Janie DeCelles - 1631 Glasgow Avenue - Cardiff by the Sea, CA 92007
(760) 436-0361 Fax: (760) 943-8310 jdecelles@cox.net

March 9, 2007

Scott Vurbeff
Planning and Building Department
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

Re: Hall Community Park access and Warwick Alley Connection between Glasgow & Mackinnon

Dear Scott,

In June, 2006, Greg Shields, the City Engineer, granted a permit to a homeowner at 1606 Mackinnon Avenue to make improvements to public property - the alley connecting Mackinnon Avenue to Glasgow, which shows up as Warwick Avenue on some maps. This alley is the eastern side of the southern border of the Hall property, adjacent to the proposed Mackinnon entrance.

This alley had been closed to through traffic for over 25 years - in fact there were trees growing in the middle of the street. Years ago, before the City of Encinitas was incorporated, the County had installed a "No Through Traffic" sign on Glasgow just north of Burkshire in response to residents' requests to keep flower nursery delivery trucks from attempting to gain access to the greenhouses from driving down Glasgow to Warwick Avenue. Those trucks inevitably had to slowly back up on this narrow street, and they were a hazard to cars parked along the street.

The Mackinnon homeowner wanted to clean up the city owned alley which had turned into a public dumping ground for old furniture and unwanted large debris. The trees had prevented him from accessing his garage from Mackinnon and removing them gave him direct access. There was no public review or notice to any neighbors for this work done by a private individual on publicly owned property. The homeowner had the trees removed, graded the alley and put down gravel on his ½ of the Warwick alley. The City Engineer Greg Shields subsequently commented to one my neighbors who investigated that "he had made a mistake." C51-1

When I went to the City to get a copy of the permit, I asked why weren't the neighbors given "notice" of this proposed improvement and change in traffic pattern? The person at the desk told me that this wasn't the type of permit that required notice because it was more like work on personal property. Since when is a publicly owned street like personal property? Aren't there some liability issues to

C51-1

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consider when the City lets a private citizen make "improvements" to public property?

So, what are the consequences of the "mistake"? Now, drivers use this alley as a cut-through in their race to get their kids to Cardiff Elementary, avoiding the 2 stop signs at Burkshire - saving precious minutes on the frantic effort to get their kids to school on time. Now that Glasgow is no longer a dead-end street, there has been an increase in crime, with at least one stolen vehicle and at least one attempted home robbery. I am a single homeowner, and have always felt relatively safe living here alone - until now. When I bought my house in 1990, it was advertised as being located "on a quiet cul-de-sac in the Composer District". C51-1 cont.

A petition was signed by over 60 neighbors on the affected streets and submitted to the City, asking for a return to the prior condition or a compromise solution which allowed partial access (so the Mackinnon homeowner could reach his garage) but not through access. A half hearted traffic study was done and dismissed which ignored the real problem.

My fear is that unless the City re-closes this alley, it will become a backdoor to the Hall Property Community Park. If you just look at a map, you can see how motorists will try to avoid the inevitable congestion by cutting through (to or from the park) via the Warwick Alley and Glasgow. The consequences to the local neighborhood from this hasty decision by the City Engineer need to be addressed by the Planning Commission and by the City Council. C51-2

It's quite clear from reading the Draft EIR for the Hall Property, that the consultants strongly favor the "Through Access on Mackinnon" alternative. I think that would result in a chaotic mess on our quiet street and totally change the character of the neighborhood. C51-3

I strongly urge you to initiate the process to re-close the Warwick alley street to through access, regardless of which access is ultimately selected for the southeastern access to the Hall Community Park. I would appreciate it if you would respond to me by letting me know what process is needed to accomplish this simple but important request. C51-4

Thank you for your attention to this matter.

In addition, I want to voice my support for a scaled down design for the Hall Community Park, as was suggested at the public meeting on March 1st. There is no good access to the property at all - now or in the future.

Please have the designers re-design to park to meet the existing infrastructure. Scale it down. Make more passive uses. There is no reason to destroy the surrounding neighborhoods just to have multiple soccer fields. C51-5

C51-2

See responses to comments #C17-7, #C17-14, #C17-15, and #C51-1.

C51-3

See responses to comments #C17-7, #C17-14, #C17-15, and #C51-1.

C51-4

See response to comment #C51-1. The process to vacate a public right-of-way is initiated through the Engineering Services Department, which provides a recommendation to the City Council. The street vacation would need to be approved by the City Council.

C51-5

See response to comment #C51-1. 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.

If you were to visit Cottonwood Creek Park on a typical day, you would see a full parking lot and families enjoying just being outside - no organized activities needed. C51-5 cont

In addition, I ask you to eliminate the field lighting altogether. There are lighted fields nearby on Lake Drive and which are not fully utilized. Even if the poles are "skinny", the light will affect homes for a wide area of Cardiff and Encinitas. C51-6

Finally, why don't the plans include other more passive uses such as tennis courts? There are a woefully low number of public tennis courts in the City of Encinitas. What about Volleyball courts? What about bocce ball court or shuffleboard for seniors? C51-7

I think the park plans need to be re-evaluated to fit the wants of the citizens of this community. Devoting 80% to fields for kids ignores the fact that many community residents are single, childless or are retired and just want to continue to enjoy their quaint community in their old age.

Sincerely,

Janie DeCelles

Janie DeCelles

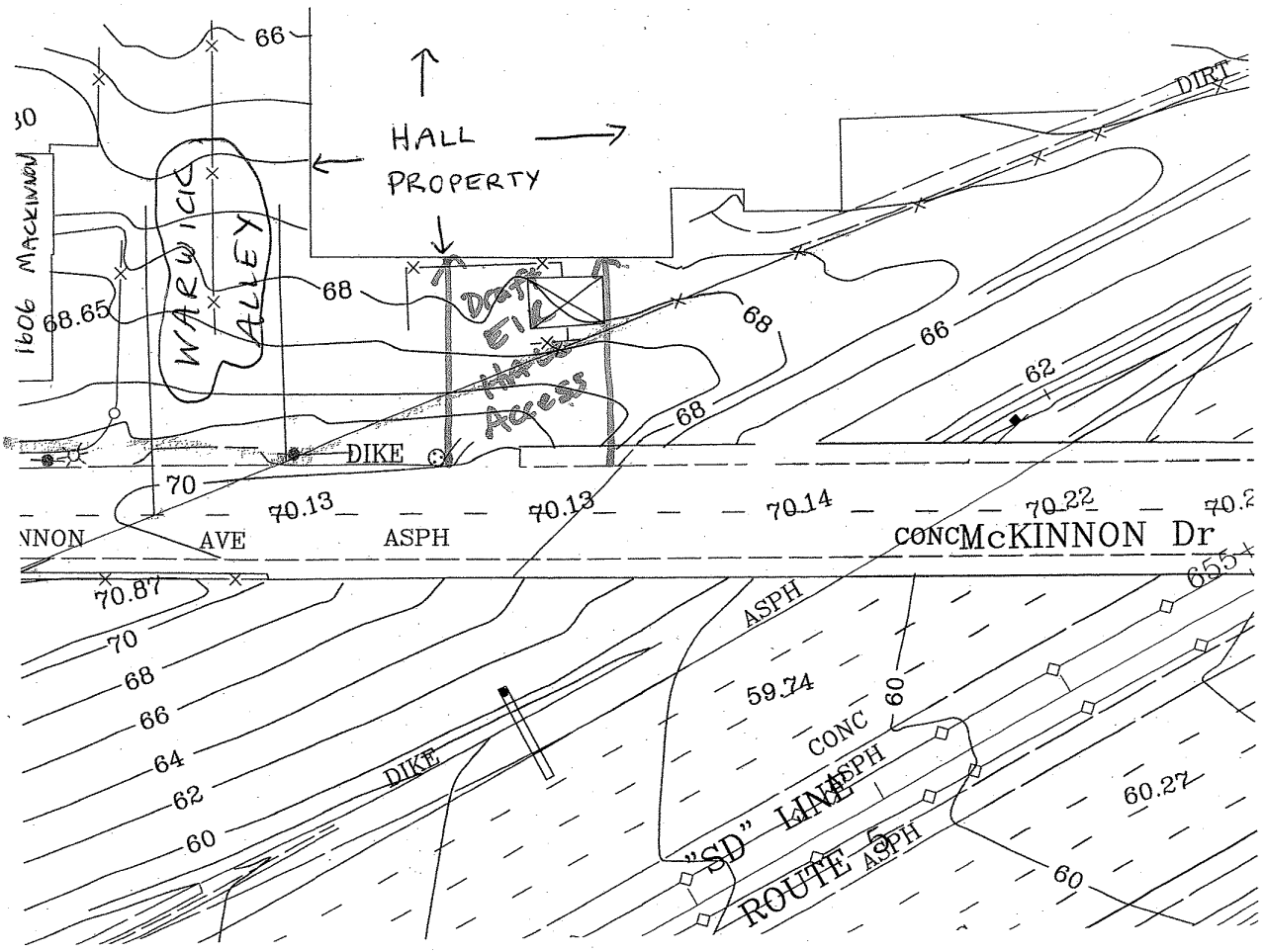
Map Attached

C51-6

See response to comment #C51-1. The City Council will determine whether the project would have athletic field lighting. 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.

