is not for greater good if it compromises the safety of all those using it, residents and visitors.

Challenge to the EIR #4 – Park scale with existing traffic infrastructure

The fundamental issue that the EIR must address is this: the size and scale of the park will produce traffic volume that is simply too much for this neighborhood to bear.

The surrounding streets cannot support the increased level of traffic, and the EIR's attempts to mitigate traffic impacts do not adequately speak to the fact that to place a park of this magnitude in the surrounding traffic infrastructure would be at the expense of the safety of its residents and all those using the park. No

C119-3
cont.

C119-4

C119-5

C119-4

See responses to comments #C115-3 and #C119-3.

C119-5

Section 3.2.5 of the EIR acknowledges that the project would have significant traffic impacts that can be mitigated below a level of significance and other traffic impacts that cannot be fully mitigated. See responses to comments #C17-7, #C17-14, and #C17-15.

amount of traffic circles and additional stoplights can change this because of the nature of the neighborhood's existing compromised traffic flow.

C119-5
cont.

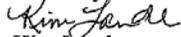
The bottom line: a special use, tournament level park is unsafe for this community. The only safe option is to scale back the number of sports fields to reduce the volume of traffic, with increased parking adequate to handle peak use. Offsite parking is not a safe option. We need a park that supports the authentic needs of the Encinitas community. Not outside residents attending tournaments. We welcome a park, but not this park.

C119-6

C119-6

See responses to comments #C17-7, #C17-14, and #C17-15. Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Sincerely,



Kim Lande

(760) 634-3832

Hello - I am writing this email because of my concern about the proposed design of the Hall property. A Community Park that serves the entire community is what is desired in my neighborhood not a regional sports mega-park. And my neighborhood would be severely impacted by the proposed plan. I live on Munevar Road.

We tried to get speed bumps on our street because of the amount of traffic that uses our street as a short cut around Santa Fe. The safety of our citizens should be tantamount in your eyes. People drive down Munevar Road as if on a race track and it is scary. My concerns for the Hall Property are:

1.) The EIR traffic study is an incomplete study. It omitted any street segments on Windsor, Munevar, Ocean Crest or Cathy Lane. These streets will be heavily impacted if parking is insufficient at the park. Please finish the partial traffic study.

2.) The EIR states it will mitigate intersections where problems exist with traffic signals or roundabouts. I would like justification of how a traffic signal or roundabout adequately mitigates traffic congestion.

3.) 5 soccer fields is too many for the site, (2 mixed use fields only) and the glare from the athletic lights as proposed is unacceptable. We are already impacted from lighting at San Dieguito High School and Bobby Riggs Tennis Club. Please clarify how in the EIR the light impact can be both "less than significant" and also may have significant impact on neighboring residential areas.

4.) The EIR doesn't adequately address the impact of the light poles on views. The impact again of the light poles will be significant. The current city ordinance limits structural heights to 30 feet so that views are not obstructed. I think 90 foot light poles would be visually and aesthetically damaging. Please do not allow lighting. Let the sports activities only occur during daylight hours.

5.) The proposed plan calls for closure of Mackinnon Ave. Please maintain through access across Mackinnon Ave. Cardiff is a

C120-1

C120-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C120-2

C120-2

See responses to comments #C17-7, #C17-14, and #C17-15.

C120-3

C120-3

Traffic signals and roundabouts are a standard means of reducing delays and improving operating conditions at intersections that operate poorly.

C120-4

C120-4

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Section 3.5.4 indicates that lighting impacts may be significant without mitigation measures, while Section 3.5.5 indicates that, with the specified mitigation measures, these impacts would be mitigated below a level of significance.

C120-5

C120-5

See responses to comments #C17-17, #C17-19, and #C20-6.

C120-6

C120-6

Chapter 7 of the EIR addresses the Through Access on Mackinnon Avenue Alternative and other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

wonderful community and closing access to downtown Cardiff, the beach, schools and fire station would split our community.

C120-6
cont.

6.) What would peak traffic do to our neighborhoods? 3,000 ADT? Sounds like a nightmare to me. There is no way to assume those trips will be spread out evenly during the day. Please justify the peak volume and the resulting conclusions.

C120-7

7.) The park plan provides for 419 parking spaces. How are parking and traffic going to be impacted with so few spaces? During peak usage all the surrounding neighborhoods will be used for parking. When San Dieguito has their graduation ceremonies our street is entirely used up for parking. That will happen with the park too.

C120-8

Please create a park that is for Our Community and is pedestrian and bike friendly. A regional soccer park serves people OUTSIDE of our community, not us. The city had the vision to purchase this property and create something very special. Beautifully landscaped open space, children's playground, trails and a couple of multi-use athletic fields would be the perfect jewel in the crown of our city.

C120-9

Please be reminded that you are representatives of your community and it behooves you to listen to your constituents, the people.

Thank you for this opportunity to include my thoughts and views in the public record.

Sincerely,

Teri Lang
809 Munevar Road
Cardiff, Ca 92007

C120-7

Section 3.2.3 of the EIR provides a traffic analysis that addresses a worst-case scenario for a special event. The analysis assumes that such an event would generate 3000 ADT. About 10 percent (300 cars) of this ADT is assumed to occur during the peak hour on Saturdays when the highest number of participants would be present at the event. The analysis does not assume that the trips would be evenly spread throughout the day. The peak volume is based upon a reasonable assumption of the number of participants that would be anticipated to be present during the heaviest use period on Saturday.

C120-8

With respect to parking on neighborhood streets, see responses to comments #C17-7, #C17-14, and #C17-15. The adequacy of park parking is addressed in responses to comments #B2-16 and #B2-17. Mitigation for special events parking is discussed in responses to comments #C35-2, #C66-6, #C69-35, and C81-2.

C120-9

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Hi Scott,

I wanted to send you a follow up e-mail to the one I sent on 1/31/07 regarding the Hall property. I have reviewed the EIR in more depth and request that you add these comments to the record.

Either the EIR is not clear or I do not have a proper understanding, but it appears that the "community park" has actually become a "sports park" with specific leaning to several soccer/softball fields. I think the EIR needs to address the specific needs of the neighboring community first and foremost since everything that happens at the park will have the largest impact on the surrounding neighbors. Specifically traffic and night lighting are of concern.

C121-1

C121-1

See responses to comments #C17-3, #C17-7, #C17-14, #C17-15, and #C22-1. The EIR addresses traffic and lighting impacts on the neighboring community. These analyses are contained in Sections 3.2 and 3.5 of the EIR.

The EIR shows that there are approximately 400 parking spaces in the park, but with the potential of several soccer fields and accompanying regional tournaments, the need could be as much as 1,400 spaces. This excess would be disastrous for the neighboring community both in traffic and in parking. Chances are very high that the majority of people using these fields will be driving from outside the neighborhood, perhaps outside of the City, and yet will be will be greatly impacting the neighborhood by their traffic.

C121-2

C121-2

See response to comment #C35-2, #C66-6, #C69-35, #C81-2, and #C121-1.

The park does not need several soccer fields and does not need to support tournaments. A cap needs to be placed on the quantity of sports fields and a study should be made regarding the necessity of the number of fields versus the impact on the neighbors (in my opinion, special consideration needs to be given to those within a one mile radius of the park).

C121-3

C121-3

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Also, night lighting for the sports fields is completely unnecessary and will definitely be very invasive to the surrounding neighbors. It does not matter what "type" of light is used, because if it is used for sport play it will be too bright. I don't think anybody can object to the fact that the lights will be harsh to the closest neighbors and unsightly to the outer surrounding neighborhood.

C121-4

C121-4

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. The mitigation measures would provide on-going monitoring of project lighting to avoid potentially significant impacts on surrounding residents.

Perhaps the EIR should implement a study that places an actual sample light standard so that there can be quantified feedback from the neighbors.

However, the easiest solution to the problem will be to disallow sport night lighting all together. This policy would also save the City maintenance and energy costs!

C121-5

C121-5

Chapter 7 of the EIR addresses three project alternatives that would not provide athletic field lighting, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Lastly, The EIR has given very little attention to my neighborhood, Munevar Rd., where there is already a documented traffic problem (we applied for speed bumps a few years ago but were rejected by the City Council). It needs to address the fact that people use Munevar Rd. in conjunction with Windsor Rd. and MacKinnon Rd. as a "shortcut" to avoid stopping at two traffic lights at Santa Fe and MacKinnon and Santa Fe and Windsor. Actually, they not only use Munevar as a "shortcut" but as a "speedway" because it has a nice hill that allows them to go quicker in order to save even more time. The EIR needs to make certain that the traffic path stay on Santa Fe Drive.

C121-6

C121-6

See responses to comments # C17-7, #C17-14, and #C17-15.

Thanks for your diligence in adding this letter to the record and we are hopeful that the ultimate "decision makers" will give special attention to the surrounding neighborhood in determining the specifics of the park since the surrounding neighbors will be living near the park seven days a week and twenty four hours a day.

C121-7

C121-7

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Sincerely,
Chuck Lang

From: Chuck Lang [mailto:chuck@langcontracting.com]
Sent: Monday, January 29, 2007 11:27 AM
To: Chris Hazeltine
Subject: Hall Property

Hi Chris,

My name is Chuck Lang and I live on Munevar Rd., just east of MacKinnon and one block south of Santa Fe. I have reviewed the site plan for the Hall property and don't quite understand what is considered the main entrance. If it is via MacKinnon, it is a problem traffic-wise for our neighborhood. People already use Munevar Rd. as a "shortcut" to avoid traffic and traffic signals on Santa Fe. There has been a speeding problem by commuters/non-neighbors on our street for a long time (we tried to get speed bumps installed about five years ago but were rejected by the City Council).

C122-1

C122-1

The project has a vehicular entrance at Mackinnon Avenue and at Santa Fe Drive. Neither access point is considered a main entrance. See responses to comments # C17-7, #C17-14, and #C17-15.

Although the park is a good thing for the City, it may not be a good thing for our neighborhood. You need to make sure that the traffic will stay on Santa Fe. Increased traffic on MacKinnon is somewhat acceptable, but it needs to stay on MacKinnon also. However, I feel very strongly that the main entrance to the park should be on Santa Fe because Santa Fe is already filled with traffic and it would be a "commercial zone" entrance, not residential (the traffic will impact far fewer residences with a Santa Fe main entrance).

C122-2

C122-2

See response to comment #C122-1.

Our neighborhood already has traffic impact from three public schools, two private schools, one private tennis club, two churches, and an Elk's club. You need to pay attention to our needs. Yes, we live on the poor side of the tracks, but we love where we live just as much as anybody else! Please don't let the park traffic impact our residences!!!! Please let me know what will be done to avoid this negative impact.

C122-3

C122-3

See response to comment #C122-1.

Also, I hope there will not be any night lights such as those at the softball parks on Lake Dr.. If there are, they need to go off by 8PM maximum. Thank you.

C122-4

C122-4

See response to comment #121-7.

Sincerely,
Chuck Lang (cell # (619) 540-3467)

March 8, 2007

Scott Vurbeff
Environmental Coordinator
Draft EIR for Hall Property Master Plan
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Subject: Comments to the Draft EIR, Hall Property Community Park

Dear Mr. Vurbeff:

The following are written comments on the subject Draft EIR. The effects are itemized and specific requests are noted to avoid or mitigate the effects.

1. **Effect:** Public parking and increased “drop-off” traffic on the private streets of the Cardiff Glen development (Bach, Gershwin, Vivaldi Streets).

There is a city easement and walk-in gate in the cul-de-sac of Bach. During sports events the public will seek parking spots for their cars within Cardiff Glen bringing additional traffic to the neighborhood. More prominent signage will be needed to indicate that the streets are private and parking is subject to towing. Residents will have to call a towing company and have the cars towed. Park users will return and find their vehicles gone and will be unhappy, and at times will go to the nearby homes and inquire about their vehicles. This could be confrontational and disturbing.

Increased traffic will occur due to “drop-off” traffic. The public will drive into the Bach cul-de-sac and drop off park users to walk into the city easement walkway and gate entrance to the park.

Request: City to pay for additional “No Parking” signage as needed in Cardiff Glen.

Request: City to lock or seal the walk-in gate from the Bach cul-de-sac. Add “No Park Access” signage.

Request: City to advise Cardiff Glen residents on the Coastal Commission’s position of no automobile only gates at the entrances to the development.

2. **Effect:** Sports field lights will create an unnatural view and increased illumination of the back yards and interior of the homes in Cardiff Glen.

It is difficult for individuals to make a determination based upon the Draft EIR of how much increased illumination will be impacted to their individual home. Due to variations in topography and the graphical unspecific nature of the Park Map in the Draft EIR, homeowners can not understand the effect of the illumination on their property. It is a concern that large lights on 90 foot poles are within a short distance from the back of their homes. Will those lights light up a backyard at night? Will I look out my bedroom window and be looking directly at a light? Will my children not be able to go to sleep at night because their bedroom is as bright as daylight?

Request: No lights

Request: Impact of proposed lights should be evaluated for each homeowner adjacent to the park and subject to increased illumination of their property.

C123-1

C123-1

These comments will be provided to the city’s decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project’s environmental impacts and are therefore noted for the record.

C123-2

C123-2

The city would not be responsible for limiting vehicular access on a private right-of-way. However, it should be noted that pedestrians would be able to use the public pedestrian easement on Bach Street to access the park.

C123-3

C123-3

See response to comment #C123-2.

C123-4

C123-4

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Current athletic field lighting technology can allow for lighting that is directed on the playing fields and not on surrounding properties. As noted in Mitigation Measure Visual-1, project lighting would be monitored to ensure light levels do not exceed 0.5 horizontal foot-candles at residential property lines. In addition, light fixtures would be shielded and positioned to avoid the potential for discomfort glare and significant light trespass. The commentor may or may not have views of project lighting as the views may be limited by intervening topography, vegetation, and existing development. However, mitigation measures would ensure that significant impacts of park lighting on surrounding residents would not be significant.

Chapter 7 of the EIR addresses three project alternatives that would not provide athletic field lighting, as well as other project alternatives that reduce impacts of the project. The city’s decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

3. **Effect:** Increased noise.

The freeway noise has already increased into Cardiff Glen. The greenhouses buffered the noise to some extent and since those have been removed by the city the freeway traffic noise has increased substantially. The Draft EIR does not evaluate the noise based upon the original condition of the property.

Request: Add buffer trees, plants and perhaps sound walls asap to buffer freeway traffic noise to at least the levels prior to development of the site.

4. **Effect:** Increased Traffic in the immediate neighborhood.

The cumulative increase in traffic with further growth and develop of retail, services, hospital, schools and other potential developments is not evaluated in the Draft EIR. The increased traffic due to the park is incremental to a potential cumulative effect. The expansion of the Hospital, increased usage of the neighboring retail centers, San Dieguito High School, expansion of Interstate 5, and others will also increase traffic.