C51-7

See response to comment #C51-1. The city council directed city staff to process the planning applications for the project as proposed. The city's decision-makers may determine whether other park uses should be considered for the project.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Scott Vurbeff
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbeff@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: C52-1

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:

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. C52-2

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 C52-3

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. C52-4

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 C52-5

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 C52-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)? C52-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic? C52-8

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. C52-9

Thanks for your consideration.

Joseph J. DeFilippis
Joseph J. DeFilippis
1119 Crest Dr., Encinitas

C52-1 through C52-9

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

Hall Property DEIR Planning Com. Mtg. 3/1/07
Nancy DeGhionno 760-632-9467

First, I want to express my **intense support for approving** the conceptual plan City Council proposed without decreasing any **sports fields**. If I had to play on turf in the condition of some of these goat tracks our kids have been reduced to using as fields, I would surely set a record for twisted knees and broken ankles and metatarsals. I also believe artificial turf deserves serious consideration. C53-1

Second, I would like to express several concerns I have regarding the DEIR. C53-2

During fall and winter months, sports field lighting is sometimes necessary even before 5:00 PM. With all the technical improvements made regarding directed field lighting, it is clear to me that the spill-over light that may reach park neighbors' yards will be less than my home receives from neighbors' glaring floodlights, front, side and back, and I live in a dark skies neighborhood. It is essential that **field lighting be installed**. Hours of operation can be set, as appropriate. C53-3

With Encinitas' only multi-plex theater closed down, we have even greater reason to **prioritize the building of the teen center**. This is an investment in the community that our residents need sooner rather than later. Our senior citizens have had a wonderful center for several years already and our youth deserve the same investment. The overall Hall Property conceptual plan duplicates some recreational facilities in town in order to meet the demands of our city's growth, but nowhere do we have a teen center, and some blocks of time in the gym at the Community Center just don't meet the need. C53-4

In order for a **round-a-bout** to allow visibility and reaction time, it really must be **2 lanes wide**, like the one in Carlsbad at the access to Legoland. That one works well. The one we have on C53-5

C53-1 through C53-9

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Santa Fe Dr. does not. Not all drivers slow enough to allow for reaction time or safety under the circumstances. More distance gives drivers more time to anticipate each other's actions, allows for more confidence in decisions about timing and more reaction time in general. C53-5 cont.

Please ask Chris Hazeltine for the City of Encinitas' **Needs Assessment** for Specialized Facilities and note the substantial unmet need regarding full basketball courts. The Hall conceptual drawing shows half courts. Our city is scattered with half basketball courts, but by park standards definition, a community park of this size would **install full** courts. Half courts were designed for small neighborhood parks because of space limitations and meeting a need for casual pick-up games or practice. This large park will surely be one of our only opportunities to add full **basketball courts** to meet Encinitas' facilities needs. C53-6

I would expect an herb garden in a public park to experience midnight harvesting and require replacement after a short period of time. I'd like to see the **city leave most specialty gardens to our local botanical garden**. Staff maintenance time and expenses can be much better spent elsewhere.

I hope the city will consider using water-permeable surfacing, like the parking lot at Cottonwood Creek Park, for the trails in this park. Stroller and tricycle use is much more enjoyable on a **hard surface**. C53-7

When planning for **parking space and parking lot turning standards**, please bear in mind that **many very large SUVs** show up at sports games and practices. Also, some parents have set a poor precedent of vehicles dropping off players at handicapped parking spaces because of convenience and have made a habit of it. Please plan **drop-off areas for very heavy traffic**.

Additionally, we need **food concessions**, please.

My third issue is most definitely not the least important. I want to encourage city staff, City Council, the media, residents, C53-8

neighbors and future park users to **speak out to CalTrans to prioritize freeway and ramp improvements on Santa Fe Dr.** An informed soccer supporter noted the other day: This huge project is not even on CalTrans' radar. The tragic vehicular death under the freeway there a few weeks ago underscores the growing need to improve vehicular and pedestrian safety in that area. That is all in the hands of CalTrans. The city of Encinitas has its hands tied. But if CalTrans takes action, the city may be able to find grant funding or general funds for other traffic improvements related to the park. Also, CalTrans has concluded that Encinitas is due mitigation from the proposed I-5 widening project. Perhaps that advantage we have coming can be applied to reducing traffic impact at our centerpiece park. I see traffic as the largest obstacle this park faces and I see CalTrans as the largest traffic obstacle.

I believe our biggest immediate need related to progressing on this park is to motivate CalTrans to prioritize this project and for all of us and our entire community to begin momentum in that direction. I welcome anyone who is knowledgeable about this subject to inform us of how we might initiate that pressure. C53-8 cont.

Many thanks for your service to Encinitas. I am optimistic about the journey that awaits us. As a strong parks advocate, I am thrilled that we have such an opportunity to install such a wonderful park to serve so many of us, with city staff, Commissioners and Council working as hard as possible to fulfill this vision. C53-9

Nancy DeGhionno, Encinitas

Plan for Multi-Use Sports Fields in Encinitas

Human nature motivates homeowners to band together and show up at city hall for public input when any sizeable change is proposed for their neighborhood. Generally speaking, most of the remaining residents in town don't interrupt their lives to spend hours at city hall in order to support an issue city council proposed and has given the impression they already support. This is now being illustrated at Encinitas city hall in regard to the proposed Hall Property 43 acre park in Cardiff at I-5 and Santa Fe Dr.

The Hall Property is **not** "in the middle of a residential neighborhood," as stated by some neighbors. About half of it is adjacent to residents, many of whom were informed of a proposed but not yet "determined" park before purchasing their brand new homes. About one third of the perimeter abuts Interstate 5 and the remaining sixth abuts service entrances at the rear of a commercial shopping center. This is hardly definable as "the middle of a residential neighborhood."

By generally accepted standards, Encinitas has reached build-out, having only limited infill space available for any kind of development. Encinitas city hall has been working very hard to provide for the recreational needs of its citizens based on goals established at incorporation of the city in 1986. The shortage of sports fields existed then. Twenty years later, city-owned soccer fields have increased from zero to only one dedicated field plus one shared-use field, though we all know how population has increased and can likely understand how field deficit has increased correspondingly.

With the extremely limited availability of land and funding, it is important that the city meets the remaining citizen needs at whatever locations within the city it may have available. The purchase of this land may have been the last opportunity for Encinitas to acquire any large park parcel and so we are forced to live within the constraints and realities of today and resource limitations of tomorrow. Unfortunately, the residents of Encinitas and city staff don't have the luxury of available land or funding to spread multi-use fields throughout the city for resident convenience.

Encinitas has met some other large recreational needs with other park sites such as the 60 acre Indian Head Canyon trails and habitat, the 8 acre SDG&E power easement off-leash dog area and open space, Senior Center/Community Center, Oak Crest Park and habitat, Cottonwood Creek Park and habitat, Little Oaks

C54-1

C54-1

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Equine Park and trails, Moonlight Beach, etc. These phenomenal assets provide an opportunity to **all** residents, not just those within a couple mile radius of each site. Each of these park sites are unique, providing their available combination of facilities and/or nature for the benefit of all Encinitas residents, ideally providing the optimal service available by that particular site's opportunities and constraints. In a perfect world, a variety of all recreational needs could be met at numerous locations throughout our city, but this has proven to be geographically, environmentally and fiscally impossible.

Aside from the development of the Hall Property, small neighborhood parks may be the only parks the city manages to build in the future, due to lack of parkland. By definition, small neighborhood parks do not provide sports fields. Therefore, the future may not provide any other locations to install these much-needed sports fields in Encinitas. Our city desperately needs to **own** fields in order to retain control over their use, maintenance standards and availability.

C54-1 cont.

Due to pre-existing budget constraints, city council already plans to leave sections of the Hall Property park vacant for the future development of the teen center, pool, skate park and more, installing the park in a phased approach. Therefore, current infrastructure limitations do not necessitate a change to the conceptual plan for the Hall Property that would reduce the number of sports fields. If necessary, Phase 1 construction can be adjusted to merely impact current infrastructure to acceptable levels of service, leaving additional installations to a future date.

I urge the support of residents and city council to reserve the sites of all these proposed multi-use fields and install them as funding and traffic improvements permit. Please don't eliminate any sports fields. This is a very long-term investment and we would be prudent to plan our centerpiece park to meet as many unmet recreational needs as possible. In order to compensate for the existing deficit of recreational facilities and begin to meet demand, it is imperative that we look at the big picture and plan for the future of all of the citizens of Encinitas. After all, we are all funding it, and realistically, this may be the last opportunity we have in the one city and five beloved communities of Encinitas.

Nancy DeGhionno, Encinitas
3/10/07

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. C55-1

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. C55-2

I want a "community park", that will provide something for everyone. C55-3

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 Dennis Del Rey

Address 2211 Cambridge Ave Cardiff CA 92007

Date 3/6/07

C55-1 through C55-3

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

From: rhonda downing [mailto:applesofme@sbcglobal.net]
Sent: Monday, March 12, 2007 11:39 AM
To: webmaster
Subject: hall prop

i am writting in regards to oppose the special use park and your report.....in the sumary you never mention it was the home of 4H animals for over 16 years, (you still need to relocate 4H) do you live in this area do you know the personality of this area?i laugh at some of the claims you make.we do not want sport events here.we do not want the lights-we already get them from the academy-didn't you already build a teen center?you could of benifited so much from 4H and their experts from U.C.Davis thru-out the whole park they even offered you a machine to turn animal waste into energy.....it's upsetting you turned all that down and if you asked the people-especially in cardiff in this area (put it to vote) 4H would of won such a grat educational program for our youth and whats more important than education for our kids-hanging out at a teen centeror skate boarding?not all kids play sports and are the tounaments yopu have planed only for local youth?pleae excuse my typing- scott and rhonda downing

C56-1

C56-1

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THIS WAS COPIED TO
ALL COUNCIL MEMBERS

cc: Scott Verbuff
Phil Cotton

March 7, 2007

Dear City Council Members,

I'm writing about the Hall property. Our family was not able to attend the meeting the other night to show our support for the park as it is currently planned. It is difficult for families who have children to attend the meeting as they usually run late.

We support the park as it is planned. Our city desperately needs ballfields, a pool and a skate park. The school ballfields are dangerous. The school district does absolutely no maintenance on the fields, in addition to the fact that many of the fields are over twenty years old. Our city does not even have a pool. For the past six summers I have driven my children to Oceanside to participate in their city swim lessons. Carlsbad, Oceanside, and Vista are the neighboring cities that I know have city skate parks that our family has visited.

I have lived in Encinitas for my whole life. The city has grown and yet our city still does not have adequate soccer, baseball, pool, skate or other sport facilities. Every time we drive by the property, my children ask when the park is going to be built. I always answer jokingly, maybe it will be ready for your children. Please don't let this happen. Let's build the park as planned.

Thank you,

Linda Dresner

The Dresner Family

C57-1

C57-1

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

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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. C58-2

I want a "community park", that will provide something for everyone. C58-3

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 Mary Lou Earles

Address 1519 Villa Cardiff

Date 2-6-07

C58-1 through C58-3

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

Bertram C. Edelstein
1705 Oxford Avenue
Cardiff by the Sea, CA 92007

6th March 2007

Mr. Scott Verbeff
Environmental Coordinator, City of Encinitas
505 So. Vulcan Avenue
Encinitas, CA 92024

Dear Verbeff:

I am writing with regard to the Hall Property and the Environmental Impact Report. I am quite concerned the plans for the park are not in alignment with the original vision for the park.

The city is now describing the park as a Special Use Park. 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 fields to be used for tournaments indicates the park will be used for competitive sports activities. C59-1

The land is presently zone R-3 for residential use. A Special Use Park requires a zoning change. I and many of my neighbors believe this should be put to a vote of the citizens. C59-2

Moreover, proposed park hours of 7:00 a.m. to 10:00 p.m. (some days until midnight) would subject neighbors to up to 17 hours of noise. There is no discussion of peak noise levels in the EIR. Peak noise measurements vs. average noise measurements are insufficiently considered. It is the peak noise that is believed to be most significant. C59-3

It seems ironic that the park may detract from the neighborhood and negatively impact the very people it is intended to serve. This park could be a marvelous community asset if it is properly scaled and focused to fit within pre-existing residential housing. Plopping a "sports park" in the middle of single family residences does not seem wise or appropriate. C59-4

Thank you for the consideration of my concerns.

Very truly yours,

Bertram C. Edelstein

C59-1

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.

See responses to comments #C17-3 and #C22-1.

C59-2

See responses to comments #C17-3 and #C22-1. The underlying zone conditionally allows the proposed use with approval of a Major Use Permit. No rezone of the property would be required.

C59-3

See response to comment #C17-22.

C59-4

See response to comment #C59-1.

Good morning Scott,

Please add the following additional comments to the public record.

from page 7-21, under "Noise":

"Under the No Athletic Field Lighting Alternative, the fields would not be used after dark; thus, this alternative would result in less noise after daylight hours from the athletic fields. Vehicular traffic and nighttime athletic field noise after dark would also be reduced, though these were not found to be significant noise sources of the proposed project. Although this alternative would create less noise at night from the athletic fields and associated traffic, it would not reduce an identified significant impact of the project. For this reason, the No Athletic Field Lighting Alternative would be considered similar to the proposed project with respect to noise."

Unfortunately, the EIR generally understates the probable personal impact of noise during the evening hours, which are (literally) prime time for most residents to enjoy their homes. The park's primary noise generators would be the ampitheater, the dog park, and the athletic fields. Eliminate the nighttime lighting, and you obviously eliminate evening noise over most of the calendar year. Therefore, I vehemently reject the assertion that "the No Athletic Field Lighting Alternative would be considered similar to the proposed porject with respect to noise."

C60-1

I also strongly advocate prohibiting the use of outdoor amplified sound systems, in deference to the surrounding residents.

C60-2

Thanks and regards,

John

John A. Eldon, D.Env.
26-year Leucadia resident
Chair, Encinitas Blue-Ribbon Environmental Committee

C60-1

See response to comment #C39-32. With respect to active park uses, Section 3.4.4 of the EIR indicates the project's significant noise impacts would only be associated with the dog park and the potential use of amplification during special events that would occur three to four times a year. Use of the dog park is not reliant on the athletic field lighting. However, without this lighting, potential significant impacts from any use of special event amplification after daylight hours would be avoided.

C60-2

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.

As noted in Mitigation Measure Noise-3, the use of any amplified sound systems would be evaluated to ensure the city's municipal code noise standards are not exceeded at adjacent properties.

Scott Vurbeff

From: John Eldon [jeldon@pulselink.net]
Sent: Tuesday, February 06, 2007 7:49 AM
To: Chris Hazeltine; Scott Vurbeff
Cc: Maggie Houlihan; Teresa Barth; Jim Bond; Dan Dalager; Jerome Stocks
Subject: Hall property; retain Mackinnon Avenue through access

Good morning all,

When the Hall property is developed, I strongly urge you to retain through traffic access on Mackinnon Avenue. With its mesa-and-valley topography and numerous culs-de-sac, much of Encinitas suffers from missing traffic links. Mackinnon Av. provides a convenient connection across Interstate 5, which otherwise divides the community of Cardiff-by-the-Sea, and eliminating it will increase traffic congestion and waste gasoline and time.

Mackinnon Avenue's lack of freeway access ramps makes it particularly bicycle- and pedestrian-friendly. For cost reasons, CalTrans would love to eliminate the Mackinnon bridge when it widens I-5, and cutting off the street at its south end would strengthen their position. The community needs more access across the freeway (e.g. a Union St. to Union St. pedestrian and bicycle bridge), not less. Please maintain this vital traffic circulation link for the community. C61-1

Best regards,

John

John A. Eldon, D.Env.
26-year Leucadia resident
Chair, Encinitas Blue-Ribbon Environmental Committee

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"Advanced Verilog & VHDL Design"
UCSD Extension
http://extension.ucsd.edu
j.eldon@sbcglobal.net

Vice-President

C61-1

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.

City of Encinitas Planning Commission
505 South Vulcan Avenue
Encinitas, CA 92024
Attn: Scott Vurbeff

February 27, 2007

Dear Mr. Vurbeff,

This morning I received the enclosed flyer in my driveway with the headline: *"We must oppose the planned regional sports (soccer) tournament park on the Hall Property that will spoil our community forever."*

I have followed closely the plans for the Hall Property, I have spoken with members of the soccer community, and I have read a summary of the Environmental Impact Report. The views presented in this flyer are overwrought, unsubstantiated and alarmist. It doesn't seem that the group behind them has left any room for the negotiation and compromises that such a community decision requires.

Far from serving as a late night venue for sports events and rock concerts until midnight, as the flyer alleges, the park is designed primarily for youth athletic teams, as a place where they can practice after school and early evenings and reciprocate hosting games and events with all the other communities in their leagues. As I understand it, all sports, not just soccer, will have access to the fields. The plan includes a wide buffer zone around the fields with a running path, basketball courts, playground equipment and even a dog park that the whole community can use. I have been to many soccer tournaments around the county, and because play is staggered, the 419 car parking lot should be completely adequate, with no danger of "*hundreds of participant cars*" overwhelming neighborhood streets.

As far as noise and air quality are concerned, the I-5 freeway already makes the greatest contribution to these types of pollution. The Hall Property can never be an idyllic, serene community park with the amount of traffic that routinely crowds the 5 during afternoon rush hour. I'm pretty sure the roar of traffic would drown out noise from afternoon practices and even games, depending on the time of day and the wind. And star-gazing in a velvety black

C62-1

C62-1

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.

sky, poetic as the flyer makes it sound, realistically hasn't been possible in this area for years. C62-1 cont.

The Environmental Impact Report has described methods for mitigating almost every impact mentioned. Hauling away contaminated soil is a finite occurrence, and in the long run, the community will be better off if these contaminants are not left on the ground where they can leach into the ground water and the nearby ocean or be carried into the air we breath by the wind. I think the community can agree to limits on sound levels and times when the lights are on so that the impact on the neighborhood is minimal. C62-2

C62-2

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.

Finally, let's use the Hall Property for people who will actually (not theoretically) use it and appreciate it: our youth. When I want to go for a walk or be out in nature in Encinitas, I go to the beach, the SRF meditation gardens, or to one of our beautiful neighborhoods, or charming downtown, not to a strip of green near a loud freeway. Encinitas' population has increased dramatically in the last ten years, and we have outgrown our existing sports facilities. Keeping kids involved in sports is a crucial contribution to the health of our young people, and according to experts, the best way to fight obesity, drug use, and the onslaught of video and computer games. C62-3

C62-3

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.

The proposal before the planning commission **is** a beautiful community park, and not the "*Regional Sports (Soccer) Tournament Mega-Park*" that this shortsighted and narrow-minded flyer proclaims.

Please feel free to share my comments with the community.