There is no discussion in the Draft EIR about scheduled events of the park. The hours of operation are too early and go too late. All of the facilities could have scheduled events concurrently and continuously. There is no mention of any regulation or restriction. Who would do that scheduling? What are their guidelines?

Request: Scale back the range and number of sports facilities in the Park to reduce potential Park users creating to much additional traffic.

Request: Draft event scheduling guidelines and review with the community.

Thank you for your thoughtful consideration of these comments.

Sincerely,



Bob Lasswell
421 Bach Street
Cardiff by the Sea

C123-5

C123-5

Section 4.5 of the EIR addresses the noise effects related to removal of the previous greenhouse structures. The noise model determined that the increase in noise levels (0.5 to 1 dBA) due to the removal of the structures was not significant. The analyses provided Sections 4.3 and 4.6 determined that potential air quality and hazardous material impacts associated with the previous demolition activity were not significant. Please also refer to Response #C125-9.

C123-6

C123-6

See response to comment #C123-5. Noise mitigation measures would not be warranted for removal of the previous greenhouse structures. It should be noted that landscaping is not known to be an effective means of attenuating noise.

C123-7

C123-7

Chapter 5 and Section 3.2.3 of the EIR addresses cumulative traffic impacts of the project in conjunction with other reasonably foreseeable development in the study area.

C123-8

C123-8

The City's Parks and Recreation Department would commence scheduling of park events once the project is developed.

Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The City's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

The request to draft event scheduling guidelines and review with the community will be provided to the City's decision-makers for consideration when they take action on the proposed project.

CITY OF ENCINITAS
CITY CLERK

07 MAR 12 PM 3: 50

March 12, 2007

Scott Vurbef
Planning and Building Department
City of Encinitas

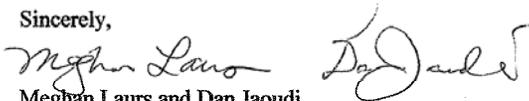
Dear Mr. Vurbef:

I am writing to express concern regarding the development of the Hall property park on the 43 acre site in Cardiff near Santa Fe Drive.

The city is now describing the park as a Special Use Park (Vol. 1, Page 3.1.2). We were told we were going to have a Community Park for recreational use. The Lease Revenue Bonds used to buy the property were sold to develop a park for recreational use. The proposal for lighted field to be used for tournaments indicates the park will be used for competitive sports activities.

We do NOT want a large Sports Park in our neighborhood!! The draft EIR is woefully incomplete. The lighting is too high and too bright, the noise impacts are understated, parking is inadequate, and traffic congestion and environmental impact have not been sufficiently addressed. **We would like to request a reduced intensity park as an alternative that will create a balanced mixed-use community park— not a massive Sports Park with lights.**

Sincerely,


Meghan Laurs and Dan Jaoudi
1611 Summit Avenue
Cardiff, CA 92007
760-942-1316

C124-1

C124-1

Refer to responses C124-2 and C124-3.

C124-2

C124-2

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, as described in Chapter 2 of the EIR, the project would provide a variety of recreational uses that are not limited to competitive sports activities. The project's multi-use fields would serve a variety of league organized and non-league athletic activities and would be open to public use.

C124-3

C124-3

Chapter 3 of the EIR analyzes the project's impacts related to lighting, noise, and parking. The EIR provides mitigation measures that would reduce these impacts to below a level of significance. In addition, the project would result in traffic impacts (including those related to parking) that are both mitigable and unmitigable. The commentor does not provide reasons nor substantial evidence to support the contention that the EIR does not adequately address these environmental issues. Section 7.2 of the EIR addresses a Reduced Intensity project alternative.

440 Bach Street
Cardiff by the Sea, CA 92007
March 11, 2007

Scott VurbEFF, Environmental Coordinator
CITY OF ENCINITAS
Planning and Building Department
505 South Vulcan Avenue
Encinitas, CA 92024
760-633-2692
Fax: 760-633-2818
svurbEFF@ci.encinitas.ca.us

Dear Mr. VurbEFF:

I am writing to ask particular questions regarding the Environmental Impact Report on the Hall Property. My name is James Leatham, I reside at 440 Bach Street, and my property shares both its north and its east wall with the Hall property. I have been a resident of Cardiff for about 19 years. We moved to our present home in eager anticipation of living near a new community park 2 years ago. We have 3 school-age children and are active in youth sports in Cardiff and Encinitas. My son played Little League baseball for several years and my daughters are avid soccer players.

I participated in the community planning process held at San Dieguito Academy over several days to provide input to the Cardiff by the Sea specific plan several years ago. When I looked at the Environmental Impact Report, it was through the lens of an engineer: I took my training at MIT, followed by graduate work at USC and UCSD. I currently serve as an executive and officer of Optical Physics Company, a firm that develops cutting edge

C125-1

C125-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

instrumentation for satellite/space applications. Following is my input/questions on the draft EIR. Please route it appropriately to members of the planning commission and of the city council for me:

C125-1
cont.

Overall context:

One purpose of the environmental impact report is to assess the relative benefit to the larger Encinitas community versus the impact on the neighboring areas. Has the EIR considered the context of the active sports facilities to the proximity of residential housing? What about upgrading other facilities, such as lighting at the Lake Park facility, or Berkich park, or the park attached to Capri School, all of which have less impact on adjacent residential areas? As we assess our needs and benefits of park facilities, do we pursue a process of grading benefit against impact using a quantitative metric (such as light candlepower versus distance to nearest residence, or population density)? Does it make sense to upgrade soccer/baseball fields at another city park to extend playing hours or provide a tournament venue rather than negatively impact adjacent residential land?

C125-2

Section 3.1.3 of the EIR addresses land use compatibility impacts on surrounding uses. The analysis determined that the project would be compatible with surrounding land uses.

C125-2

See responses to comments #C35-7 and #C39-31.

When addressing the environmental effects of a project, an EIR identifies thresholds of significance (which can be quantitative) to determine the significance of the impacts. These thresholds are identified throughout the EIR for each environmental issue, including lighting impacts. If an impact exceeds a threshold and the impact cannot be mitigated below a level of significance, the decision-maker may adopt a statement of overriding considerations, whereby a finding can be made that the benefits of the proposed project outweigh its unavoidable impacts (CEQA Guidelines Section 15093).

Calculations seem to assume a person is standing at ground level wearing a wide-brimmed hat. Realize that we live in both the first and second floors of our homes. A 6-foot-tall barrier needs to be assessed for real living conditions. My kids have a bedtime as early as 7:30 for my kindergartener. Will they be able to maintain a natural home life? Will the barrier or park-use policies sufficiently attenuate sound/light at all living areas of adjacent property?

C125-3

C125-3

Walls are not being provided in the EIR as a means to mitigate lighting effects of the project. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. The project does propose a 6-foot-high noise wall that would attenuate noise levels from the dog park. As analyzed in Section 3.4 of the EIR, the wall would mitigate noise impacts on adjacent residences to below a level of significance.

Athletic Field light trees:

90 foot light pole trees are incredible and seem out of place for this venue. I cannot find other parks in Southern California in

C125-4

residential districts with light trees anywhere near this high. The height and aesthetics of light poles are a form of urban blight- they compare to billboards and telephone wires/poles and should be assessed in a similar manner even when not in use. That is, not only the illumination on adjacent property, but also the visual impact of looking out at a high-contrast feature of size out of proportion to other elements of the viewscape. The EIR should give this context, comparing to (even) lights provided at high school, community college, university and other similar park venues to show by comparison where this proposal stands. What are the numbers of similar situations? Do more “serious” venues even have this quality of lighting? Are we intending to produce a regional “world-class” venue or to increase youth-sports capacity at current levels? The EIR should state the goals and how the various proposals stack up against the goals. The EIR mentions, but does not elaborate on the fact that the Olivenhain lighting ordinances are more limiting than Cardiff (even though Cardiff has smaller average lot sizes). What recommendation can be made? Presumably that Encinitas should adopt the same or stricter ordinances for Cardiff. The calculations are to be done 25 feet from the property line. The EIR assumes that this is on the other side of the property line. Is this the intent of the city ordinances, or is the intent on the same side of the line? Please clarify and correct. The calculations were performed for side-welling light 25 feet beyond the park boundaries (for a limit of 0.5 ft-candles) and assume some undefined atmospheric conditions (likely not the fog we see during winter season). I believe setback ordinances are always written to apply to the subject property (so that one does not have to trespass to check for compliance), so the measurement should be 25 feet within the park boundaries. Also, the report notes that a human field of view goes to an elevation angle of 70 degrees. Checking only the horizontal travelling light will severely under-measure the true impact of the light. It appears that this may be the approach you are taking. Perhaps considering the worst case of down-welling light at 20 degrees nadir angle, or a

C125-4
cont.

C125-4

The commentor expresses concern with the height of the light poles and suggests that the EIR should compare the lights proposed for use at the Hall Property Community Park with lights used at other facilities. The purpose of an EIR is to evaluate the environmental effects of the proposed project, in this case the park and the specific lighting proposed for use at the park. While the EIR must evaluate alternatives that would potentially reduce significant impacts of the proposed project, a full comparison and consideration of different project designs is not a requirement of CEQA. While a potentially significant effect has been identified related to light trespass, the poles themselves would not create a significant visual impact. In addition, lowering the pole heights would not reduce the potentially significant lighting impact. While the EIR identifies a potentially significant impact related to light trespass, feasible mitigation measures are also provided to reduce this potential impact to a less-than-significant level without a substantial change in the design of the lighting. Thus, exploration of the alternatives presented by the commentor is not necessary.

C125-5

As mentioned by the commentor, the EIR does provide information regarding the stricter standards that are adopted for the Olivenhain Community of Encinitas. From a land planning perspective, it is common for stricter dark sky standards to be adopted for semi-rural areas, such as the Olivenhain Community rather than in more urban settings, such as the Cardiff Community. However, the purpose of the EIR is not to provide suggestions or recommendations regarding changing the existing adopted standards, rather determine the project’s compatibility with the standards that apply to the project site. The compatibility analysis of the lighting plan with adopted regulations is provided in Section 3.5.3 of the EIR.

C125-5

C125-6

As discussed in the EIR, the proposed project is exempt from the City’s Municipal Code requirements limiting light to 0.5 footcandles at the property line. In the absence of City defined lighting requirements applicable to the proposed project, the EIR utilized other existing guidance to determine project-level impacts. The EIR included the use of the International Dark Sky Association’s recommended standard of 0.5 footcandles at a distance of 25 feet from the property line. However, the use of this threshold has resulted in a significant amount of confusion. As such, the Final EIR has been revised to limit light trespass as direct result of project lighting to 0.5 foot-candles at the property line to any adjacent property zoned for residential use (please refer to Chapter 2 of the Final EIR for this revision). As shown in Table 3.5-2 of the EIR, lighting levels at the property line of the proposed project are anticipated to be 0.5 footcandles or less at the proposed project property line.

C125-6

C125-7

Because there is no such angle as 20 degrees nadir, it is difficult to determine what is meant by the commentor. Nadir is an angle directly underneath the fixture considered to be the 0 angle. It is believed that the comment is referring to is an angle tilted 20 degrees above nadir. If by cone average, the commentor means the average of horizontal and vertical illumination, this isn’t possible to determine. Horizontal and vertical illuminance are mutually exclusive with the formula for calculation of each being distinct and separate. The project has been supplied with the prescribed horizontal illuminance that is called for in IESNA RP-06-01 for the athletic fields and the same method has been used for the parking and sidewalk calculations.

C125-7

compromise of a cone average filling an average human field of view would be more appropriate. Also, the calculations do not appear to take into account the 6-foot tall walls between the park and the properties. This may make lower poles with a more grazing incidence more appropriate, since even though lower light trees make the light field more difficult to tightly control, the high walls provide an illumination buffer to grazing-incidence light. Please comment and, if appropriate, correct the EIR.

C125-7
cont.

C125-8

As discussed in the EIR, the westward property divider between the project and residential uses is a 6'-0" concrete wall. Although not required to reduce an identified lighting impact, this wall would serve as a light trespass boundary. This statement will hold true for both tall designed poles and the proposed lower poles. The function as a light trespass boundary remains unchanged in either scenario, to a certain degree, given the fact that the report specifically says that poles have been aimed toward the center of the property. With lower poles, the grazing-incidence angle would be more parallel to the surface of the wall, thus improving the buffering effect. Yet, the calculation validates that adequate buffering, based on referenced guidelines within the EIR, are achieved with the current pole height.

C125-8

Sound attenuation:

The freeway noise contribution is louder since greenhouse structures were removed- the EIR should be baselined to those conditions that existed at the time the property was acquired.

C125-9

C125-9

The commentor correctly states that the noise levels at residential areas to the west of the park are louder since the removal of the greenhouses as described in Section 4.4 of the EIR. The quieter scenario prior to removal of the debris field is not used as the EIR baseline as it is not reflective of the current site condition and a lower baseline noise level would generate a lower resulting noise level than actually anticipated to occur. Also, as outlined in Section 2.1 of the EIR and as required by CEQA (Section 15125), the environmental setting, or baseline, of an EIR must reflect conditions as they exist at the time the Notice of Preparation is published. The NOP for the EIR was published in December 2004, after the removal of the greenhouse debris.

The basis of calculations and recommendations are found in the Encinitas codes. The measurement of dB (decibels) is highly dependent on the resolution bandwidth of the measurement, as correctly indicated in the EIR. The guidelines for sound in dB in Encinitas code appear to be instantaneous (i.e. peak-to-valley), while measurements and calculations for the EIR are 1-hour average. The EIR does not reconcile this. A good rule-of-thumb is that the difference between the two is at least 6 – 9 dB. How do the measurements used in the EIR compare at identical resolution bandwidths to those in city code? Rolling hills attenuate and guide low frequency sound (generally mass and height of obstruction is used), and foliage attenuates and scatters higher frequencies. How does this impact the type of land usage appropriate for this park in order to maintain Encinitas sound standards in the adjacent residences? Do the calculations assume that residents live on both levels of a two-story house or only the first level? How do the various alternative proposals for the park property stack up against this metric? In the context of alternate plans for park usage, which perform better for both Encinitas at large, and for the adjacent residents, in terms of sound attenuation?

C125-10

C125-10

As required by the City Municipal Code, all noise measurements and levels are described as A-weighted decibels. For a description of A-weighting please see response to C17-22. The noise level limits, identified in section 30.40.010 of the City Municipal Code, are based on the One-Hour Average Sound Level. Thus, no reconciliation between noise level limits in the Municipal Code and the EIR are necessary. Noise propagation equations used in the noise impact assessment did not include foliage as this would potentially lower noise levels at the receivers and be less conservative.

C125-11

C125-11

Noise levels are based on property line locations, as required by the City Municipal Code, not the actual locations of residences. If noise levels were evaluated for second story residential locations, interior location would be of prime importance and noise levels at these location would receive a 15-20 dBA reduction due to building materials. Thus, it can confidently be stated that noise levels at second story locations would be below the exterior noise levels at ground locations and the interior noise level from noise sources complying with the property line limit would comply with interior noise level guidelines.