Sincerely,

Liz Fautsch
Encinitas resident
760-942-8556

Received 2/27/07

WE MUST OPPOSE THE PLANNED REGIONAL SPORTS (SOCCER) TOURNAMENT PARK ON THE HALL PROPERTY THAT WILL SPOIL OUR COMMUNITY FOREVER.

Plans currently on the drawing boards call for a "Special Use" park — a special (soccer) tournament park with six to twelve soccer fields lighted by 90' high floodlights ('till midnight) glaring into backyards. There will be loud ear-splitting bullhorns, amplified announcements and constant whistles. Teams will come in from all over the region, creating huge traffic problems and tons of trash!

Here is how a Special Regional Sports Mega-Park on the Hall Property will change your life forever.

- **Gridlock** - Only two entrances to the park are planned. One on Mackinnon Avenue and one opposite the Scripps Encinitas Emergency entrance on Santa Fe Drive. Because tournaments and some events that are expected to draw crowds in excess of 1000 people, there will be times when it will be nearly impossible to get in and out of the area because of the traffic on local roads and streets. Because the single southern (Mackinnon) entrance is not scheduled to be completed until about the year 2015 several neighboring streets may become thoroughfares into the park.
- **Air quality** – Neighbors will experience greater exposure to degraded air quality because of the increase of traffic on your local streets. Vehicles idling in traffic generate far more pollutants than ones traveling at freeway speeds.
- **Hazardous materials** – During construction, trucks may be hauling contaminated soils along your streets.
- **Parking** – Only 419 parking spaces are being provided on site; therefore, hundreds of participant cars will have to park on your streets and others surrounding the park.
- **Noise** – Electronic sound amplification will be allowed for sporting events and (rock) concerts until 10 p.m. and 12 p.m. on weekends. Bursts of noise from events will invade your space and destroy your ability to enjoy outdoor living.
- **Field Lights** – Light poles up to 90 feet high to light soccer fields are projected for installation around the play fields. Your ability to see the night sky or stars will be drastically affected as these lights are scheduled to remain lit until midnight on weekends and will spill 28 times more light onto neighboring properties than the light generated by a full moon.
- **Soccer teams only** – Current plans call for a park specially built almost exclusively for soccer teams from all over the region, not just Encinitas. Teams will come from Orange County, Oceanside, and San Diego. Local residents will virtually be locked out
- **Parks Closed** - Lake Street Park, Ecke Field and Leo Mullen Park is closed from December thru March for annual turf restoration; the Hall Property Sports Park would probably be closed for four months a year.
-

HERE'S HOW TO STOP THE REGIONAL SPORTS MEGA-PARK AND SUPPORT A BEAUTIFUL (LOCAL) COMMUNITY PARK.
BUT WE MUST DO IT NOW! THE DEADLINE IS MARCH 1!
WE CAN HELP YOU GET YOUR MESSAGE TO THE CITY COUNCIL AND PLANNING COMMISSION.

IMPORTANT—SEE OTHER SIDE FOR DETAILS.

THIS WAS COPIED TO
ALL COUNCIL MEMBERS

CC: Scott Verbuff
Phil Cotton

March 6, 2007

To: City Council

City Hall

505 S. Vulcan Avenue

Encinitas. 92024

Re: Proposed Fields of Encinitas

I am writing to encourage you to build the fields as they are designed with all the lights. Our schools fields are in terrible shape due to the use that they get. This land was purchased SPECIFICALLY for this reason for all of our residents to enjoy and benefit from. PLEASE DO NOT WAIVER FROM THE PLAN DUE TO THE EXPECTED AND MANAGABLE COMPLAINTS FROM THE IMMEDIATE NEIGHBORS. Other surrounding communities have great parks for their kids and run by the city. We NEED THEM!! Our children are the future!! Thank you for your vision and leadership in seeing this through.

As I always tell my children, "Nothing worth while, EVER comes easy". Please roll model this for the children of Encinitas.

C63-1

C63-1

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,

KFeldman

Kent Feldman

1702 Sienna Canyon Dr

Encinitas, CA 92024

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ALL COUNCIL MEMBERS

cc: Scott Verbuff
Phil Cotton

March 6, 2007

To: City Council

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C64-1

C64-1

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,

Taunja Feldman

Taunja Feldman

1702 Sienna Canyon Dr

Encinitas, CA 92024

As I always tell my children, "Nothing worth while, EVER comes easy". Please roll model this for the children of Encinitas.

March 10, 2007

Encinitas Planning & Building Department
City of Encinitas
505 So. Vulcan Ave
Encinitas, CA 92024

William and Tina Fleck
1940 Glasgow Ave
Cardiff, CA 92007
760.944.8401

Attention: Scott Vurbeff, Environmental Coordinator

Dear Mr. Vurbeff:

As parents of two young boys, I appreciate many aspects of the plans for the Hall Property. However, they do seem too focused on sporting activities with not enough of the other elements that make a neighborhood park a real asset to the community. The city needs to consider some modifications of the plan in order to address the needs of all of its citizens, including the very young, old, and nearby residents. The heavy emphasis on making this a "sports park" only addresses the needs of a select sub-segment of Encinitas residents. C65-1

C65-1

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.

My particular concerns – with suggestions to help mitigate them – are as follows:

- Not enough open space: more open space would provide areas for younger children (and adults) to participate in less structured activities. Additionally, more open space would allow park goers to appreciate the beauty of this area, while allowing for more trees/plants.
    - Suggested resolution: conversion of one of the current sports fields into open space.
- Lighting: I think having portions of the park lit makes sense and will increase its usability, but the current plans for three sports fields will necessitate a large amount of lighting. Additionally, as energy costs increase, such lighting will be expensive for the city to operate. C65-2
    - Suggested resolution: eliminate one of the sports fields (as noted above), and keep the remaining fields in the northern portion of the park – closer to the existing commercial properties that already have overhead lighting. This would help reduce the lighting by possibly 33% and allay some of the concerns of the citizens about light pollution. Another possibility would be to only light one of the fields.
- Traffic: as a nearby resident with young children, I am concerned about the volume of traffic that will be generated given the number of sports fields.

C65-2

The commentor's suggested revisions to the project will be forwarded to the city's decision-makers for their consideration.

- Suggested resolution: with the reduction in the sports field, it would help reduce the volume of traffic for the park substantially.

- Water feature/creek restoration: The current plans do not include adequate water features. As most people can attest, water is naturally soothing and brings a level of peacefulness and calm when it is present.
  - Suggested resolution: establish a manmade creek (that complements the natural drainage/contour of the property) running through the park (it would be ideal to have it near/along the trails if possible).
- Skate park: the skate park seems to add a large amount of liability to the city. There will be additional costs – not to mention additional injuries to children – that will result from an unsupervised skate park. Additionally, there is a skate park at the nearby YMCA that skateboard enthusiasts can access.
  - Suggested resolution: elimination of the skate park.

C65-2 cont.

I believe all of the above are reasonable suggestions that, while addressing some of the concerns of residents and neighbors, do not substantially reduce the organized sports-related value of the park. By working towards a compromise, the value of the park can be increased for a broader segment of Encinitas and the surrounding communities. I hope you will consider seriously these ideas as we move towards finalizing and implementing the plans for the Hall Property.

C65-3

C65-3

See response to comment #65-1.

Sincerely,

William Fleck

February 28, 2007

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

Dear Mr. Vurbeff:

After reading the draft EIR for the Hall Property Park, I have the following comments and concerns. Thank you for considering these as you go forward in finalizing the EIR. C66-1

Traffic Calming Measures for Mackinnon Road and Sante Fe Drive

1) Due to already heavy and fast-moving traffic on Sante Fe and MacKinnon and the expected increase in traffic, shouldn't the EIR include proposed Traffic Calming measures on Mackinnon and Sante Fe? C66-2

Graphic Depiction of Project Area and Proposed Entrances/Exits, Traffic Mitigation Measures

2) The EIR does not have clear graphics showing the details of the entrances/exits to the hall property park. Since the traffic and access aspects of the project seem to be the most challenging part of the project, shouldn't more attention be paid to these areas in various clearly depicted graphic focusing on each of these areas, specifically the MacKinnon entrance and surrounding streets - Villa Cardiff, the MacKinnon Bridge, the intersection of MacKinnon and Villa Cardiff; the proximity of the new Mackinnon bridge to the proposed roundabout/traffic signal at Windsor and Villa Cardiff, etc. Also, given the proximity of our nieghborhood to the east shouldn't this area be shown on the graphics - at the very least, Villa Cardiff Drive, MacKinnon Road, Kings Cross Court, etc.? C66-3

Special Event Permit

3a) Could an example be given of what would necessitate a Special Event Permit - what would the typical event size, timing and other appropriate factors be? C66-4

3b) Traffic control measures suggested for Special Event Permit, flagment directing traffic and placing cones to direct traffic are not useful to residents of this area - they will help traffic going into and out of the park more quickly, but they will ultimately clog traffic in the neighborhood, create bottlenecks and hold up traffic for residents. C66-5

C66-1

See responses to comments #C66-2 through #C66-13.

C66-2

Section 3.2.5 of the EIR provides the option of installing roundabouts at several intersections (including Villa Cardiff Drive, south of Mackinnon Avenue, and Santa Fe Drive) for the purposes of mitigating traffic impacts of the project. Roundabouts mitigate poor traffic operating conditions and serve as a traffic calming measure.

C66-3

See responses to comments #C11-2, #C23-5, and #C39-14. Figure 2-2 of the EIR depicts surrounding neighborhood streets in relation to the project footprint.

C66-4

A general description of special events is provided in Sections 2.5.8 of the EIR. In addition, a worse-case analysis of special events traffic and parking is provided in Section 3.2.3.

C66-5

Mitigation Measure Traffic-8 is provided to mitigate secondary traffic impacts associated with special events. The mitigation measure provides for a traffic management plan that would include traffic control measures, which may include flagmen to help direct traffic and increase traffic flow in order to reduce the potential for bottlenecks on surface streets.

3c) The suggested "off-site" parking areas are also within the areas of concern for traffic and congestion for residents east of the freeway - in other words, cars going to the san dieguito campus or to the birmingham drive park and ride will also take the birmingham exit and the sante fe drive exits - how does this relieve the traffic coming into this area for a large event in the park? C66-6

3d) Based on the projected ADT numbers, in addition to Special Event Permits, there should be other traffic mitigation and and traffic calming measures for the neighborhood east of the project site. This neighborhood will be impacted by overflow parking and traffic cutting through from el camino real over to the MacKinnon entrance to the park. A better mitigation plan for this neighborhood is needed to prevent overuse and excessive traffic in this neighborhood. Permit parking only, signage discouraging turning down these streets during certain hours, speed bumps, or turning some of these streets into cul de sacs, etc. C66-7

Access to Information on CalTrans/City of Encinitas Joint Efforts for New Mackinnon Bridge

4) Since improvements to I-5 currently in the process of being carried out by CalTrans and scheduled to be completed by 2015 have a direct affect on this project, shouldn't more details, graphics and a resource for where to view these current CalTrans plans be made available as part of this EIR? C66-8

Closure of Through Access on Mackinnon Road

5a) Page 2-16 of the EIR state that "The ultimate configuration of the Mackinnon Avenue bridge would not affect the proposed park project or the elimination of through access on Mackinnon Avenue." How could it not affect the park? It seems that the two are tied together and must work in conjunction with each other to provide access to the park, and through access to Mackinnon, should it be concluded that the Through Access on MacKinnon Alternative is the better choice based on significant traffic impacts. According to Leroy Bodas, Senior Civil Engineer at the City of Encinitas in a telephone conversation on 2/26/07, the Mackinnon bridge - old and new - will remain open to through traffic on Mackinnon. In this case, the EIR needs to be updated to reflect this latest conclusion. C66-9

5b) What is the purpose of closing MacKinnon Avenue to through traffic? Who will benefit from the closing of through access on MacKinnon? It will effectively divide neighborhood to the east of the freeway that is part of Cardiff from downtown Cardiff, schools, beaches, fire station, etc.. In addition, firefighter response to the neighborhood east of the freeway will be slower due to the cul-de-sac and the installation and necessary operation of a remote controlled emergency gate. C66-10

C66-6

The provision of off-site parking areas during special events, as specified in Mitigation Measure Traffic-8, would not only provide additional parking that may not be available on-site, but also reduce secondary traffic effects that may result from vehicles searching for off-site parking spaces.

C66-7

Section 3.2 of the EIR identifies significant traffic impacts of the project east of the project site. These effects are identified in Section 3.2.4. A description of adequate mitigation measures is provided in Section 3.2.5 for those impacts that can be mitigated below a level of significance. With respect to effects on other residential streets the commentor may be referring to, see responses to comments #C17-7, #C17-14, and #C17-15.

C66-8

Preliminary conceptual plans for the realignment of Mackinnon Bridge are available for review at the city's Engineering Services Department. These plans are part of the separate Interstate 5 widening project that has not been approved or funded as of this time.

C66-9

The realignment of Mackinnon Bridge would be proposed as part of the future Interstate 5 widening project. However, final plans for the Interstate 5 project, which would be carried out by Caltrans and the Federal Highway Administration, have not been approved or funded as of this time. The proposed park project is not dependent upon the bridge realignment project, since park access would be provided from Mackinnon Avenue with either existing or future bridge configurations.

C66-10

The project proposes to close Mackinnon Avenue south of Interstate 5 in order to prohibit direct vehicular access to the park through this local street from Birmingham Drive. The City Council directed staff to include the closure as part of the project design based upon requests from residents who live on this segment of Mackinnon Avenue. As noted in Section 2.5.11 of the EIR, designated emergency access would be provided through the proposed cul-de-sac.

Unmet needs of Encinitas - athletic fields?

6) In the EIR, page 2-4, project objectives, point 2 states "develop a community park that" "...maximizes 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," - question - where is the data or definition of how that need would be fulfilled and how are the needs of Encinitas not being met currently?

C66-11

C66-11

See response to comment #C17-6.

Scenic/Visual Overlay Zone

7) Park falls within the "Scenic/Visual Overlay Zone" - purpose is to ensure the public's preservation of visual access to scenic vistas. Why isn't the addition of many 30'-90' light poles considered a significant impact to the visual access of the homes to the east of I-5 that will be looking west? (Page 3.1-3)

C66-12

C66-12

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

Significant Impacts

7) While many of the identified traffic impacts are being mitigated with traffic signals, all-way stops and/or roundabouts, so that there are "less than significant" impacts, it must be stated that in terms of time delays and duration/length of ADTs for residents, our quality-of-life will be impacted and will be lessened due to more intense uses of this park. Is there a measurement for that which can be stated in this EIR? If not, can it at least be addressed and mentioned in some way?

C66-13

C66-13

There is no specific standard or significance threshold under CEQA that measures quality of life. However, the EIR addresses land use compatibility impacts on surrounding uses. The analysis determined that the project would be compatible with surrounding land uses.

Sincerely,
Lynn Fleschutz
768 Munevar Road

On Jan 28, 2007, at 11:30 AM, Lynn Fleschutz wrote:

After reading much of the EIR on the Hall Property Park, I have a few questions.

1) Why is the nieghborhood to the east of the freeway not depicted on any maps or graphics in the EIR? It seems that this neighborhood will be the most severely impacted by the traffic changes associated with the park.

C67-1

C67-1

Section 3.2.1 and Figure 3.2-1 of the EIR addresses the project study area used in the traffic analyses, which includes streets east of Interstate 5. Please also refer to Response #B4-12.

2) Will the through travel across I-5 from MacKinnon Avenue to Villa Cardiff mean that the MacKinnon bridge is closed to car and foot traffic? In other words - can a resident who lives on Munevar Road - me - walk or drive to the proposed park by going south on MaKinnon, over I-5 and into the park OR continue straight on Mackinnon over to Birmingham Avenue?

C67-2

C67-2

Vehicular access to the park is described in Section 2.5.11 of the EIR. The proposed project would close through traffic on Mackinnon Avenue south of Interstate 5 but would maintain pedestrian access.

Thank you in advance for your response.

Lynn Fleschutz
768 Munevar Road
Cardiff, CA 92007

March 7, 2007
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

Attention: Scott Vurbees
Regarding: The Hall Property

I have been a homeowner on Mackinnon Ave for over 30 years. I am deeply concerned with some of the proposals for the Hall Property.
The property was supposed to be for the people of Encinitas, not for the desires of a special interest sports group. The PEOPLE of Encinitas wanted a park, not a major sports facility. The cost would also be a lot less, just to create a lovely open space with places for people to enjoy nature and kids to play. The continuing maintenance costs of a large facility are also a consideration, including the huge cost of lighting for evening sporting events. /Also the noise from the sporting events and the illumination of the neighborhood from nighttime events will be a major disturbance. C68-1 C68-2

One of my major concerns is the increased traffic problems that will be created by any kind of a park and especially a large sports facility like the one that has been proposed. I do not think that anything should be done with the Hall property unless Mackinnon Ave. is made into a cul-de-sac because the park would bring in so much more traffic to an area that is not designed for it. The cul-de-sac would be necessary to keep the traffic off of an already too busy and unsafe street. C68-3

Sincerely,
Peggy Fletcher

Peggy Fletcher

C68-1

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.

C68-2

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.

C68-3

See response to comment #C68-1.

To: Scott Vurbeff
City of Encinitas
Planning and Building Dept
505 So Vulcan Ave
Encinitas, CA 92024

From: Linda Flournoy
Planning and Engineering for Sustainability
sustainableworld1@earthlink.net
Date March 12, 2007

Public comment on Draft Environmental Impact Report for Proposed Park on Hall Property
Case # 04-197 CDP/MUP SCH # 2004121126

Scott:
Thank your for the opportunity to comment upon this proposed park plan Please find below reorganized comments on the DEIR per your request to put them in letter format and in larger font. If I can offer any further assistance in the Sustainability aspects of the Park, please do not hesitate to contact me.

Linda Flournoy

First, there are some **GENERAL COMMENTS** on noticing, form, function, parameters and completeness of Draft Environmental Impact Report-DEIR

C69-1

C69-1

See responses to comments #C69-2 through #C69-4.

It is of significant concern that the announcement for the review period for this DEIR did not appear to reach the general public in time for appropriate review. This reviewer found out 2 weeks before the deadline by word of mouth.

[This raises serious concerns that there may have been insufficient notice and insufficient time for proper public comment in general. Therefore, please seriously consider extending review period for this DEIR for at least another 30 days, or adding another review period. If not, please say why. Please ensure that complete and sufficient noticing always occurs and that all future noticing follows not only the letter of the law, but also the intent that the general public may have sufficient time to comment.]