C125-12

C125-12

Section 7.0 of the EIR includes a qualitative analysis of the alternatives to the proposed project. As shown in Table 7-2 of the EIR, Alternatives 2, 3, 5, 6, and 7 are anticipated to result in fewer noise impacts than the proposed project while Alternatives 1 and 4 are anticipated to result in similar noise impacts.

Summary:

I have questions about the specific methodology of the EIR. In particular, the assumptions of treating only one option and also of not considering the park amenities in any context of available choices; as well as the specific assumptions contained in the recommendations, seem to me to be passing up the opportunity to provide the best service to Encinitas. I am excited to see a new city park facility, and recognize that it will involve trade-offs. I only ask that the trade-offs are fully explored before decisions are made. I have full faith that the process will provide new insights that none of us have previously seen.

Sincerely,

Jim Leatham

C125-13

C125-13

See responses to comments #C35-7 and #C39-31. Under CEQA, an EIR is required to consider a reasonable range of alternatives that would reduce or mitigate the potentially significant impacts of the proposed project, including alternatives that can feasibly meet most of the project objectives. The EIR evaluated seven project alternatives in Chapter 7 of the EIR ranging from reduced intensity park designs to offsite locations. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

February 27, 2007

City Hall
City Council and Planning Commission
505 S. Vulcan Avenue
Encinitas, CA 92024

Subject: Hall Property

Dear Planning Commission:

I am a thirty year resident of Cardiff by the Sea and am very concerned with plans for the Hall Property.

PLEASE, let this be a beautiful community park for all to enjoy with multi-use athletic fields and children's playgrounds.

I am completely OPPOSED of any plans calling for "Special USE" park --a special (soccer) tournament park and any program that allows the park to be open until midnight.

Congestion in the neighborhood, noise, field lights and parking are all great concerns.

Please let this property truly be a asset for all of us, not just special athletic programs.

Sincerely,



David Ledinsky
1814 MacKinnon Avenue
Cardiff by the Sea, CA 92007
760-613-1310

C126-1

C126-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Fabias Lehman
Sara Salisbury
1259 Hermes Avenue
Encinitas, CA 92024

March 7, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vunkeff

Re: Hall Property Community Park Project

To Whom It May Concern:

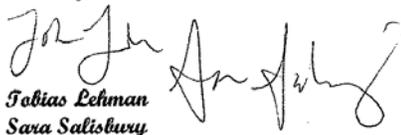
As Encinitas residents, my wife and I find it most distressing that our children do not have ample recreational facilities, in close proximity to our home, at their disposal. We recently learned of plans to construct a multi-purpose sports park, with lights, and would like to take this opportunity to voice our enthusiastic support of this worthwhile effort. To our knowledge no such amenities have been erected during the past decade, or more, and our community is in dire need of such a complex. The above-entitled venture would be "a dream come true" for many Encinitas families. Presently, we have to commute several miles in order for our kids to participate in organized sports activities. Carlsbad has been proactive in this regard, building one sports park after another, in fairly rapid succession. We would like to see Encinitas follow suit by providing much-needed community services for our youth. Please take this very important matter to heart. We look forward to a timely, favorable result.

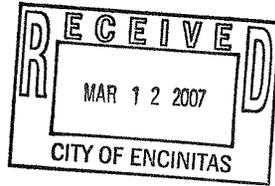
C127-1

C127-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Sincerely,


Fabias Lehman
Sara Salisbury



Michael and Shea Levin

1622 Mackinnon Avenue - Cardiff By the Sea - California - 92007 - (760)-632-7489
mdlevin@excelengineering.net

March 9, 2007

Attn: Scott Vurbeff, Environmental Coordinator
City Of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Reference: Hall Property Community Park, Draft Environmental Impact Statement

Mr. Scott Vurbeff

Thank you for the opportunity to provide input into the Draft Environmental Impact Statement.

The following items within the reference document should be further addressed within the Environmental Impact report to correct inconsistency with City Policy and to provide responses to additional environmental impacts not considered within the Draft Environmental Impact Statement.

Page S-13, Traffic 8 Special Events Parking

The potential locations noted for offsite parking areas, described as the Cal Trans park and ride at the corner of Villa Cardiff and Birmingham Drive and the Student Parking Lot at San Dieguito Academy are noted as within 5 minutes of the proposed project and used to identify a potential location to mitigate the overflow parking requirements of special events within the park. What is the likely hood of either facility being allowed for use by a special event? Have the appropriate agencies been contacted to confirm the possibility of there use?

The two areas identified, if allowed for use for special events, do not have enough parking to handle the more than 400 offsite parking spaces necessary for special events. The additional parking needs will find its way to the surface streets and as the streets which terminate in the south side of the proposed project provide the closest parking the impact on the substandard streets southerly of the park needs to be addressed within the analysis.

C128-1

C128-1

The commentor introduces the letter and no specific comments on the EIR analysis are provided. The commentors concerns are detailed in subsequent comments.

C128-2

C128-2

Prior to the issuance of a Special Event Permit and if required, as determined by the City's Traffic Engineering Department, an off-site parking plan would need to be approved. This would require that the applicant for the permit coordinate and obtain necessary approvals from property owners of the off-site parking areas. When off-site parking is required, a Special Event Permit will not be granted without the compliance with this requirement.

C128-3

C128-3

The two off-site parking areas identified in the EIR are not intended to be all-inclusive, rather they were given as examples of where off-site parking could be provided. The traffic study predicts a possible total deficit of 391 spaces during a special event. The total parking supply in the off-site parking areas, which would be identified in the Traffic Management Plan (Mitigation Measure Traffic-8), would be required to exceed any identified deficit of the particular event. Please also refer to Response #C17-8.

It is noted that the 90 foot "light poles are thin and would not create a visual obstruction or be intrusive features of the park" No mention is made as to the light components on the poles which will most certainly provide a visual impact. An example of this can be seen at San Dieguito Academy on Santa Fe Drive. The field lighting is approximately one mile from our home at 1622 Mackinnon Ave. The Lighting dominates the sky line overlooking the school grounds. Therefore you must reconsider the impact of the entire structure in the visual analysis.

C128-4

C128-4

Section 3.5 of the EIR includes a full analysis of the potential impacts associated with the proposed project's lighting plan. As discussed in that section, with the implementation of the identified mitigation measures, light and glare associated with the proposed project would be reduced to less-than-significant levels. The lighting array associated with the poles would not be significantly different than other lighting arrays in the urban area. While it is true that the lighting arrays will be visible from various vantage points, they would not result in significant visual impacts as there are no public vistas in the vicinity of the project site or significant scenic vistas passing through the project site that would be affected by construction and operation of the park.

Mackinnon Avenue is identified as a two lane collector in the City of Encinitas Circulation Element. This is not correct for the entire road segment. The circulation element identifies only the Section of Mackinnon Ave from Santa Fe to Via Cardiff as a local collector. The Segment of Mackinnon from Birmingham to the I-5 Bridge is designated as a Special Case Local with a 40 foot right of way and parking on one side only. The special Case Local designation was adopted to the road segment as part of City of Encinitas Council Resolution No. 93-26 " A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ENCINITAS APPROVING AMENDMENTS TO PUBLIC ROAD STANDARDS" Council resolution 91-39 adopted the standards associated with the Special Case Local.

C128-5

C128-5

The commentor is correct regarding the classification of Mackinnon Avenue. However, the capacity of 14,000 ADT was correctly applied. The City roadway standards list 14,000 ADT as the capacity of a local roadway and this is the lowest capacity the City utilizes. It was therefore accurate and conservative to use 14,000 in the traffic analysis as the capacity of Mackinnon Avenue.

The special case local designation for Mackinnon Ave from the I-5 Bridge to Birmingham will alter the segment analysis in table 3.2.3. The Special case local standards need to be applied to the segment review. 14000 ADT being used for existing capacity for LOS E is not appropriately applied to the segment to determine the volume to capacity ratio and the LOS for the road segment.

Three existing facilities have been identified as the basis for the trip generation for the proposed project. The 2004 counts used for the determination of the trip generation are dated and should be updated to confirm that the 2004 counts are still applicable to generation for 2007. The application of the trip count to the total acreage of the comparison parks would only be viable if each of the comparison parks has the same ratio of active use space to passive use space. No analysis was provided to determine if the comparison parks have the same ratio of uses.

C128-6

C128-6

The traffic study began in 2004, which is why the traffic counts were taken in 2004. There is no reason that the trip generation associated with a park would be different in 2004 compared to 2007. The amount of trips associated with a park varies widely depending on the events of the day. A comparison park with the exact characteristics of the proposed project is not available. Therefore LLG went through a comprehensive process to identify parks both with similar facilities and more and less active acreage percentages in order to estimate the trip generation. This is the standard of practice in traffic engineering.

Page 3.2-18 Special Event Traffic and Parking

No traffic counts have been presented for a special event at any of the comparison parks. If the comparison parks are similar in nature to the proposed project, counts collected from special events would provide a more accurate traffic model for the proposed project. The Polo grounds in Del Mar commonly hold multi field soccer events this may be considered in evaluating the impacts of a special event within the proposed park.

C128-7

The amount of traffic associated with a special event varies depending on many factors such as number of fields, size, and type of event and the location of the park. It is for this reason that standard traffic engineering practice for evaluating special event traffic is not to conduct traffic counts at another site but rather to estimate the number of participants at a special event based on the working knowledge from the Parks and Recreation Department.

The parking analysis associated with a special event noted that the site would be short 391 parking stalls for the event, but no consideration has been given for the other active portions of the park and the passive uses of the park at the same time the special event is occurring. It is not realistic to think that the remaining portions of the park will not operate during a special event. The concurrent use of the park with the special events needs to be considered in determining the parking requirements. The impact to the surrounding area due to the lack of available parking within the park during special events and within a reasonable distance to the park needs to be included in the analysis.

C128-8

C128-8

For the purpose of the special event analysis, the EIR assumed 3,000 people would visit the park on a peak day regardless of which portion of the park visitors are utilizing. This assumed amount will exceed the attendance on virtually every single day of the year. In addition, a very conservative assumption of only 2.0 people per car (VOR) was built into the analysis. The actual VOR for a special event would likely be close to twice this amount. Therefore, the forecasted parking demand has a factor of safety of 2.0 already built in. The analysis concluded that there would be a significant parking impact based on this assumption and mitigation measures are recommended. The analysis results would not change if an even greater daily attendance were assumed. It is acknowledged that a severe parking shortage would occur even with a 3000-person attendance day at the park. It should also be noted that it is standard practice in traffic engineering to not analyze and mitigate for the absolute worst-case day of the year. Rather, a typical peak day is analyzed.

Page 3.7-11 Mitigation Measure Hydrology-2

Section b. requires that a detention basin be installed to mitigate increase flows to a maximum discharge of 25.4 cfs based on the 100 year event. The mitigation should not address just the 100 year peak flow but should also insure that the 2yr, 10yr, 25yr, 50yr as well as the said 100 yr events are mitigated and that the peak flow for each storm is not increased at the outflow.

C128-9

In addition the Final EIR project description states, "Special events would be scheduled at the park through the Parks and Recreation Department. Special events could include programs or other activities that would run until 12:00 midnight on Friday or Saturday nights at the teen center. Special events taking place at unlit outdoor locations, such as the amphitheatre, would be limited to daylight hours. If lighting were to be approved as part of the project, special events at the athletic fields could take place until 10 PM when the lights would be shut off. Special events at the park are anticipated to include a wide range of activities such as youth group meetings, lectures, athletic tournaments, receptions, community fairs, and other similar types of events. Any special event would require a special events operation permit. Special events would only be approved by the Parks and Recreation Department if they did not conflict with other activities and if special conditions for event planning were addressed. It is anticipated that the frequency of special events would be an average of approximately one event per month at the teen center, and one event per month at the amphitheatre. Special events at the athletic fields are anticipated to occur three to four times a year."

If the basins are also intended to mitigate for water quality they need to address the total drawdown time of the basin to insure that the entire basin is empty within 72 hrs so the basin does not become a mosquito area.

C128-10

C128-9

Page 7-2 thru 7-9 Analysis of through access on Mackinnon Avenue Alternative.

As noted above the classification of Mackinnon Avenue from the I-5 Bridge to Birmingham is not a Local Collector but is a designated special case local. The traffic study for this alternative does not address the impacts to this street segment based the special case local designation.

C128-11

The traffic analysis also doesn't address the intersections of Mackinnon and Berkshire. This intersection should be reviewed to understand the impacts to the intersection and then the residential neighborhoods to the west. This intersection is currently impacted in the AM peak and the areas west of the intersection are impacted by the same.

C128-12

The commentor inaccurately states that Mitigation Measure Hydrology-2b requires the installation of a detention basin based on calculations for the 100-year storm event. As detailed in the Hall Property Community Park Water Quality and Drainage Study (Appendix I), the consideration of the appropriate detention basins and drainage improvements for the project considered storm events of both 2-year and 10-year frequency, and with a 6-hour duration. This methodology is in accordance with the San Diego County Hydrology Manual, dated June 2003, and the City of Encinitas Storm Water Better Management Practices Manual.

C128-10

Drawdown time associated with detention basins is subject to weather conditions at the basin. For example, in warmer, sunny conditions drawdown time would be much faster due to a higher rate of evaporation. Consequently, during rain events, drawdown times would be increased. In general, detention basins are designed to allow complete drawdown of detained water within 48 hours, under normal conditions.

Mackinnon Avenue from I-5 to Birmingham is routinely used as a shortcut to facilitate access to Cardiff school and the retail area to the west. Currently the intersection of Berkshire and Mackinnon backs up to the I-5 Bridge each morning between 7:30 am and 8:30 am during the school session. Driveways along the street have limited site distance particularly the residences on the west side of the street where parking is allowed. During the AM peak it is not safe to exit driveways under existing conditions. The street safety for the existing residential uses should be considered in the alternate analysis and the appropriate mitigation identified.

C128-12
cont.

The Speed limit for Mackinnon Avenue is a posted 25 mph which is consistent with the special case local standard. The segment of Mackinnon Ave. from Santa Fe to the I-5 Bridge is a Local Collector and is designed and posted for a higher speed limit. The speed is routinely carried across the bridge and carried into the special case local standard section of Mackinnon. This condition makes the existing road in need of mitigation measures today to keep it in compliance with the current standard.

C128-13

The traffic counts for this portion of Mackinnon if taken when school was not in session would not provide the proper evaluation of the AM peaks for the road section. Traffic counts during the peak use need to be evaluated to consider the full impact of the alternative.

C128-14

The traffic analysis for this alternative needs to also address the traffic which will use the park as a shortcut to gain access to the retail area on Santa Fe and the Hospital through the Mackinnon access. This additional circulation pattern should be considered in the evaluation of impacts for the alternative.

C128-15

The City's circulation element states in policy 2.4

"When considering circulation patterns and standards, primary consideration will be given to the reservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will have first priority."