C69-2

C69-2

The city exceeded legal requirements for noticing the public review period of the Draft EIR. Property owners and occupants within 1000 feet of the project site were mailed notices prior to the 45-day public review period.

Please describe further why it is appropriate or even true "that the EIR reflects the *independent* judgment of the City." [italics mine] when there are public concerns that the majority of city council and staff are acting to serve a vocal minority of the community (regional sports-park proponents) even though there has been significant public opposition to having more than 3 unlighted multi-use fields on the property? Isn't it more important for the EIR to reflect the independent judgment of disinterested third-party experts without a political, financial or emotional stake in the quality and completeness of the information? Please respond with suggestions as to how this might occur.

C69-3

C69-3

Prior to approving a project, Section 15090 of the CEQA Guidelines requires a lead agency to certify the final EIR by making several findings. One of the findings is that the final EIR reflects the lead agency's independent judgment and analysis. CEQA does not require an EIR to make this finding. However, if the project is approved, the city's decision-makers would need to make this finding based upon their review and consideration of the information presented in the document, including the public comments and city's responses to the comments that are part of the final EIR.

A Copy of the DEIR Report was picked up from City and copied and distributed. While responsibility is impossible to assess, it is extremely interesting to note, given their controversial nature, that pages 2-16 and 2-17 (the summary section on Lighting including Lighting Plan and Equipment List Table) were missing from this reviewer's copy. It is also interesting to note that the typeface chosen for the above mentioned Equipment List Table was so small that it was necessary to go online to read the Table. This could be seen as an impediment to some, if not many, members of the public. Please ensure that all information within the EIR is legible to the average person, without extraordinary efforts. C69-4

With respect to **ENVIRONMENTAL SETTING**:

As discussed further under Noise and under Aesthetics and Lights, in order to have a fair comparison, the "existing conditions" chosen for such comparison would need to be those which existed prior to any demolition activities on the property initiated by the City. Now that this has occurred there are other concerns with elevated noise levels and with regard to the safety of the citizens near disturbed soils with potential high chemical levels. C69-5

Using numbers given in the DEIR, the change in elevation on the Park site is about 40'. This is not insignificant and indicates that the current layout of sports fields (vs. open space for play) will require significant grading to create these very large flat areas. This will subject other areas to greater grade differences, changing the slope and drainage patterns, that is, changing the ways and speeds runoff travels and is handled. Additionally, this may create more aesthetic interest in certain passive areas, but may also create more limited access for certain types of users. Please discuss these issues and costs associated. C69-6

With respect to **PROJECT OBJECTIVES**:

The Park planners are to be commended for their inclusion of many of the elements that the general public has requested in their efforts to "offset the unmet needs of Encinitas". However, there are still many requested elements which did not make it into the plan, or are included in a minimalist way – hence not providing "adequate recreational facilities for <u>all</u> user groups" as stated. The majority of potential Park users support the inclusion of up to 3 <u>unlit</u> multi-use fields to help meet the needs of local Encinitas sports groups. However, once the concept C69-7

C69-4

During the public review period, fully intact digital copies of the Draft EIR were made available to the public on the city's website and the Planning and Building Department. The reproduction error associated with the commentor's hardcopy is noted for the record.

The EIR's Appendix G (Lighting Analysis) contains equipment list tables with larger text. Figure 2-7 has been revised to address this comment.

C69-5

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.

C69-6

Given the size (approximately 44 acres) of the project site, the existing 40-foot change in elevation is not substantial. Existing site drainage flows towards Rossini Creek though a series of existing culverts and a drainage pipe as well as via sheet flow. Project grading activity would result in 126,000 cubic yards of balanced cut and fill. As described in Section 2.6 of the EIR, the site design and grading would follow and typically maintain the existing topography of the site with the highest elevations in the southeast corner, near Mackinnon Avenue, descending towards the northwest. Grading of the lowest portion of the site, along the central portion of the western boundary, would follow existing contours and would generally maintain the current drainage pattern into the existing low-lying area near Rossini Creek. Section 3.7.3 indicates that hydrology impacts of the project may be potentially significant, but these effects can be mitigated below a level of significance with implementation of Mitigation Measure Hydrology-2.

C69-7

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.

expands to a special-use park for regional events, it seems that the city is bowing to the pressure from a minority who largely do not live in the vicinity of the proposed park anyway (in New Encinitas and Olivenhain). The older coastal communities of Encinitas do not have the density of school children as the areas to the east, and the majority of longer term coastal residents partake in more spontaneous activities than organized sports. The massive increase in organized sports seem to be an imported activity which has accompanied the rapid Orange-County-type growth of the east city, and includes a lack of awareness of the values inherent in the coastal ambience (as observed by the bright lights, sidewalks, big stucco box homes, big box stores, fast driving, don't-know-my-neighbors, behave-as-though-I-only-care-about-my-own-wants culture that seems to have evolved east of the first ridge (e.g., Crest Drive) and is spilling into the west) (apologies to those who live there but do not support this lifestyle). As development continues to the east, it may be better to serve those residents more locally to themselves and build a regional sports park there. Perhaps the City could consider bringing some employment to that area to reduce pollution and traffic on I-5. As discussed elsewhere, combining a regional sports park with a business park is an alternative which makes good infrastructure and community sense (for example, providing active play area for workers at lunch time). Please discuss this alternative thoroughly. Please also analyze alternatives which expand upon passive and unorganized-active (normal play) elements at the proposed Park location.

C69-7 cont.

C69-8

Please include a detailed accounting of the actual public input over the past several years, including letters which make observations on the public input process and concerns about it being unfairly weighted at the outset towards a regional sports park, even though a majority of the public voted otherwise. Please make transparent this entire process and input.

C69-9

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS**:

With respect to the Northwest Multi-use Field – Please discuss the option of making at least one field, preferably this one, a multi-sloped hills-vales type of field for the fun of running and playing and games on such a surface. Reserve it for users other than 'official' sports.

C69-10

With respect to the Center Multi-use Fields – the number of soccer fields being planned is unclear. Please clarify, stating specifically the maximum number that will be placed here, since the potential to expand seems misleading.

C69-11

C69-8

CEQA requires an EIR to address project alternatives that substantially lessen or avoid significant impacts of the project. As noted in Section 15126.6 of the CEQA Guidelines, an EIR is not required to examine a project alternative that: (1) fails to meet most of the project objectives, (2) is not feasible, or (3) does not have the ability to avoid significant impacts. In addition, an EIR need not consider every conceivable alternative to a project. The commentor suggests that the EIR should address an off-site alternative that combines a sports park facility with a business park. However, such an alternative would not be feasible as there is no land available in the eastern portion of the city that would accommodate such a use. In addition, without available land, it would be speculative to determine whether such an alternative would meet the project objectives or substantially reduce or avoid significant impacts of the project.

Section 7.2.1 of the EIR addresses a reduced intensity project alternative that would expand the passive use areas, 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.

C69-9

These comments pertain to the public input process for the project design. This process occurred prior to the environmental review process for the project. Section 2.4 of the EIR provides some background on the public input process. However, a detailed accounting of this process is not necessary for the purposes of identifying and analyzing the project's environmental impacts in the EIR. Additional information on the public input process may be obtained from the city's website on the project. (See http://www.ci.encinitas.ca.us/Government/CityP/Hall+Property.htm).

C69-10

This suggested design modification is noted for the record. Although it would not substantially lessen or avoid significant impacts of the project, it will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C69-11

The project would propose five multi-purpose fields that would not be limited to soccer use. Three diamond ball fields would overlap three of the multi-purpose fields.

The total area of the athletic fields is ±8.4 acres.

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS** (continued):

Please state specifically the overall square footage (sf) of each of the various fields, the total sf to be used for organized sports (include a separate total for support areas, e.g., spectator stands, lights, …), and the total sf's to be devoted *exclusively* to organized sports, and support areas. C69-11 cont.

Currently, it appears, the various organized sports clubs must pay for the use of various facilities they use. There do not appear to be provisions within the proposed park plan to charge these groups for their use of, and wear and tear upon, the proposed Park facilities. Not only would this represent a loss of revenue (is it currently +/- $50,000/year that they spend?) to the city parks and rec fund, it also appears that the potentially extraordinary costs for maintaining and operating a special-use park serving 10% of the city residents would be funded by 100% of the residents. Please perform a thorough analysis of these costs factors, and recommend a minimum income per year from organized sports to remove the burden from the general citizenry. C69-12

C69-12

The requested cost analysis is not necessary for the purposes of identifying and analyzing the project's environmental impacts in the EIR. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines, Section 15064 (e)].

With respect to a potential aquatic center, please perform the same analyses of traffic and all other considerations. Please address questions of whether 5,000 square feet may be excessively large for the area. If an aquatic center is not included – please state clearly that it will not be replaced automatically with another dedicated organized sports field, as this appears to be a rather clandestine possible means to achieve the desired 5 lit fields for regional events. To cover for the case that an aquatic center is not included, add analysis to the EIR of the alternative of moving the northwest non-sports field to the east and adding some of the other amenities that have been requested by other citizens, such as various other gardens, more trees and paths, etc. C69-13

C69-13

The traffic trips associated with the aquatic facility are included as part of the project traffic analysis.

The project description (Section 2.5.14) of the EIR includes an alternative design for the northwest corner if the pool is not developed. Under this design, the location would be left as open turf with landscaping dividing the area into to separate portions (Figure 2-8).

Section 7.2 of the EIR addresses a reduced intensity analysis, which would be similar to the design modification suggested in this comment.

Noise from the Teen Center is a concern. Why is it so large? Please address possible alternatives of a moderately sized or a smaller sized Center for local teens, say Coastal Communities of Old Encinitas, Leucadia and Cardiff rather than all Encinitas and contiguous communities. Coastal locations for development of local parks and teen centers are extremely limited. There are numerous possibilities for additional teen centers closer to inland residences to support inland teen activities which are not specifically coastal-access related. These outlying teens would then be closer to parental monitoring and it would require less teen driving, both of which are potential concerns for many parents and the community at large. Please analyze. C69-14

C69-14

The size of the teen center would be approximately 5,000 square feet. This size was determined to be appropriate for hosting events and activities for area youth. A smaller size may be considered by the city's decision-makers, however, there is no evidence to suggest that this would change the conclusions of the EIR's noise analysis (EIR Technical Appendices, Appendix E), which determined that the teen center would not create a significant noise source since the majority of activities would occur inside the building. The city's decision-makers will consider the suggested supervision recommendations when taking action on the project.

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS** (continued):

One recommendation is to have the Teen Center open and supervised early in the morning for teens whose parents leave for work early, say 6 to 8am. Please analyze and include this possibility. C69-14 cont.

For both the Teen Canter and the Skate Park it would be important to very specifically design in sound and light protection for other park users and neighbors. Keep lights below thresholds and shaded to point at the Skate Park only. A special parabolic-type design and/or other special sound modification could be used to contain noise. Either way it will likely be prudent to require ear protection for skaters, and education to encourage them to be happy about it. C69-15

Trails and Gardens;

Why can't all walking areas be paved with permeable materials? A number of great options now exist. Please thoroughly research and analyze the current options.

The DEIR mentions trails "along the western boundary…"; please discuss adding trails along the southern boundary, too, and along a day-lighted creek and wetland.

12 foot wide, concrete-paved sidewalks are NOT "trails", they are really 'roads' usable only for sport walking or cycling and as access to other areas of the park. They require considerable grading to keep them flat side-to-side within the forest area, reducing potential planting and shade. Please consider 2 winding 6' paths with u-turn locations. They could have one-way arrows and bike / pedestrian separation markings down the center, as is often done successfully in Europe.

There is also a need for what really are trails – 1'-3' wide dirt paths, kept open just by people's feet, put inside of trees and meandering around and up and down. A surprising number of people want this more natural experience for the health and strength benefits of walking in the cool deeper shade of thick trees on uneven natural surfaces rather than in the sun on hard paved surfaces. Please add several natural trails (totaling a mile or more) and discuss their benefits. C69-16

We asked for organic educational gardens (vegetables and herbs and flowers) as well. Please significantly expand the number and variety of gardens, putting several in shadier areas, or shading them specifically with trees, and adding seating including natural seats like rocks etc.

In the "2 freestanding restroom facilities", please investigate and report on the possibility of using waterless urinals.

C69-15

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 3.5.5 of the EIR provides lighting mitigation measures that would include provisions for shielding of all park lighting. Noise impacts of the proposed skate park were addressed in the EIR's noise analysis (Table 3.4-3) and were determined to be not significant.

C69-16

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

Regarding educational facilities, please refer to Response #C176-31.

Regarding solid waste, Section 3.11 of the EIR provides an analysis of the proposed project's potential impacts to this issue area. As shown in the analysis, the proposed project would not result in a significant impact to this issue area.

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS** (continued):

Please add more water fountains throughout.

No mention has been made about drinking (alcohol) regulations, and associated risks based on various uses or special use permits?

Please add tasteful, ocean-community flavored signage throughout to reduce driving all over and increasing pollution and frustration.

There is no mention of trash or recycling handling, or of education. Please add a section which discusses how this Park could be an example to Encinitas citizens in its collection and handling of solid and green wastes. Include a significant education program. The request for organic gardens could be a location for holding such classes. C69-16 cont.

Official hours of use for the amphitheater could start earlier to allow for more school use. Do not fence the amphitheatre off, so that out of hours play may occur there (great place for unofficial rehearsals or pretending to be in a play or whatever). Build the amphitheatre and seating out of recycled materials that are incompatible with clandestine skateboard abuse.

Where are the multiple educational opportunities for kids and adults? Please add provisions for many such programs into the park plan.

Would love to see kids playing regular games at the Park, however regarding the "special events operations permit application process": is this what designates implicitly a "special use park"- as local opinion pieces say? Please comment. C69-17

The DEIR states "The City would not host a regional tournament but local youth sports leagues [would] pending field availability". As said in other sections of these comments, there are significant impact issues for regional tournaments at this location, beyond cost. Moving such events to an inland location makes more sense. C69-18

Note that field size, durability, equipment, accessory structures and maintenance requirements are different (more extreme) for serious adult teams and teams which compete at a regional level. Therefore costs for these will be higher. Please do a costs and full impacts comparison of these parameters for a single regular playing field (unlit) versus a regional quality field and all its facilities. C69-19

C69-17

Although the Encinitas General Plan designates the project as a Special Use Park, the Parks and Recreation Department may issue Special Events Permits for such activities at any of the city's active parks. The Special Use Park designation is based on the project's size and service area, which are both larger than the standard size and service area of a community park.

C69-18

The EIR (Section 3.2.3) acknowledges that special events would result in potentially significant traffic impacts. In accordance with CEQA, an off-site alternative was addressed in Section 7.7 of the EIR. This alternative location is located southeast of the project site.

C69-19

CEQA does not require cost estimates to be included in an EIR. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS** (continued):

What else does or could "expansive user group anticipated" mean? Please put quotations around term since it is somewhat open to alternate meanings.
There is no mention of other adults as park users! Encinitas has a large non-family adult population whose interests are different and widely varied. The 40-70 age range is the largest population group within the City. Many of the other park features requested (non-regional sports use) would be for them. Please specifically discuss a full range of park uses by this age range. C69-20

The DEIR states that the "emergency access road would be covered with a pervious grass paving system."- excellent! Why not pave all the park roads with pedestrian-friendly pervious surfaces? They have been on market for in the US for at least 15 years and in Europe for 25+. This review personally installed some 5 years ago. Please do a thorough investigation of the state of the technology and discuss pro's and con's. Please include in the EIR an extended discussion of stormwater handling on site. C69-21
New regulations are coming which require no more than a 5% increase in the amount allowed to leave site after development (from original natural state). Save time and money for the City by including a full range of Low Impact Design features now, to meet the new stormwater regulations which will be instituted before this Park is built. What about wetland handling? And redesigning the dry stream to accommodate some of the runoff? C69-22

Ground cover: Many more herbs and food plants could be added here-aola clump Re: buffer for adjacents residential areas- visual and noise pollution (absorbing freeway exhaust for park users, too.)

There are only 4 species of trees mentioned. Would like to see this palate fuller; please consider inclusion of other common California natives, especially with noise and shade trees in the buffer zones and over parking areas. Please address. C69-23

Please detail the benefits of having 5 times more trees to shade the parking areas. Water detention areas can be used to collect rain runoff to water trees (also prevents over-watering runoff to paved areas.) Studies show that gasoline use (and hence pollution) is significantly reduced if air conditioners do not have to cool cars from 90-100+ degree inside temperatures. Cumulative sun damage to cars is also reduced. Please discuss. C69-24

C69-20

The discussion in Section 2.5.10 of the Draft EIR states "based upon the wide variety of facilities proposed throughout the park, an expansive user group is anticipated". The Final EIR has been revised to clarify that a variety of user groups may use the park. The Final EIR states "Based on the wide variety of facilities proposed throughout the park, a wide range of user groups are anticipated to use the park. Park components cater to all ages, such as children's play areas for toddlers to passive walking trails and sitting areas for older adults."

With respect to older adults, Section 2.5.10 now indicates that passive walking trails and sitting areas may be used by this group. However, older adults are anticipated to use other park features as well.

C69-21

Pervious grass systems are not suitable for areas subject to higher levels of traffic, such as roadways. It should be noted that the buffer area would propose impervious decomposed granite paths.

C69-22

Hydrology and storm water impacts related to the project are addressed in Section 3.7 of the EIR. As specified in Mitigation Measure Hydrology-1, the project would be required to implement a Storm Water Pollution Prevention Plan during construction activities. This plan would avoid significant erosion and sedimentation impacts on downstream bodies of water and associated wetland habitat (Rossini Creek). In addition, Mitigation Measure Hydrology-2 would require the installation of a vegetated drainage basin on the site that would maintain surface runoff discharge rates to pre-project levels. As stated in Section 3.7.3 of the EIR, the proposed dry streambed feature would serve to provide water quality treatment and dissipate on-site surface runoff within the buffer area.

C69-23

As detailed in Table 2-2 of the EIR, there are thirteen trees species included in the plant palette for the proposed park's conceptual landscaping plan. The suggested landscape design modifications 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. In should be noted that landscaping does not normally provide an effective means of attenuating noise.

C69-24

The project's parking area include shade trees throughout all parking areas (see Figure 2-4 of the EIR) and would meet municipal standards for the landscaping of parking lots. The suggested landscape design modifications 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.

With respect to **CONCEPTUAL PLAN and PARK COMPONENTS** (continued):

What about creating some parking shade by putting up solar panels to supply park power and even other parts of Encinitas? This has been done in San Diego very successfully, and it is the most popular parking area because of the shade. Please include such features or explain fully why they are not feasible. C69-24 cont.