The City's circulation element states in policy 2.23

"No roadway link established by this plan shall be re-classified to a greater capacity category and no new link shall be added without the affirmative vote of majority of those voting in an election to approve such change."

C128-16

Under the goals and policies included in the circulation element. The following is stated:
"Discourage through traffic in residential neighborhoods." (Page C-25 of the circulation element.)

With the additional considerations identified and the mitigation required to implement this alternative we believe it will be found to create more impacts than the proposed project. Alternate 7.1 is not in conformance with the City of Encinitas's circulation element and therefore the adverse impacts should be addressed. To reclassify the segment of Mackinnon Ave to a local Collector a vote of the Public is required (policy 2.23) this is not currently considered in the alternative analysis.

C128-11

The commentor is correct regarding the classification of Mackinnon Avenue. However, the capacity of 14,000 ADT was correctly applied. The City roadway standards list 14,000 ADT as the capacity of a local roadway and this is the lowest capacity the City utilizes. It was therefore accurate and conservative to use 14,000 in the traffic analysis as the capacity of Mackinnon Avenue.

C128-12

The project is anticipated to add virtually no traffic to Berkshire Avenue, a residential street intersecting Mackinnon Avenue. The only drivers who may utilize this street would be during a special event when the parking lots are full and the driver has chosen not to utilize the off-site parking area. This is expected to be an uncommon occurrence. Therefore, an analysis of the Mackinnon Avenue/Berkshire Avenue intersection is not warranted. In addition, based on the proposed park uses, the project would add very little traffic to the street system during the AM peak hour mentioned in the comment.

C128-13

Traffic analyses and project impacts are based upon street capacity and posted speed limits. As discussed in the EIR, Impacts were determined and mitigation is recommended at the Villa Cardiff Drive and park access driveway intersections along Mackinnon Avenue.

C128-14

As discussed in the Traffic Impact Analysis prepared for the proposed project, the baseline traffic counts were taken when schools were in session.

C128-15

It would be a circuitous route to wind through the project parking lots and internal roads to reach Santa Fe Plaza and Scripps Hospital. While it is possible that a few drivers may do so, this amount would not be high enough to result in additional significant impacts.

C128-16

The analysis does not show that the project would significantly increase through traffic within residential neighborhoods. The additional project traffic does not increase traffic on Mackinnon Avenue to warrant a reclassification of the roadway.

In conclusion we feel a park on the Hall property will be a very welcome addition to the community. To mitigate for the parking impacts created by the project a reduction in the active use fields should be considered and additional parking should be provided within the project, approved parking alternatives should be identified in the EIR, Mackinnon Avenue should not be opened as alternative 7-1 proposes as it is in direct conflict with the City's circulation element, lighting of the active areas should be avoided as the light towers and fixtures propose a visual impact and the field lighting is out of character with the community.

Thank you in advance for your complete review of this letter. If you have any questions about the enclosed information do not hesitate to call.

Sincerely,



Michael D Levin PLS
Shea K Levin

C128-17

C128-17

The commentor concludes the letter by summarizing the issues and comments presented in detail throughout the letter that were responded to above. No response is necessary.

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C129-1

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C129-2

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsignaled side streets, such as Crest Drive

C129-3

C129-1 through C129-9

See responses to comments #C3-1 through #C3-9.

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C129-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

C129-5

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C129-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C129-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C129-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C129-9

Thanks for your consideration.

Cleana Dehuster
1072 Crest Dr.

James A Lindsay
1560 Eolus Ave
Encinitas, CA 92024

March 8th, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

I have coached youth sports in Encinitas for the last 7 years. Having been involved in both baseball and soccer I can tell you that there are not enough good fields to practice on. Just this year we lost our ability to practice on the Park Place fields so our majors team in ELL can only practice once a week at Berkich. While there you always see other people ie: soccer players trying to use the fields because they have no where to go. It's silly to have to try to sneak on private fields just to get in an extra practice. Also, the younger players in ELL have to practice at school fields that are grossly inadequate and not groomed or kept up to playing shape. I want to encourage you to please move forward on the Hall property as quickly as possible and for goodness sake put lights up so we can get the maximum use out of them. I would like my children to be able to see and use these fields while their young.

C130-1

C130-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Sincerely,



James A Lindsay

Dear Council Members,

It is 6:15 p.m. on Thursday March 1, 2007 as I sit down to write this. I am at work waiting for scripts to run instead of attending the EIR review. I was hoping to attend tonight's meeting, but that appears impossible. However, I would like to make some comments in regard to the Hall Property and the design process.

I was sent to the original design charette as a representative of Encinitas National Little League. At the time, I had two sons playing baseball at the Park Dale Lane Elementary School Fields (they also played soccer in the Encinitas Soccer League). I had no idea what to expect as the whole Hall Property process had gone under my radar. I just knew I was going to get lunch and chance to put by SDSU design education to some use. After touring the property and getting an overview on the process, we broke into groups. My group was not atypical. It consisted of 20 interested parties, 19 of whom were from the Composer District of Cardiff. Needless to say, my suggestions of any active-use areas fell on deaf ears. There was eventually an isolated grassy area placed near the proposed swim complex. It was not to be designated as an actual field, but might be used for sports of some kind. The 20+ presentations at the end of the day echoed that theme, as the local residents basically wanted a 44-acre buffer between themselves and the freeway. And, if a contemplative garden or water element or two could be worked into the scheme, so much the better.

I had to chuckle some months later when the architects made their initial presentation. They had totaled up the common design elements of the citizen plans and found that fields were represented in form or another on nearly all of the plans. Obviously, the city had intended to build some fields while at the same time ensuring that they could defend any possible action.

C131-1

C131-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Skipping ahead a few years, I'm on the board of Encinitas Soccer League, my kids are now in high school and one of them is still playing soccer, but not on the Hall Property fields (they both abandoned baseball - the other is swimming and playing water polo for LCC). The EIR highlights several key issues, the most serious of which are probably traffic and lights. The park would undoubtedly change the traffic patterns in the immediate area and all pains should be made to keep the residential areas as free of traffic as is possible. The EIR makes several recommendations to minimize impact. Will there be a traffic impact? Certainly, but it should not be as drastic as those opposing development fear. As for lights, modern stadium lighting should be able to direct light away from residential areas and time restrictions could also reduce any impact.

C131-1
cont.

C131-2

C131-2

See response to comment #C131-1.

Encinitas has not (to my knowledge) built a field since its inception. We inherited Cardiff Sports Park with annexation of Cardiff and Ecke built both the YMCA and Leo Mullen fields as part of development. The city has too long relied upon the school districts to provide field space. The city's maintenance agreement with the Cardiff school district has been something of a positive, but the school district still can veto use of the fields (as they did with Sunday use of Ada Harris). Additionally, the city's field inventory is so low, that there will not be nearly enough field space available with the temporary closures of Ada Harris and Berkich this summer. The demand from soccer, Pop Warner and softball will certainly overwhelm the grass available. The fact that the EUSD and SDUHSD fields are closed during summer vacation makes the situation even worse. The city has depended up on the schools for fields for too long. And, they are not a predictable resource, either, as changes in both districts have reduced the use of Olivenhain Pioneer (they added classrooms) and Diegueno Middle School (they expanded their after school sports program).

C131-3

C131-3

See response to comment #C131-1.

I can empathize with the Cardiff residents who fear that life as they note will end with children screaming, whistles blowing and excited parents shouting instructions as if their kids were actually listening. They might even be afraid that a Mexican men's league might actually have an appropriate field to use on Sundays. I have heard that they are very afraid of local and REGIONAL tournaments coming to the Hall Property. I cap'd regional as it seems particularly fearful. It has been reported that the soccer leagues have been lobbying the council for a chance to run tournaments. As a member of the ESL board, I can state without fear of contradiction, that we have no tournament plans. The only tournaments held in Encinitas are the Rotary Cup in August (and I'm sure the Rotary would want to use the fields, but it would be just another set of fields in a tournament that is held all over town) and the Commissioner's Cup a two-day rec soccer tournament hosted by California Youth Soccer Association District II (of which we are one many clubs).

C131-4

C131-4

See response to comment #C131-1.

I have lived above sports fields since moving into Village Park in 1992. The Park Dale Lane fields are in use 9+ months a year with both games and practice. The fields are a tremendous neighborhood resource, but the fields are in poor shape (there was almost no grass on one of the fields by Oct 1) and the school district is not properly staffed to maintain them. In short, it is time for the city to begin developing the Hall Property and building fields (as well as all of the other proposed amenities). We need the fields and the city can no longer depend upon outside agencies to fulfill the needs of the citizenry.

C131-5

C131-5

See response to comment #C131-1.

Rick Lochner

233 Countryhaven Rd.

Encinitas Ca 92024

Dear Scott:

I would like to comment that the City should have a cohesive plan for Santa Fe Drive in its entirety as a condition for the development of the Hall Property/Scripps/Brown and any other developments down the pike. The recent fatality is also another crisis that needs resolve prior to giving projects the green light. We need safe pedestrian and cycling routes and I also would like to see the landscaping and signals all in place as a requirement. The potential impact of these projects will negatively affect this sorely needed improvement in our neighborhood - one already impacted with many schools, churches, commercial shops and existing foot traffic.

Thank you for keeping our community safe and accessible.

Alice Lyles
1112 Crest Drive
Encinitas, Ca 92024
alicelyles@cox.net
760-436-0801

C132-1

C132-1

See responses to comments #C17-7, #C17-14, and #C17-15.

7-633-2910

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

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C133-2

C133-1 through C133-9

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsigned side streets, such as Crest Drive

C133-3

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C133-6

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C133-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C133-9

Thanks for your consideration.

Alice Lytle
1112 Crest Hwy.
Encinitas, CA 92024

Dear Mr. Vurbeff,

I am forwarding this e-mail which I sent to the City of Encinitas nearly two years ago in regard to the development of the Hall Property. Please consider this as a comment with respect to the current E.I.R. report which has been released. My telephone number is 858-756-0765.

-----Original Message-----

From: boxofpoems [mailto:boxofpoems@cox.net]

Sent: Friday, August 05, 2005 1:12 AM

To: 'Cguerin@ci.encinitas.ca.us'

Subject: Hall Property

I am not a Hall Property neighbor. My family and I have lived in Encinitas since I was in 2nd grade (1977), and I currently reside in Rancho Santa Fe. My parents still live in Encinitas. I strongly support the concept of a mostly passive use park with lots of native open space. Open space in Encinitas is very rare and would be appreciated by all. I would like to see the hardscape (parking lots, cemented areas) kept to a minimum.

Thank you for taking the time to read this.

Sincerely,

Nicole Macaluso
PO Box 1318
Rancho Santa Fe 92067

C134-1

C134-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Dear Ms. Guerin:

Thank you for responding to my letter, which went out to you some time after I originally wrote it, due to technical difficulties with my web e-mail configuration.

I now understand that the same company that did some of the telephone surveying re the Hall property will also be performing a survey regarding the clean water tax, which Council has said should be voted upon by March.

My information is that most of those contacted re the former Hall Property survey, and most of those participating in the related community workshops, favored a more passive use park, rather than a more concretely defined, dedicated sports complex. The "balance" that has been suggested by you, Council and staff is not the same balance recommended by previous citizens' input, which you refer to in your e-mail to me. Remember, for years many young people, myself included, were happy to use the fields at various local schools. For most children around the country, and in SD County, the sports equipment used is portable, so various sports can be played at different times on the same grassy field areas. The games I participated in unfailingly were played during daylight hours. Expensive, intrusive lights at the Hall Property seem completely unnecessary, and would only further aggravate the already upset neighbors, who feel they have been betrayed on several fronts, by the City. Why were the bonds financed through the San Dieguito Water District? Was this to avoid a public vote?

Further, to those living in denser neighborhoods, impacted by terrible traffic conditions, our open space, with the exception of the beaches, and the municipal golf course

C134-1
cont.

(which many, many locals cannot afford to enjoy) does, in fact feel rare. We notice that no money has been allocated to improving the Indian Head Trails that you mention in your e-mail. The location of any trail heads in Encinitas should be publicized or re-publicized in the quarterly newsletter that taxpayers support.

We just wonder why this issue, and others, including the storm drain challenges and the previous landscaping and lighting ballot, which seemed clearly unfair on the surface, have become so complicated. If you could give the people what they have asked for, taking into account safety and environmental conditions, as well as our clearly stated needs and desires, then you would engender a much better relationship with your constituents, and you could regain a greater measure of public trust - a true balancing of common ground and harmonious community interrelationships between the people and their public servants, for which you, Ms. Guerin, have profusely and adamantly campaigned, beginning in 1998.

Sincerely,
Nicole Macaluso
formerly of 209 Village Run West (I attended Park Dale Lane, Oak Crest, and San Dieguito High School, was active in Soccer and Bobby Sox in Encinitas, went on to graduate from UC Davis with a degree in Environmental Toxicology.)

C134-1
cont.

We purchased our home at 1624 Glasgow about five years ago. We have lived in the Cardiff area of Encinitas since before it was Encinitas. We love our community. At the time the Hall greenhouses were a pleasant end to our street. When the city purchased the property, we applauded the concept of a community park. We were impressed by the city, in a public advertisement, inviting it's citizens to design their community park. It was a noble gesture. The process proceeded and a consensus was reached for a park concept in a well organized and fair manner. It appeared to address a very fair share of park elements the community wanted. Although we would miss the greenhouses we thought it would be a good thing.

I am not clear what happened next.

A very different concept was then presented.

Now it is defined as a "Special Use Park".

Features from the workshop maps showing gardens, grassy wooded trails, ponds and water features and daylight creeks are sacrificed. Areas for arts/cultural/education, skateboard areas and ball courts have been limited. When we moved to Encinitas, it was "The Flower Capital of The World". Now we have no room for a garden in our 'special use park'. Are we sacrificing all this to accommodate regional soccer tournaments? There should be playing fields. Maybe fifteen percent of our community plays soccer. The majority of the park should appeal to 100% of the stakeholders.

I am not sure that this is the park concept that the majority of stakeholders want. A survey of the citizens at Encinitas Days did not want this. A Sandag report was not supportive. Council meetings comments seemed to show that this was not a popular proposal. The press did not seem to support it.

Is this the best for the most? If it is, we support it.

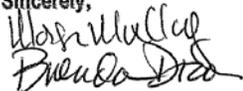
Perhaps there is time for compromise. A vote? This is a radical departure from any public workshop.

We now have serious concerns about traffic on our narrow streets, parking in our neighborhoods, noise pollution, light pollution, traffic on Warwick, and our quality of life.

If these plans proceed, your stakeholders want the buffer areas to start growing now.

Thank you for your consideration.

Sincerely,



Morgan Mallory
Brenda Dizon
1624 Glasgow

C135-1

C135-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the city's public workshop park planning process. An EIR analyzes a project as proposed and is not required to consider or analyze the process by which the design was developed. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C135-2

C135-2

See responses to comments #C17-7, #C17-14, and #C17-15. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts. The EIR addresses traffic, noise, and lighting effects of the project.

C135-3

C135-3

Project landscaping would be implemented subsequent to approval of the project and construction permits.

Letter on the EIR of the proposed park planned for the Hall property in Encinitas.
Case No. 04-197 CDP/MUP
SCH No. 2004121126

Here are my comments and concerns regarding the Environmental Impact Report.

Definitions and Land Use:

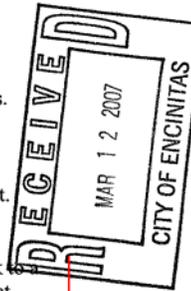
It appears that the definition of the park has changed from a Community Park to Special Use Park. This seems to coincide with the change of the park plans from what was established after the public was invited to help design the park several years ago. It is quite apparent that the city had not listened to our ideas and, basically, was going to do whatever it wanted to do. What it looks like the city wants to do is just use the land for sports and nothing else. I love sports, but it isn't everything.

The Community Park should be a park that fills the needs of everyone in the community. Not just the athletes, the younger generation or the more physically able. I feel that this park should be more in line with Central Park in Manhattan. There can be ball fields, but the whole thing shouldn't be made up entirely of ball fields. If there are fields they also should be as far away as possible from anyone's home, i.e. north end near the freeway. I do not feel that the community of Encinitas really needs such a gigantic sports facility. Especially since there are at least three other locations within the same square mile or two that this sports center will be in. They are Lake Field, which has 4 baseball fields and/or two to three soccer fields. The next is Ada Harris School, directly across the freeway from the proposed park with one soccer field and basketball courts and lastly Cardiff School, a short walk from the park location, with two soccer fields and baseball. We keep getting told by the City that this park design is the only one that they can use because it is the only one that meets the project objectives. I must stand up and challenge these project objectives because they do not meet the needs of our community.

The EIR does not address the fact that this land is zoned R-3. It was never intended to be the focal point of our community or a place where people would gather in vast numbers. This will greatly affect the whole atmosphere to all of Cardiff by the Sea and other areas of Encinitas.

The definition of a Special Use Park is a facility that can be used for all kinds of things that serve an entire region rather than the City of Encinitas. I work in the sporting goods industry and I deal with many teams, schools and clubs. The club sports programs are growing dramatically. Some of these clubs can have up to as many as 800 kids in them. They also require a lot of money to play in them and somewhere to play. Locations for these sports clubs to play in are in high demand. In an article in the San Diego Union-Tribune a couple of weeks ago it said that teams were already lining up to play on these fields. This probably means teams not from just Encinitas, but from all over San Diego County. Encinitas/Cardiff/Leucadia does not have room for a facility for the entire county. San Diego County is not our community. Our community is a small, quiet and unique area of the county. We don't want it to be like Los Angeles or anything like that.

A Special Use Park also will require a zoning change, which in my mind is a complete admission that this park will be used for things that the community, and the founders of it, never wanted it used for. The EIR also states that the park will also be used for other events. What exactly will these other events be?



C136-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the city's public workshop park planning process. An EIR analyzes a project as proposed and is not required to consider or analyze the process by which the design was developed. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

See responses to comments #C35-7 and #C39-31.

C136-2

Section 3.1 of the EIR acknowledges that the project site is zoned for residential uses (R-3). However, the underlying zone conditionally allows the proposed use with approval of a Major Use Permit. Land use compatibility effects of the project are analyzed in Section 3.1.3 of the EIR, which determined that the project would be considered compatible with adjacent residential uses.

C136-3

Section 3.1.1 of the EIR acknowledges that the Encinitas General Plan designates the project site as a special use park. As defined in the Recreation Element of the General Plan, a special use park is not a facility to serve an entire region as stated by the commentor. Table 2 of the Recreation Element shows that a special use park has a city-wide service area. In addition, the project is proposed to help meet the shortage of recreation facilities in Encinitas and as described in Section 2.5.10 of the EIR, priority of field use is for resident recreational teams and City recreational programs.

The underlying zone conditionally allows the proposed use with approval of a Major Use Permit. No rezoning of the property would be required.

Other non-athletic special events may occur on the project site with approval of a Special Event Permit. Example of other events may include, but are not limited to poetry readings at the amphitheatre, youth activities at the teen center, arts and craft fairs, or other similar type events.

C136-1

C136-2

C136-3

Aesthetics and Lighting:

In the section “**Regulatory Setting for Visual Resources**” there is a section on the City of Encinitas General Plan. The General Plan contains stated community goals and policies designed to shape the long-term development of the city, as well as protect its environmental, social, cultural, and economic resources. In the section entitled *Land Use Element* it states that one of the City of Encinitas’ long term goals is- *Goal 6: Every effort shall be made to ensure that the existing desirable character of the communities is maintained.*

It further states; *Goal 7: Development in the community should provide an identity for the City while maintaining the unique identity of the individual communities. Neither of these goals will be achieved by putting any sort of lighting in this park area.*

This can either be one of the worst problems with this whole project or the easiest one to solve. Erecting 90 ft poles with lights will effectively destroy our whole neighborhood, our home and my life. The poles are ugly during the day and at night, with the lights on, it will take away the ability to go outside of our home to gaze at the stars, watch the sunset or to even sit on our deck again without having some obnoxious lights ruining all of the natural beauty that we love. These light poles will never fade into the background, as the EIR says, and when they’re on at night they will stick out like a big glowing neon thumb. I see absolutely no solution for lighting other than eliminating them. If this is done it will leave a gigantic chunk of Cardiff/Encinitas the way God intended it to be. It will also save lots of money and help the whole project come in under budget. Plus it will save on power costs and it will be the easiest solution to any problem with this whole plan. Please eliminate all outdoor lighting.

The EIR doesn’t even come close to addressing this problem properly. It should be given a lot more attention and it will require quite a bit of thorough study if there is any way for it to even work at all or to meet any of the City’s long term goals. Let me reiterate, I don’t think it will ever work.

Traffic:

This is another big problem with the whole project and a subject in which the EIR ignores the entire South end of the park. However, it isn’t much of a problem since there is absolutely no solution for the problems that the increase in traffic will create. Especially since the EIR did no traffic studies to see the effect on Glasgow Ave, Somerset Ave, Burkshire Ave or the ridiculous idea of opening Warwick Ave to traffic for the first time.

The EIR shows an entrance on the South East corner from Mackinnon Ave and another from the North West corner behind the shopping center on Santa Fe Dr. Neither one of these entrances will be able to handle the increased traffic of hundreds of additional cars. The two streets that these entrances are on are both streets that are only two lanes.

Mackinnon Ave is a narrow two lane road and in a very residential area, except for a fire station. It is also the street used by all the school children to cross the freeway to get to school and to get home in the afternoon when people will be arriving at the park. Mackinnon is not a very long street from the light at Birmingham Dr to its intersection at

C136-4

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Therefore, it is anticipated that the potential athletic field lighting would conform with the land use policies referenced by the commentor.

C136-5

See responses to comments #C17-16 through #C17-19, #C20-6, and #C136-4.

C136-6

Please refer to Response C17-14.

C136-7

As indicated in Mitigation Measure Traffic-7, the EIR acknowledges that special events traffic would result in significant impacts that are mitigable.

An assessment of whether the amount of traffic on Mackinnon Avenue could accommodate project traffic was made based on standard Level of Service forecasts. Measures were recommended in the EIR to mitigate the impacts of the additional project traffic. Regarding safety, please refer to Responses #C5-1, #C6-1, and #C17-14.

The EIR concluded that the proposed park would result in 190 inbound and 190 outbound trips at midday on Saturday. The distribution of these trips is provided in Figure 7-3 of the Traffic Impact Analysis (Appendix B to the EIR). While the commentor reiterates some of the analysis contained in the EIR, the commentor does not provide any technical information that invalidates the analysis contained in the EIR.

C136-6

Two analyses were provided in the EIR, one with MacKinnon Avenue remaining open to through traffic and one assuming the road is cul-de-saced. The commentor notes that the EIR provides information that the Mackinnon Avenue overpass would be torn-down and replaced. While it is true that the Mackinnon Avenue overpass could be replaced in the future as an independent project (see Chapter 5, cumulative project 16), the replacement of the Mackinnon Avenue bridge is not specifically tied to or dependent on the Hall Property Community Park project.

As discussed in the EIR and above, an analysis of whether Mackinnon Avenue could accommodate the additional traffic generated by the project was completed. The EIR concluded that significant impacts would result and mitigation measures were recommended to mitigate the impacts of the additional project traffic.

C136-7

The commentor also raises concern about the Santa Fe Drive entrance in this comment. This comment is more fully addressed in Response 136-8, below.

Villa Cardiff Dr. In the EIR section 3.2 Traffic and Circulation there are figures in **Table 3.2-4. Trip Generation Rate Calculation** about the traffic impact other parks have. According to this report here are the calculations for traffic created from the proposed park plans.

f 31 inbound and 31 outbound trips in the AM weekday peak hour,

f 166 inbound and 166 outbound trips in the PM weekday peak hour, and

f 190 inbound and 190 outbound trips at midday on Saturday

These figures for every Saturday at midday, at peak use, we will have on an average of about 400 cars coming and going to the park every hour. Not a day, but an hour. The report says there are only 2 entrances to the park. Each entrance will have about 100 cars going in and 100 going out every hour.

We measured our cars and they were approximately 13 ft long. 100 cars end to end are approximately a quarter mile long or about 4 football fields. Granted, there won't be a hundred all the time, but even if you put one football field of cars on Mackinnon it couldn't handle it, and in both directions! It's already busy.

In the EIR they state that they plan on tearing down the Mackinnon overpass over the I-5, something built to help with traffic so kids can get to school. The EIR approves tearing down something to help with traffic and then increase traffic a hundred times, take away the northern access from a fire station and forcing our children to use Birmingham Dr and Santa Fe Dr to get to and from school.

From the park entrance on Mackinnon to the light at Birmingham is roughly a 100 yards. This will mean that traffic in December will clog Mackinnon every weekend from 8AM till 10 PM and probably back things up down to the I-5. In July it will be even worse. It will probably affect things all the way to traffic on the I-5 and Highway 101. This will effectively make it almost impossible for us to ever reach the freeway on the weekends. It will ruin Cardiff and create a situation something closer to Newport Beach. This added traffic would effectively destroy all normal life for everybody living on Mackinnon. There is no way to widen any of the involved streets and they will eventually tear down the Mackinnon over pass when they widen the I-5 causing even bigger problems for this area. There is basically no solution for this entrance.

The Santa Fe Dr entrance is quite a bit different. There are residences close by, but there is also a hospital, that is going to be expanded, a church, that is under construction, and a shopping mall all at the entrance. Santa Fe Dr is the closest freeway access and there is a High School down the street that is also being expanded. There are no sidewalks in certain spots and someone was run over and killed very recently. It's very hard to say what the situation will be like with the park open, but it seems that it should be quite obvious that it will be a real mess. A traffic light will have to be installed at the entrance, but this should complicate things even more. The only real solution is to have a bigger entrance or more than one entrance on this North side, but that would require going through the shopping mall and as far as I know this is not going to happen.

C136-7
cont.

C136-8

Traffic from the other cumulative projects mentioned by the commentor was included. A full capacity analysis was completed of the Santa Fe Drive corridor and measures are recommended to mitigate the capacity impacts.

C136-8

Regarding pedestrian safety, please refer to Responses #C6-1 and #C6-2. It should be noted traffic Mitigation Measure Traffic-3a has been revised to eliminate the option of providing a traffic signal at the Santa Fe Drive/Alley access point. The project's access point at Santa Fe Drive would be designed to comply with traffic engineering design standards to ensure pedestrian safety.

The EIR states that there are a total of 419 parking spaces. If we do some math we can see that someone didn't do their math very well. At peak times, probably almost every weekend all day, there will be at least this many people-

- 5 Soccer fields= 160 players + 5 referees
- 2 Baseball fields= 60 players + 2 umpires
- 1 swimming pool= 30 swimmers minimum + 3 lifeguards
- 12 skateboarders
- 10 dog owners
- 24 teenagers in teen center
- 24 Basketball players
- 12 play grounders
- Total-342**

Remaining parking spots-77

This is a rough and conservative idea of the amount of people that there might be at the park. Granted some may not drive, but there will be more people than this. The 77 remaining parking spots divided by 7 fields will allow 11 spectators per game or roughly 6 for each team. With a team of 16 players each this is a totally ridiculous concept of how many people will be there to actually watch a match. Which presents the biggest problem to increased traffic with the biggest unsolvable problem. Undoubtedly, people that cannot get a parking space will be driving through neighborhoods searching for parking spots and they will be parking anywhere they can find one. Please remember what I said earlier in this letter about sports clubs using this park. This does not mean just elementary age children. These clubs have numerous age groups. They might start with elementary, but it will go up from 12's to 14's to 16 year olds and 18 year olds. Plus there is a teen center. These teenagers will probably be doing things that most teenagers do when they drive- loud music, speeding, littering and other teenage tomfoolery. In my neighborhood in Cardiff the streets are narrow and run down. Two cars cannot pass without one pulling over. There are no sidewalks or gutters and there is no parking there to start with. The residents of our neighborhoods really don't have anywhere to park themselves. Lot's of houses do not have garages or driveways. Most homes only have one or two spots in front of them to park in and these parking spots are usually used by the residents themselves. Let alone for any friends or family visiting.

The EIR states that there is parking on Mackinnon. Sure, but on only one side of the street and on the other side 50% is already used by the residents. There is a plan for shuttles for parking, but if you look at the city there is only one location near the park that will even be considered as a parking facility- The San Dieguito Academy. However, at certain times of the year other organizations will be using this also. Plus the likely hood of teenagers taking shuttles is nothing I would have done as a teenager who just started driving. There are no other locations any where near the park that would provide parking. Thus everyone going to the park that can't get into the parking lot will park on Mackinnon Ave, Munevar Rd, Cathy Ln, Kings Cross Ct, Ocean Crest Rd, Glasgow Ave, Somerset Ave, Oxford Ave, Vivaldi, Bach, Villa Cardiff Dr, Rubenstein Dr etc. etc. etc. and even more. Why were there no studies done on the added traffic and parking in the South end of the park? Why is Mackinnon Ave omitted in the **3.2.4 Summary of Significant Impacts**? This added traffic will destroy the peace and tranquility of Cardiff/Encinitas, break all of the City of Encinitas' goals and create a situation in

C136-9

C136-9

The Commentor's parking assessment erroneously assumes that all participants would drive alone to the site. Section 15.0 of the traffic study contains a detailed normal time of the year parking analysis. As standard traffic engineering standards dictate, the parking analysis is based on actual parking counts at the three similar parks. Please also refer to Response C17-8.

C136-10

Any special event would require a Special Events Operation Permit which, if necessary, would include the identification of off-site lots and provision of shuttles to the site. Based on the amount of parking on-site and the use of a shuttle system, overflow parking is not expected to significantly impact nearby residential streets.

C136-10

C136-11

While there are intersections along Mackinnon Avenue, which had significant impacts, the Mackinnon Avenue segment is calculated to operate at LOC C or better. For this reason, it has not been included in the table referenced by the commentor.

C136-11

C136-12

C136-12

The commentor expresses concern about the amount of traffic that would be generated by the proposed project, but does not provide a specific comment on the traffic analysis within this comment. For this reason, no response to this comment is necessary.

Encinitas that will be similar to Huntington or Newport Beach. I grew up there and I want nothing to do with that kind of situation. That's why we live in San Diego County. We don't want an over crowded, congested living environment where we have to start locking our doors and not being able to live as we have always done in the past. Once again this will create an unsolvable and absolutely unacceptable situation.

One last problem will be the construction access while this is being built for years. Glasgow? Somerset? MacKinnon? All of them are extremely unacceptable answers.

Noise:

Here is another major problem. This one does have some solutions though. The solution is basically to put any and all outdoor activities as far away from all residential neighborhoods as possible, i.e. the Northwest corner, no outdoor lighting, a 12 ft sound wall and as large a buffer zone as possible and berms. We already have to contend with the I-5 freeway, the train horns and every Harley in the county going up and down Highway 101. The addition of any more noise pollution will once again ruin a lovely and rare community. Having to live with whistles, cars, music, dogs barking, skateboards, crowd noise etc. every evening and all day and night long on the weekends would make life unbearable. Amplified events at night would be very hard to come home to when one is very tired. I work very hard and I come home very tired 9 months of the year. We would be forced to move.

The solutions presented above do allow for sports activities. It will not wipe them out completely, but it needs to be done correctly and all aspects of these problems will need to be inspected and enforced on a very regular routine.

Environment:

There are several aspects of the park that will have an environmental impact. The first, lighting again. If lights structures are constructed and lit until 10PM or 12PM at night the rare species that live in the protected wetlands will undoubtedly have their lives changed forever. Most of these species are nocturnal. All aspects of their normal lives will be harder to carry out when it isn't dark any more. I'm sure they will all be forced to leave, just as all of the residents surrounding the park will probably have to.

Next is the dangerous chemical aspect. The Hall flower fields conducted business in an era before the current information about the on the environment or there were laws trying to save the environment. Pesticides residue, arsenic, DDT, asbestos and other residue from heavy metals and most possibly animal waste are definitely going to be found. Digging this up without affecting the surrounding communities will be almost impossible.

Water runoff into the wetlands will be the next problem. Fertilizers, pesticides (unless they don't use any), dog feces, cleaning products, automobile waste, trash from food and other assorted litter and spillage will undoubtedly go down the hill into the wetlands.

Misc:

Some other concerns not adequately addressed by the EIR are supervision, enforcement and night access.

C136-13

Construction traffic would be required to utilize City designated truck routes to reach the site. Construction traffic control plans will be prepared prior to park construction which will outline construction truck routes and limitations on construction hours.

C136-12
cont.

C136-14

Noise impacts of the project are addressed in Section 3.4 of the EIR. The noise analysis determined that the project may have significant impacts associated with the dog park use, landscape maintenance activities, and any potential sound amplification systems that may be used during special events. With implementation of mitigation measures provided in Section 3.4.5, these potential noise impacts would be reduced to below a level of significance. It should be noted that noise effects associated with use of the athletic fields was not determined to be significant. It would not be feasible to locate any and all outdoor activities in the northwestern corner of the project site. Therefore, it is not necessary for the EIR to provide a detailed examination of the design modifications suggested by the commentor. However, these suggestions will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C136-13

C136-14

C136-15

As addressed in Section 3.4 of the EIR, potential athletic field lighting would be shielded and directed on the athletic fields. This lighting would not be directed onto off-site wetland habitat within Rossini Creek. Therefore, lighting impacts within this area are not anticipated to have a significant impact on any wetland species. It should be noted that if athletic field lighting is approved for the project, it would be shut-off no later than 10 PM.

C136-16

With implementation of mitigation measures provided in the EIR, any health risks associated with on-site construction activities are not anticipated to be significant. As addressed in Mitigation Measure Air Quality-1, the project would be required to provide dust control measures during construction activity to ensure fugitive dust impacts are not significant. Section 3.6.5 of the EIR provides mitigation measures that would require implementation of a soils management plan during project grading activity. The plan would minimize impacts to human health and the environment through the establishment of protocols reviewed and approved by the County Department of Environmental Health for excavating, stockpiling, and hauling soils. In addition, Section 3.7.5 of the EIR provides for construction and post-construction Best Management Practices that would mitigate potential water quality impacts of the project to below a level of significance.

C136-15

C136-16

C136-17

See response to comment #C69-22. Section 3.7 of the EIR and Appendix I of the technical appendices addresses potential water quality impacts associated with operation of the park project. With the mitigation measures provided in Section 3.7.5, water quality impacts of the project would be reduced below a level of significance.

C136-17

C136-18

C136-18

As described under Section 2.7 of the EIR, a park host would live on the park property to provide onsite screening and monitoring of the park, specifically during nighttime hours. This city employee would provide security and enforcement of regulations at the park. The park host would be responsible for contacting the appropriate authorities if suspicious activities or problems were to occur within the park.

Supervision will definitely be required for things such as skateboard parks. Skateboarders have a penchant for not following rules and breaking things. That's why they need a skate park because nobody else wants them around. They are also a great cause for concern with regard for injuries and lawsuits. Also, having so many sporting events at a time and so many people gathered together will undoubtedly create other problems from time to time. The most frequent time will probably be late in the evening.

Enforcement of lighting, noise, parking and any and all other rules will have to be done at an additional expense. I don't think there is any mention of any of this.

How will night access be controlled, fences, security guards, absolutely nothing? I'm sure the skateboarders will be all for the latter.

Conclusion:

The main question about this whole plan is, just exactly who is this park designed for? We have a daughter who plays soccer in the Cardiff Soccer League, but even she will probably only use this park 6 to 8 times a year. And in a few years she may never use it again. My wife and myself will probably never use this park as it is designed now, but everyday it will probably drive us crazy and our property value will most undoubtedly go down. Granted, there is a path around the edge of the park in this plan, but it is wholly unacceptable for anything that we are hoping for.

Of the eight houses that surround us only two will probably use this park once their children are even old enough. Of all of the houses in our neighborhood, at the north end of Glasgow plus a couple on the South side of Burkshire Ave, there are a total of 22 homes. Out of all of these families there are a total of 2 that will use the park for sure. There are a total of 2 that might use the park, including my family. The percentage of people that will, or might, use the park is a mere 18%. In my opinion this means to me that only a maximum of 40 to 50% of the park should be used for sports if this is to be a Community Park. And I feel that this is a generous percentage. As stated in objective #4 in the project objectives the park should provide "adequate recreational facilities for all user groups". This objective is clearly not being met if only 18% of the community will use it. And I have heard that possibly only 3% of our community would use a park like this. Objective #4 is basically contradicts objectives #1 and #2. Most of the community does not want a park that is predominately for "active park uses" and we don't want or need the maximum number of athletic fields because it won't be preserving all of the "other desired features of the park site".

At the planning meeting on March first we said the Pledge of Allegiance. There is a line in the Pledge of Allegiance that goes like this; AND JUSTICE FOR ALL. Plan #7 does not have this in mind. Plan #7 is for justice of the few. This is not what America was built on and is exactly what America is supposed to be totally against. However, if the park is constructed as a true Community Park with trails for walking, running or bike riding, areas for exercise, spots for picnics and plenty of flora and fauna to view I know that I and my wife will probably use the park every weekend or more. A lot of my neighbors will be of the same opinion.

In the City of Encinitas General Plan it states *Goal 9*: Preserve the existence of present natural open spaces, slopes, bluffs, lagoon areas, and maintain the sense of spaciousness and semi-rural living within the I-5 View Corridor and within other view corridors, scenic highways, and vista/viewsheds as identified in the Resource

C136-19

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C136-19

C136-20

C136-20

C136-21

See response to comment #C136-18.

C136-21

See response to comment #C136-18.

C136-22

C136-22

See responses to comments #C17-6, #C136-3, and #C136-19. The objectives of the project are provided in Section 2.3 of the EIR. It should be noted that the 44-acre project is proposed to serve residents within the entire city.

C136-23

C136-23

See responses to comments #C136-1, #C136-3 and #C136-19. The project is anticipated to provide adequate recreational facilities for all passive and active recreational user groups.

Management Element. There are 7 plans that were created at the park design meeting years ago. The choice of plan #7, the most extreme plan, does not stay in line with this long term goal and is also a contradiction of project objective #4. We should be thinking of all of the community, consequently we should be thinking of one of these other plans. Plan #7 is not for a Community Park, but a Special Use Park. A park built with the San Diego region and/or County primarily in mind.

The construction of an indoor pool would be a great asset. It wouldn't have the problems of noise or light pollution that the outdoor sports field would create. It would also be of use to a lot more or different people than the outdoor fields. This will also be an athletic facility that will fall much more into line of what this land was zoned for. An indoor gym or tennis courts would fit in much better too.

I hope that all of these aspects will be carefully inspected and weighed so that my lovely home and neighborhood are not laid to waste. It will be a great crime to destroy one of San Diego's County's prime locations.

In closing, this report is so flawed, full of holes and lacking in evidence that it couldn't prove anything to anybody except that it is poorly done. If I handed this in when I was in school I would get a D minus, if I was lucky. Obviously, in the 5 plus years since this report could have been done, nobody wanted to do this correctly. The choice of plan #7 shows that the community design meeting years ago was a blatant lie to our community. The contrast between the project objectives and the City of Encinitas long time goals is quite disturbing. What we're talking about here is the community's lives, homes and investments in one of the most pristine locations in North America. We need our community to stay the way it is much more than we need an athletic field shoved in our face. As the old American adage goes, "To err is human, but it takes a politician to really screw things up". Shall we let this be proven once again. I can only hope not.

Sincerely



Kyle Martin
1702 Glasgow Ave
Cardiff by the Sea

C136-23
cont.

C136-24

C136-25

C136-24

See response to comment #C136-14. It should be noted that noise effects associated with use of the aquatic facility was not determined to be significant.

C136-25

See responses to comments #C136-1 through #C136-24.

March 9, 2007

Mr. Scott Verbeff, Environmental Coordinator
Planning and Building Department
City of Encinitas
505 South Vulcan Avenue
Encinitas CA 92024

**Subject: Hall Property Community Park Draft Environmental Impact Report
(Case No. 04-197 CDP/MUP)**

To the EIR,

As a child living next to the 44 acre land known to become a park, I feel that you should hear what I have to say. I have lived in this wonderful area for 6 years now, and I remember when we first moved here, the park meetings had just begun. At that time, I was extremely excited to live next to a park, where I would be able to play at, after school. Those first, couple meetings we went to were great, it was as if I was creating the park myself, as you all promised us that we could. But then, my family and I stopped going to the meetings and the park was forgotten. Now, 5 years later, the park situation has reappeared but instead of what the citizens of Encinitas wanted it to be, it became a money-making, competitive park that the city re-designed. All I see of it is a loud, noisy area next to my home, which I don't even get to enjoy. I am in 7th grade, with a homework overload, so I need all my sleep. But, if competitive soccer games are going on at 10:00 pm, the referee's whistle will definitely keep me awake. I love soccer and I have been playing rec-soccer since 2nd grade, so I think that it's important to have a couple soccer fields in this future park. All I want is to be able to enjoy those soccer fields with my friends, as well as the professional and competitive players. Since this park is meant for competitive playing, I would like to know if the public will be allowed to play there. If so, I would like to know how the turns will be organized and when I will be allowed to enjoy this park along with others. I think my issues have been stated and I hope you address these issues that not only I have concern for, but the rest of my neighbors and friends are concerned with too. Thank you for your time.

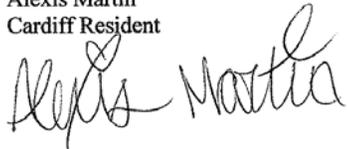
C137-1

C137-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented through the city's public workshop park planning process. An EIR analyzes a project as proposed and is not required to consider or analyze the process by which the design was developed. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. See response to comment #C17-22.

Sincerely,

Alexis Martin
Cardiff Resident



March 10, 2007

Scott Vurbeff
Environmental Coordinator,
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff:

Thank you for taking my comments draft EIR for the Hall Property into consideration. I am a Cardiff resident who lives on the southeast side of the park.

C138-1

I am concerned about the impact of traffic on MacKinnon, Villa Cardiff, Munevar, Cathy, Justin, Windsor, Kings Cross and Ocean Crest. Please do a more thorough study in the EIR of how these streets would be affected by cut-through traffic, traffic signals, and a larger volume of cars.

C138-2

C138-1 through C138-5

See responses to comments #C96-1 through #C96-5

I am also concerned about proposed night lighting. Many homes in our neighborhood have second stories. The lights themselves and the glare from lights that will be allowed to be on until midnight, will have significant impact on our views, not to mention more traffic at night.

C138-3

I am excited about a beautiful park within walking distance from my house, but I do not understand why we must have 5 athletic fields that will accommodate regional soccer tournaments. Encinitas has many soccer fields already. What about improving those fields that already exist and maximizing their use?

C138-4

In summary, why is a less intensive use not being recommended? It seems like the location of the entry points to the park and the fact that the park is surrounded by residential neighborhoods would lend itself to a park to be used most by those closest to it.

C138-5

Thank you again for responding to my concerns.

Thank you.

Name Kathie Martinez

Address 767 Munevar Rd

Signature Kathie Martinez

March 10, 2007

Scott Vurbeff
Environmental Coordinator,
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff:

Thank you for taking my comments into consideration on the draft EIR for the Hall Property community park. I am a Cardiff resident who lives on the southeast side of the park.

C139-1

I am concerned about the impact of traffic on MacKinnon, Villa Cardiff, Munevar, Cathy, Justin, Windsor, Kings Cross and Ocean Crest. Please do a more thorough study in the EIR of how these streets would be affected by cut-through traffic, traffic signals, and a larger volume of cars.

C139-2

C139-1 through C139-5

See responses to comments #C96-1 through #C96-5

I am also concerned about proposed night lighting. Many homes in our neighborhood have second stories. The lights themselves and the glare from lights that will be allowed to be on until ten or midnight, will have significant impact on our views, not to mention more traffic at night.

C139-3

I am excited about a beautiful park within walking distance from my house, but I do not understand why we must have 5 athletic fields that will accommodate regional soccer tournaments. Encinitas has many soccer fields already. What are the "unmet needs of Encinitas" that are identified as one of the park objectives? What about improving those fields that already exist and maximizing their use?

C139-4

In summary, why is a less intensive use not being recommended? It seems like the location of the entry points to the park and the fact that the park is surrounded by residential neighborhoods would lend itself to a park to be used most by those closest to it.

C139-5

Thank you again for responding to my concerns.

Thank you.

Name Zepeda, Mateo

Address 1257 Muniwar Dr, Cardiff, CA 92007

Signature 

To: The City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Attn: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

Hi,

Instead of using a canned form letter, I thought it would be better if I wrote a personal letter. If you're just putting these letters in a "for" and "against" pile, please put this letter in the "for" (a community sports park) pile.

I attended your March 1st EIR meeting and I heard several people mention the special interest group "Encinitas Express". First off, both my daughters play recreational soccer through the Encinitas Soccer League (ESL) and are not competitive Express players (so no connection there). Also, I usually associate special interests with small minority groups that usually have monetary gain in mind. So if my paying money to ESL so that my daughters can play in a league that is staffed by volunteer coaches (as for size, I have no idea, but it sure looks like a bunch of kids are playing) makes me special interest, then I guess my family is a special interest group (though I really don't feel all that special).

There was mention of the many fields already available to play on. Unfortunately, a lot of those fields are elementary schools and as much as I would love to have my kids stay eight (8) years old for ever and ever, they do start to grow up (literally). And they start to outgrow the smaller fields. Additionally, ESL tries very hard to have a high quality program for both competitive AND recreational. And to give the best experience for our children, ESL provides fields for practice sessions for the recreational teams. The idea (presented by at least one gentleman) that we had plenty of fields by using the equation of available day light in a single day divided by the fields available isn't very practical. If he was proposing that in the span of a single weekend day you have plenty of time to just throw the kids into a "street ball" environment for one single weekend game/session, this would not give the kids a very good experience. Say you wanted to play a musical instrument, but didn't get any time to practice with it. Then imagine showing up on recital day. I don't think the experience would be as good compared to if you had some time to practice a little before hand. I believe that sports are the same way, the more time you have to practice, the better the experience the children will have. So unless we pull our kids out of school early, there is only a limited amount of daylight in the fall which to run practices during the week. In fact, by the end of the season, many of the teams practice sessions are cut in half and many of the practice sessions end in the dark.

As for the lights, I really hope something can be worked out to the benefit of everyone. Being able to "play under the lights" is something really special. Usually only

C140-1

C140-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

an elite few can have this opportunity. It would be a great opportunity and experience for all our recreational players to be able to play under the lights. For many kids, this may be their only chance to experience this. So please try (really hard) to work out the issues so that everyone can be really happy about this exciting new park.

C140-1
cont.

Thanks,



3/12/2007

John Matsumoto
1663 Honeysuckle Ct.
Encinitas, CA 92024

March 12, 2007

To: The City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Attn: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As an Encinitas resident, I am writing in support of the development of the Hall Property. A multi-purpose park with lights (to fully utilize the facility) would enhance the city's Parks and Rec offerings and would take pressure off of the schools, which currently provide space for soccer players. I would like to take this opportunity to voice my enthusiastic support of this worthwhile effort.

The city has concentrated its park construction on neighborhood pocket parks, such as Sun Vista. Encinitas is at a recreational deficit. These long promised fields and other amenities are sorely needed in our growing community.

Sincerely,



Debbie Matsumoto
1663 Honeysuckle Ct.
Encinitas, CA 92024

C141-1

C141-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

From: Mayers, Rob [mailto:rmayers@biosite.com]
Sent: Mon 2/26/2007 2:35 PM
To: Maggie Houlihan; Teresa Barth; Jerome Stocks; Jim Bond; Dan Dalager
Subject: New Park & "Quality of Life"

Attn: City Council of Encinitas:

I just finished reading the article on SignOnSanDiego.com, "Some Residents Ready to Battle Park Plans" by Angela Lau and, as a resident of Encinitas I am amazed that the 20 to 30 members of "Citizens for Quality of Life" are threatening to sue the city of Encinitas because they feel that the proposed park on the Hall Property would create too much congestion, noise and glare from its lights.

I don't understand this as these worried members, who mostly live near the proposed park, also live by the Interstate 5 freeway. I find it ironic that they are trying to propose a quiet park with only trails, streams, ponds, and tennis courts, when the problem is that the park will NEVER be quiet with a noisy 70+ decibel 5-freeway running the length of it.

I would think that the proposed park should provide a perfect buffer between the residences and the freeway.

On the contrary to what the hypocrites of the "Citizens for Quality of Life" stand for, noises coming from people playing sports and having a good time *is* a sign of "quality of life"! I support the city to follow through with more soccer fields, dog park, skate park, playgrounds, swimming pool, (tennis courts would be nice too), etc. to improve this city's quality of life.

Thanks for listening,
Rob Mayers
Encinitas, CA
robmayers@cox.net

C142-1

C142-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

From: Lorimayne40@aol.com [mailto:Lorimayne40@aol.com]

Sent: Monday, February 19, 2007 11:29 AM

To: Deana Prentice

Subject: Hall Property

Please forward this email to all members of the City Planning Commission: Gene Chapo, Doug Avis, Paul Van Syke, Virginia Fleker and Tom McCabe. Thank you.

Dear City Planning Commission ~

My name is Lori Mayne. I moved to Encinitas back in 1990 and fell in love with the city ... it just felt like home to me. I knew this was where I wanted to settle down and raise a family. Encinitas has grown a lot since 1990. In order to meet the needs of the many new families that have moved into the area, parks have to be built. My two children are both very athletic and play many sports ... soccer and softball are two of their favorites. Both of these sports require large fields that need to be well groomed and well lit to accommodate the thousands of children in Encinitas who also like to play, not to mention all of the adults who still like to play. School playgrounds are over used by their students and poorly maintained. It's dangerous. We desperately need the Hall Property to be developed into a full service sports/community park that can be used both day and night.

C143-1

C143-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Thank you,

Lori Mayne
572 Hidden Ridge Ct
Encinitas, CA 92024
lorimayne40@aol.com

TOM McCABE

1701 MACKINNON AVENUE
CARDIFF BY-THE-SEA, CA 92007
760.635.1583

March 1, 2007

Mr. Scott Verbeff
City of Encinitas
505 South Vulcan Ave
Encinitas, CA 92054

Re: Hall Property EIR
Case No: 04-197 CDP/MUP
SCH No. 2004121126

Scott:

The draft EIR has determined that with the two available access points (Mackinnon Avenue and the alley/Sante Fe drive) there will be significant traffic problems on Birmingham, Villa Cardiff, and Mackinnon with the proposed park design.

I have the following questions:

- For trip generation the EIR uses three community parks, Poway, Kearny Mesa, and Poinsettia and establishes an average rate of 60.82 trips per acre. The proposed design of 3 baseball fields and recreational uses is very similar to Magdalena YMCA. Since this information is probably readily available and pertinent to the community's pattern of use, please include this data in the final report.
- In addition, trip generation should be analyzed based upon the actual use and not a generalize acreage. Are there figures from the ULI or other source that take into year round activities and not just the period of review at three parks?
- One of the intersections not evaluated is the Mackinnon/Berkshire all-way stop.
 - During the morning peak, Mackinnon is an alternate route for local traffic between Ada Harris and Cardiff Elementary.
 - Added to this is the community wide traffic that avoids the I-5 southbound ramp and underpass lights and use Mackinnon to get to the Birmingham southbound ramp. Sante Fe has a single lane entrance with a single car light passage, while Birmingham has a dual lane entrance with a 2 car light passage. Consequently the Berkshire intersection can be backed up with 10 to 15 cars over a 30 minute period.
 - If the traffic counts were done during summer and not during school periods, this use pattern would not be seen since it is a local habit and not a typical engineering pattern.
 - The school period tends to also compress the overall morning peak traffic since parents do not drop their kids off and then go to work, thus stretching the count over a longer period of time. Please verify that the existing traffic counts were done during school periods and not during summer as there is about a 30% increase during school.

C144-1	C144-1 The commentor introduces the letter by summarizing the significance traffic impact locations indicated in the EIR. The commentor's concerns are detailed in subsequent comments and no response to this comment is necessary.
C144-2	C144-2 The size of the Magdalena YMCA and the types of uses are much different than the proposed park. The Poinsettia, Kearney Mesa and Poway parks are much more similar in terms of the variety of park uses proposed and therefore provide a better predictor of the proposed project's trip generation. The YMCA is less than 10 acres and is not comparable to the 44-acre Hall Property.
C144-3	C144-3 ULI does not have park trip generation data. Traffic counts were conducted during busy days at the 3 comparison parks and the average was utilized for the analysis, which is standard traffic engineering practice. Please also refer to Response B4-2.
C144-4	C144-4 The project is expected to generate only a small amount of traffic during the morning peak hour when school traffic is heaviest on Mackinnon Avenue at Burkshire. The baseline existing traffic counts were taken when school was in session. Also, please see Response C128-12.

- The report clearly shows a failure of all of the major intersections along Birmingham, Mackinnon, and Villa Cardiff due to the Mackinnon access. I think the predictions are actually light because I don't think the back alley access behind a shopping center is going to be used much. During the early discussions of purchasing the property, it was recommended that the main entrance to the park be through the Sante Fe shopping center. This could be accommodated physically by removing the existing shops between Rite-Aid and Von's. I know that the city has no ownership rights to the center, but in light of the horrible environmental predictions, this access point needs reviewing and discussing.

- Will this main access alleviate the majority of traffic from Birmingham, Mackinnon, and Villa Cardiff?
- Would it keep traffic on Sante Fe which has a wider right-of-way?
- Would Sante Fe provide more design options to lane expansion?
- Would a more controlled and recognizable entrance deter traffic from encroaching further west into the Devonshire-Rubenstein intersection?
- How much money must be designated to light every intersection in Cardiff? Would it be easier to receive alternate funding for fixing the Sante Fe bridge to improve pedestrian safety if there is relationship to the park and to the high school?
- Would a single main entrance be more recognizable for tournament traffic as opposed to sending visitors into a truck service alley and a residential area?
- Would a properly designed roadway and main entrance separate community and regional traffic going to the park and Scripps from neighborhood traffic.

Even though the ownership issue may complicate the problem, the environmental results need to be evaluated and recorded.

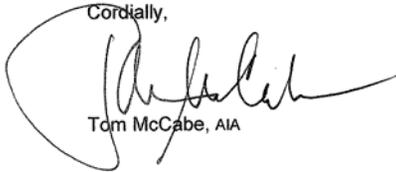
C144-5

C144-5

The two access points are anticipated to have an approximate even split with the Santa Fe Drive access carrying 42% of the traffic and the south access carrying 58%. This split is shown on Figure 7-1 of the traffic study. The size and recognizability of the Santa Fe Drive entrance would not have a noticeable impact concerning the project traffic oriented to/from the west.

The feasibility of implementing the alternative suggested is remote and would be speculative because the City does not own this parcel nor have public access rights through the shopping center. It is unlikely that the property owners would grant this access, since such an access would require a major reconfiguration of the parking lot, potential loss of parking spaces, and modification of the shopping center building to provide adequate width for access purposes; therefore detailed examination of this alternative is not warranted under CEQA.

Cordially,



Tom McCabe, AIA

CITY OF ENCINITAS
CITY CLERK

March 7, 2007

07 MAR 12 AM 11: 28

Scott Vurbef
Planning and Building Department
City of Encinitas
505 Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbef,

The Hall Property EIR has failed to include the following street sections in our neighborhood. I would like you to extend the scope of the study to include the following streets:

C145-1

C145-1

See responses to comments #C17-7, #C17-14, and #C17-15.

Glasgow Avenue and Oxford Avenue

In addition to this, the access to the park is not clearly defined in the EIR and appears unsafe for pedestrians and bike access into the park. Clearly define the access and egress so that this park can be enjoyed safely.

C145-2

C145-2

See responses to comments #C11-2, #C23-5, and #C39-14.

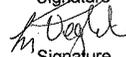
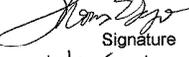
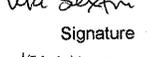
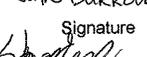
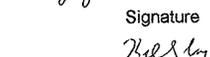
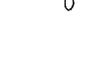
Safety is also a concern because all of the streets adjacent to the planned park have poor pedestrian access, no sidewalks, no handicap access, and no bike lanes. Please amend the park plans by making safe biking and walking an option which will reduce traffic and increase enjoyment of our community park.

C145-3

C145-3

See responses to comments #C145-1 and #C145-2. In accordance with the city's street standards, the design of the project's access points would be required to provide safe access for pedestrians and bicyclists.

Thank you,

	Print Name	Address
	Bill McCaffrey	453 Bristol Ave - Cardiff CA 92007
	Print Name	Address
	Liz Vegate	453 BRISTOL AVE CARDIFF CA 92007
	Print Name	Address
	JoAnn Shannon	1718 OXFORD AVE Cardiff 92007
	Print Name	Address
	John J. Mapes	534 Sheffield Ave Cardiff, CA 92007
	Print Name	Address
	Thomas E. Bore	1967 Montgomery Ave Cardiff, CA 92007
	Print Name	Address
	W. A. Sexton	1615 GLASGOW AVE CARDIFF, CA 92007
	Print Name	Address
	JOHN BURROWS	1615 GLASGOW CARDIFF CA 92007
	Print Name	Address
	JAMES HJALMARSON	1612 GLASGOW CARDIFF CA 92007
	Print Name	Address
	MARY HJALMARSON	1642 GLASGOW, CARDIFF 92007
	Print Name	Address
	Kelly Cox	1718 Glasgow Ave Cardiff 92007

February 27, 2007

Scott Vurbef
Environmental Coordinator,
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbef:

After reviewing the Draft EIR for the Hall Property Park, I have the following comments. Please take these into consideration as you revise the EIR and address traffic, parking, access, and lighting concerns for the project. Thank you in advance.

- Keep MacKinnon Avenue open because:
 - the EIR determined that the better alternative is to leave MacKinnon open to through traffic
 - making it a cul de sac cuts off access to old cardiff for east cardiff residents
 - making it a cul de sac impedes the flow of any excess traffic and puts that excess on fewer streets - the ones closer to our neighborhood
 - making it a cul de sac makes access for fire response more difficult and longer to our neighborhood
 - making it a cul de sac sets a precedent - let's make Munevar, Cathy and Ocean Crest, and Windsor cul de sacs too!
- Add Munevar Road, Cathy, Ocean Crest, Blue Sky, Kings Cross, Windsor etc. to traffic study area designated by the city for the EIR to study because:
 - they were left out of the traffic study area in the EIR and many of the residents of this neighborhood believe these streets will be significantly impacted by the proposed park plan due to overflow traffic and parking
 - these streets are used as "cut-through" or shortcut streets now to access I-5, old cardiff, schools - Ada Harris, Waldorf, HeadStart, and San Dieguito Academy
 - these streets are residential areas that cannot support more traffic, or on-street parking
- Make Hall Park a daytime park with no athletic field lighting because:
 - light poles and lights will impact view corridors from east side of freeway for people with 2 story homes and people living on hills east of freeway in Cardiff
 - light will pollute the night sky for astronomy enthusiasts
 - lights will mean more people and more traffic at night in quiet, residential areas
 - we already have two venues that use night lighting that affect our neighborhood - san dieguito and bobby riggs tennis courts
 - we need a NEIGHBORHOOD park to be used most by residents of Cardiff and Encinitas and those who can walk to the park - we do not have a park within reasonable walking distance of our neighborhood
 - more night lighting sets a precedent. the city would hopefully never consider putting lights at swami's or cardiff reef for surfers! surf during the day - play soccer during the day. no lights, please!
- Reduce the number of athletic soccer fields - as recommended on several of the alternative plans in the EIR because:
 - there are a sufficient number of soccer fields in Encinitas and the surrounding areas currently
 - fewer soccer fields will translate into fewer people and cars and large recreational events - the access and parking based on the EIR cannot support the maximum number of expected cars for regional soccer tournaments. Can't number of fields be reduced, at the least - 2 mixed use fields?

C146-1

C146-1

See responses to comments #C146-2 through #C146-9.

C146-2

C146-2

Section 7.1 of the EIR addresses a project alternative that maintains through access on Mackinnon Avenue. This alternative would avoid significant traffic impacts of the proposed project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

C146-3

C146-3

See responses to comments #C17-7, #C17-14, and #C17-15.

C146-4

C146-4

See responses to comments #C9-2, #C17-16 through #C17-19, and #C20-6. An analysis of lighting impacts (including potential athletic field lighting) is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Chapter 7 of the EIR considers three project alternatives without field lighting. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

C146-5

C146-5

Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected. See response to comment #C17-6.

- we want and desperately need a NEIGHBORHOOD park to be used the most by residents closest to it - who number in the 1,000s! We want trails with a small-scale park setting and picnic areas and easy parking -- not tons of cars circling the park looking for parking spaces and no room for pedestrians to walk.

C146-5
cont.

• To discourage high speeds and improve the pedestrian route into the park and make it safe for pedestrians, implement traffic calming measures on Mackinnon such as:

- crosswalks
- additional signage posting speed limit
- a median with landscaping
- pop-outs with landscaping on east and/or west side of road
- continuous nicely landscaped cement sidewalks from Sante Fe all the way to Birmingham on both sides of the road
- smaller scale street lighting - such as the lights proposed for the park and used on Sante Fe Drive

C146-6

C146-6

See responses to comments #C17-7, #C17-14, and #C17-15. Traffic calming measures would not avoid or substantially reduce significant traffic impacts of the project. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

• To mitigate the impact of 400+ cars looking for parking when there are regional sports tournaments in the park and to prevent Munevar, Justin, Cathy, King's Cross and Ocean Crest from being used as cut-through streets, implement traffic control measures that will help discourage indirect shortcut routes through our neighborhood such as:

- permitted on-street parking for residents only
- signage that prohibits turning right or left onto Munevar, Cathy and Ocean Crest between the hours of 8 and 8 unless you are a resident of those streets

C146-7

C146-7

See responses to comments #C17-7, #C17-14, #C17-15, #C35-2, #C66-6, #C69-35, and C81-2. With implementation of mitigation measures provided in the EIR, additional measures are not necessary to mitigate secondary traffic impacts associated with special events parking. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

• Clarify the options for the Mackinnon bridge and surrounding signals, roundabouts, etc. in Volume 1 of the EIR with more explanation and graphics.

It seems there is some confusion about where there will be a light/roundabout for the Mackinnon entrance. Will it be at the intersection of the new bridge, east side and Villa Cardiff, or will it be at the intersection of Via Cardiff and Windsor? Eliminate traffic light / roundabout at Villa Cardiff and Windsor. Won't it be too close if there is a traffic signal to get into the park via the new bridge? Traffic will back up between this intersection and the Mackinnon/Villa Cardiff park entrance. Also, until the new bridge is built, how will people coming north on Villa Cardiff get over into the park? By using the awkward u-turn street configuration that is there now? It will be a mess! Please provide more clear explanation in the EIR via graphics.

C146-8

C146-8

The project does not propose a signal light or roundabout at the Mackinnon Avenue access point to the project site. No traffic signal would be provided as a mitigation measure near the Mackinnon Avenue bridge. A roundabout or all-way stop control would be provided to mitigate project impacts at the intersection of Villa Cardiff Drive and Windsor Road. Northbound project traffic (and existing traffic) on Villa Cardiff Drive may turn left on Mackinnon Avenue to cross the existing bridge that would provide access into the project site.

CAN THE EIR OFFER ANY OTHER ALTERNATIVES SUCH AS:

- Make Sante Fe Drive entrance the main entrance - encourage use of this entrance by design, publicity, hours this entrance is open, etc.
- Explore the option of having both entrances/exits on Sante Fe Drive - one on the northeast corner and the other on the northwest corner - this keeps traffic in a commercial zone. Right of way or property would have to be acquired by the city to access the northeast side of the Von's property.
- Concentrate parking more in northeast corner of park -- this would have less impact on residential neighborhoods.
- Make MacKinnon entrance and exit for pedestrian traffic only and Sante Fe Drive entrance would be main way into and out of the park for cars.
- If sheer size of the property is driving the determination that it must be filled with large fields to support regional sports tournaments, then make a smaller park! This will alleviate the access, traffic and parking problems by having less car volume in and out of the park

C146-9

C146-9

The suggestion to evaluate a project alternative that dedicates the Santa Fe Drive access point as the main project entrance would not substantially reduce significant traffic impacts of the project and would not be consistent with the project objective of providing multiple access points. Therefore, this alternative does not warrant a detailed examination under CEQA.

See response to comment #C69-34 regarding an entrance through the Santa Fe Plaza shopping center.

The suggested design modification of concentrating parking areas on the project site would not avoid or substantially reduce significant secondary traffic impacts of the project as vehicle movement inside the park property would not impact surrounding areas.

Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Sincerely,
Roberto J. Méndez
768 Munevar Road

Sidney Kathryn Merritt, MD

495 Warwick Ave, Cardiff-By-The-Sea, CA 92007
(760) 230-1493 sidmerritt@yahoo.com

THIS WAS COPIED TO
ALL COUNCIL MEMBERS

cc: Scott Verbuff
Phil Cotton

February 24, 2007

Encinitas City Council
Encinitas, CA

Dear Honorable Council Members,

I am a resident of Cardiff-By-The-Sea; I live near the Hall property. I have attended town hall meetings discussing the this property use, and it is clear that the residents of this area do not wish to see a sports complex or large bright lights installed on the site. We would much prefer a quiet, community park. The people who spoke at the meetings in favor of lights and sports fields (nearly all people from outside this neighborhood) are much outnumbered by the folks who prefer a multi-use park without extreme lighting.

I hope that you will give strong consideration to the wishes of the local people who will be most affected by the traffic, noise, and lights of the proposed project, and change course before it is too late. We want and need a quiet, multi-use park with no organized sports after dark. Please listen to the community and abide by our wishes.

C147-1

Sincerely,



Sidney Kathryn Merritt, MD

C147-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Scott Vurbeff
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C148-1

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C148-2

C148-1 through C148-9

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsigned side streets, such as Diamond Head. *with the speed of cars on Santa Fe it is very hard to make a left turn from Diamond Head.*

C148-3

See responses to comments #C3-1 through #C3-9.

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C148-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

C148-5

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C148-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C148-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C148-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C148-9

Thanks for your consideration.

Dana Meitz
1315 Diamond Head Encinitas, CA 92024

Gordon H. Miles
1526 Rubenstein Avenue
Cardiff, CA 92007

March 5, 2007

Mr. Scott Vurbeff
City Planner
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff:

Since many of my neighbors had commented on the draft EIR raising issues that concerned me I did not fully outline my objections during my opportunity to speak at the Planning Commission's Public Hearing. I wish, therefore, to take this opportunity to set forth my additional concerns.

In general it is clear to me that the City Council's determination of the plan designated "objectives" eliminates any alternate plan that does not fully accommodate all of the playing fields (some lighted); amphitheatre, skate board facility; teen center, dog park, etc. and had these "objectives" been more general in scope and had the consultants been given greater leeway, the environmentally correct choice would have been to select a plan providing a much less intense use such as the alternate plan put forward by CQL. In other words, the "objectives" were so unfairly designated as to force a draft EIR that contains many defects, some of which simply cannot be mitigated.

More specifically, I draw your attention to the following unanswered problems:

Traffic

1. The plan fails to consider the impact of the additional traffic created on the neighborhood streets in Cardiff, including Rubenstein Ave. This is particularly relevant because the design admittedly does not provide sufficient onsite parking for even normal use let alone peak use and weekends. Since much of the overflow parking will park on the "side streets" the effect of traffic on the neighboring Cardiff streets is indeed relevant and provides an unmitigated defect in the design.

C149-1

See responses to comments #C149-2 through #C149-11.

C149-2

See responses to comments #B1-13, #C4-1, #C39-29. The EIR addresses the project as proposed. Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers have the discretion to determine whether the project should be approved as proposed or whether a project alternative should be selected. Although the project objectives can aid the decision makers in making environmental findings for a project, they do not necessarily obligate the decision makers to approve the project as proposed.

CEQA does not require project objectives that are general in scope. CEQA requires that an EIR provide a clearly written statement of project objectives [CEQA Guidelines Section 15124 (b)]. The project objectives were based on the need to provide a community park to help fulfill the unmet recreational needs of the City. These unmet needs are documented in the City's Recreation Element of the General Plan, the Recreation Element Technical Report, and the 2007 Needs Assessment for Specialized Facilities as referenced in the EIR. Please refer to Section 2.4.1 of the EIR.

C149-3

See responses to comments #C17-7, #C17-14, and #C17-15.

C149-1

C149-2

C149-3

2. The report is defective in that many of the mitigating factors to the admitted traffic problem created by the design do not now exist and will not exist until substantial work is completed by Cal Trans many years hence and after the proposed completion date of construction of the sports center. Furthermore, none of these required mitigating factors is within the City of Encinitas's fiscal ability or legal jurisdiction to construct should Cal Trans either decide not to complete the improvements for lack funds to do so within even their stated time frame. I would urge that a less intense use of the property, i.e. delay or elimination of some of the active uses be a more viable mitigating factor than simply building the sports facility and hoping Cal Trans performs sometime in the future.

C149-4

C149-4

The EIR acknowledges in Sections 3.2.5 and 6.1 that the project would result in unavoidable traffic impacts at Interstate 5 interchange intersections (Santa Fe Drive and Birmingham Drive). The determination that economic reasons make these traffic impacts unmitigable does not make the EIR defective. See response to comments #C91-8 and #C149-2.

3. The report, even fully expecting Cal Trans to fulfill its plans does not adequately take into account the growth in traffic surely to be generated by the enlargement by Scripps Encinitas Hospital (now under construction); the enlargement of San Dieguito High School and the additional students expected to use the facility; the continuation of new home construction in Cardiff and along the Santa Fe corridor as well as the commercial development underway on Santa Fe and Birmingham Streets.

C149-5

C149-5

See responses to comments #C23-2, #C37-1, and #C37-4.

4. The proposed entrances to the sports facility are not adequate and contrary to the design's expectations. Most traffic, I believe, will choose the "back way" and enter the area from Santa Fe simply because it is the easiest entry point for traffic on Santa Fe and I-5. Given that this is true and assuming that the design will not be changed by closing the alley way entrance off of Santa Fe, the traffic load from I-5 to the entrance will be much greater than anticipated and will clog Santa Fe from I-5 to the entrance of the facility slowing or even halting emergency traffic to and from the hospital and the facility. Additionally, the exit and entrance right-of-way from Santa Fe to the facility lacks the width to adequately accommodate even the most negligible traffic and is unattractive at best.

C149-6

C149-6

See responses to comments #C11-2, #C23-5, and #C39-14. The commentor provides no evidence to support the conclusion that the project would not provide sufficient access at Santa Fe Drive. Section 3.2.4 of the EIR determined that traffic impacts at this access point may be significant, but these effects would be mitigated below a level of significance with implementation of Santa Fe Drive improvements specified in Section 3.2.5.

Chemical Pollution: I am not technically grounded in the science involved in problems with pollutants, however, as a developer of commercial and residential projects I have learned that insofar as chemical pollution is concerned "where there is smoke, there is fire". It is my opinion that the draft EIR is based upon inadequate testing and a lack of other basic soils information. It should not be approved until an independent soils expert is willing to certify that the property will not cause any potential environmental damage generated by the preparation of the site and implementation of the plan to the potential users or by run off onto the surrounding streets and water courses.

C149-7

C149-7

See responses to comments #B1-10, #C45-5, #C97-2, and #C136-16. The commenter's opinion that the EIR is based upon inadequate testing and a lack of other basic soils information is not supported by substantial evidence. The San Diego County Department of Environmental Health provided regulatory review and oversight of the Phase 1 and Phase 2 Environmental Site Assessments (Appendix H) that were prepared by a qualified consultant.

Night Lighting and Noise: Again, the draft EIR chooses to deal in "average" noise levels and use of lights in ideal conditions. I would argue that a study, providing noise at peak levels and the use of lights under less than ideal conditions such as fog be completed and included in the EIR.

C149-8

C149-8

See responses to comments #C17-16, #C17-18, and #C17-22.

C149-9

C149-9

See response to comment #C149-8.

Parking: Except for the fact that the City is the developer of this facility the lack of onsite parking would prove fatal to the plan. No private developer would submit a plan that met only half of the parking needs of his project trusting that the balance of the needs would be met by other means. A mere inspection of the streets bordering the facility even now, before the facility is constructed, reveal little, if any, excess parking availability.

C149-10

C149-10

See responses to comments #C17-14, #C17-15, #C17-7, #C35-2, #C66-6, #C69-35, and C81-2.

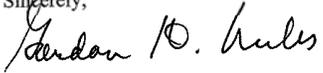
In short, the determination of the objective to make this a regional sports facility rather than a community park makes the environmental concerns required to be set forth in the EIR either so onerous that they cannot be remedied, so expensive that their mitigation cannot be afforded and too dependant upon work performed by Cal Trans and others with no guarantee that such work will ever be completed.

C149-11

C149-11

See response to comment #C149-4.

Sincerely,



Gordon H. Miles

March 7, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As residents of Encinitas, for many years, my family has observed a most disturbing trend ~ namely, the significant development of our community, in terms of housing, businesses, and traffic congestion, without proper provisions for outdoor, recreational facilities to accommodate the multitude of children in our neighborhoods. We would like to express our deep concerns in this regard, and offer our wholehearted support of the subject venture named above, as outlined by the CITY. Our kids desperately need, and deserve, a safe place to play, that is relatively close to home. Organized sports, on the whole, offer a wide variety of supervised activities for our children, and would give many parents tremendous peace of mind. The proposed, lighted, multi-use fields would be the ideal solution to a major problem which has been ignored for much too long a time. Please give this project your keen "stamp of approval", and begin building this complex as soon as possible. Thank you!

C150-1

C150-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Sincerely,



Jim Miller