With respect to **CUMULATIVE IMPACTS**:

The DEIR claims it "describes reasonable alternatives". Given community concerns, please add discussion on all possible, and possibly more appropriate, alternatives for the regional sports park and large sports event components, Given the high infrastructure needs for vehicle access and parking, it seems that an excellent location for regional sports events would be in an Light Industrial or Business Park, where high volume vehicle related facilities (roads, intersections, parking) already exist, would not be being used on weekends and would not need additional investment; and impacts (traffic, pollution, noise) would be negligible to residential areas. Please evaluate all such possible locations within the larger North County region. C69-25

No mention has been made of the various city surveys of and votes by local citizens over the years of regarding more sports parks and other desires for park amenities. Please include a complete discussion. C69-26

With respect to **TRAFFIC CIRCULATION**:

The impacts to I-5 Northbound Ramps/Santa Fe (I-5 NB/SF) appear to be significantly underestimated for both normal park use, and, especially for special events. Please recalculate based on 'trip calculator' comments, next paragraph.

The DEIR states that "If adequate parking is not available… significant secondary traffic effects may result...[in] unacceptable…conditions." Such as? Please identify all of these, as well as potential costs (both direct and indirect economic costs as well as quality of life costs) to the local area. Please be sure to include overrun traffic from special events. Some investigation by the reviewer shows the possibility that the Trip Generator Calculation may underestimate Poinsettia Park rates since only the first of three phases has been completed at that park, but the entire 70 acres was used to calculate the rate; hence the correct rate could be as C69-27

C69-25

In accordance with Section 15126.6 of the CEQA Guidelines, the EIR analyzes a reasonable range of alternatives that would avoid or substantially lessen the significant environmental impacts of the project. The range analyzed is sufficiently broad to allow informed decision-making. In addition, CEQA does not require an EIR to consider every conceivable alternative to a project or alternatives that are not feasible. There are no appropriate vacant properties within the city that are zoned for Business Park or Light Industrial uses.

The EIR does not consider alternative locations outside of the City of Encinitas jurisdiction as the project is designed to serve as a park for the Encinitas community and to help offset the unmet recreation needs for the City. An alternative in the larger north county region, as suggested by the commentor, would not meet the objectives of the project as outlined in Section 2.3 of the EIR to provide a community park for the City of Encinitas. For this reason, alternative locations outside of Encinitas were not considered in the EIR.

C69-26

See response to comment #C69-9 regarding the public input process on the project. Public votes or surveys on the project design or need for sports parks have not been conducted by the city.

C69-27

See responses to comments #C79-3 and #C81-2. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)]. As indicated in Section 3.2.3 of the EIR, the trip generation for Poinsettia Park was not based upon a traffic model but actual traffic counts taken at the park site.

little as say 50% higher to as much as 200+% higher than the number used, depending. Please recalculate using only the acres in use and their comparable percentage by user type. Please use these new numbers to recalculate LOS at all intersections and street sections (including originally omitted residential streets as discussed in comment below regarding in adequate parking). Note that once done, this may significantly increase the projected secondary traffic impacts mentioned above. C69-27 cont.

Also with respect to the same sentence: "If adequate parking is not available… significant secondary traffic effects may result...[in] unacceptable…conditions." Please add language to Park plan allowing neighbors to retain ability to reduce/cancel events if TMP process proves inadequate to mitigate traffic/parking impacts to below significant impact (BSI). Please analyze this alternate action for the EIR. Though overflow parking is mentioned as a source of delay at intersections; no mention has been made in the report of the impacts of 400+ event cars looking for spaces and parking wherever they can squeeze in a car, a number which will likely be higher if the Trip Generator is recalculated. C69-28

For all surrounding residential street segments and intersections (at least as far as Montgomery/San Elijo, Somerset/Birmingham, Requeza (F St)/Vulcan, Westlake/Encinitas and Melba/Noble as the natural overflow areas for overflow parking) please analyze impacts such as significantly increased traffic loads, exhaust impacts, safety hazards to pedestrians/children/aged/pets, loss of ability to walk on the road edges (a local valued amenity) from parked vehicles pushing walkers into the street, increased foot traffic, damage to lot edges from frequent tire impacts, potential for petty vandalism and other impacts. The City has stated in the past that it could install signs requiring parking permits; though this could ease individual street impacts it could also push parking searchers further afield - please address. The TOTAL number of cars without Park parking is likely to be much more than 400 since it is proposed to be a multi-use park and the assumptions used in the DEIR do not include usual non-event peak hour weekend users of the park (stated as 190 trips in and 190 out). This, times an assumed 3 hour stay, comes to an additional 500-600 cars or more looking for parking spaces during just the peak 3 hours of the day. Please include these considerations in the calculations, and related to this, please describe the impacts of loss of park use by regular users due to high density events or the unavailability of parking due to such events. C69-29

What would be the specific differences in impacts of normal high summer use by non-regional competition users (which would likely include a wide variety of sports: all the regulars plus Frisbee golf, touch football, you name it) vs. regional C69-30

C69-28

In accordance with the city's municipal code, the Special Event Permit process is administered by the city. It is expected that the city would monitor traffic and parking constraints during approved special events.

C69-29

The EIR acknowledges that during special events at the park, such as large soccer tournaments, it is possible that adequate parking within the park may not be available to accommodate all vehicles. The lack of parking availability within the park during large special events may result in spectators searching for parking offsite.

To address traffic impacts, Mitigation Measure Traffic-7 and -8 are included in the EIR and would require the preparation of a Traffic Management Plan for special events. If necessary, based on the size and timing of the event, the traffic management plan could include, but are not limited to measures such as the use of cones, flagmen to direct traffic, involvement of the Sheriff's Department to direct traffic, or management through event timing restrictions. In addition, Mitigation Measure Traffic-8 would require the event applicant to establish off-site parking areas in existing parking lots to which visitors would be directed and provide a shuttle to the project site, if necessary based on the size and timing of the event. Mitigation Measure Traffic-8 is also recommended in the EIR to address secondary impacts related to parking. By specifically directing park users to appropriate parking, including designated offsite parking and shuttle service, the need for vehicles to search side streets for parking would be reduced. 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.

With respect to project impacts on residential streets, see responses to comments #C17-7, #C17-14, and #C17-15. In response to parking adequacy of the project, see responses to comments #B2-16, #B2-17, and #C81-2. The parking analysis for the project is described in Section 2.5.11. This analysis is based upon detailed parking counts taken at three existing parks having active uses that are representative of the proposed project. These parking counts were taken on two Saturdays and one weekday, and were used to determine a parking generation rate for the project. The parking generation rate was based upon the maximum average rate of the three parks. When applying this rate, the parking analysis determined that project's parking supply would be adequate for normal operations of the park, including peak use on the weekends.

An attempt to determine the number of regular users who would not use park during special events would be speculative. However, since special events would occur 3 to 4 times per year, it is expected that these events would not affect a substantial number of regular park users.

C69-30

The parking and traffic analyses in the EIR use maximum peak parking and peak summer (August) trip generation rates during normal operations. In addition, these analyses separately address parking and traffic impacts associated with a worse-case special event. With respect to peak parking demand and peak traffic generation, the differences between normal and special event operations are described in Sections 2.5.11 and 3.2.3 of the EIR.

competitions of each and all sporting event types (sub-groups) since each has different team supporter needs and desires? C69-30 cont.

What are the specific economic constraints related to un-mitigable traffic impacts thru 2010, and what secondary costs (economic, social, environmental) are associated with them? C69-31

The potential intersections to handle Park traffic may be incompatibly large for the ambiance of this part of the coastal area. Please discuss what appropriate street/intersection sizes would fit the character of the area. C69-32

Traffic impacts to Santa Fe during the Mackinnon Avenue Bridge construction will likely be unacceptable with Park changes in place. Please analyze. C69-33

What happened to the park access alternative next to the southbound on-ramp at Santa Fe (passing the shopping center to the east)? Please add it to the discussion. C69-34

There is no mention of public transportation in the DEIR. Please add a thorough discussion about public transportation for the park. And what about using public transportation for group sporting events (even if not regional – say, parking at the High School and using a shuttle)? Please discuss possibilities. C69-35

With respect to the "eliminat[ion of] through travel across I-5 from Mackinnon Avenue to Villa Cardiff Drive." – Please provide specific data on the traffic impacts of this. This is a very busy route, especially at school hours, and diverting it will adversely impact all intersections between Birmingham/Via Cardiff and Birmingham San Elijo (including those desiring to enter I-5), Please add this information to the traffic analysis, and also analyze an alternative which includes micro-bus service for Cardiff Elementary kids who live more than say 1/2 mile. C69-36

With respect to **AIR QUALITY**:

The potential for significant deleterious exposure is noted for construction activities, but not for the increase in traffic during event use of the proposed park. C69-37

With respect to construction, by experience, standard mitigation control measures are often ineffective by design or, more often, by poor application/monitoring. Please state measures to be taken to ensure public safety. Please state expected costs for ensuring public safety. C69-38

C69-31

Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)]. Therefore, it would not be necessary to conduct these economic analyses.

C69-32

Any intersection improvements required as part of project implementation would be constructed in compliance with the city's street standards. Roundabouts are proposed as optional traffic mitigation measures at several intersections affected by project traffic (see Section 3.2.5 of the EIR). Landscaping of the roundabouts would aesthetically enhance the intersection improvements.

C69-33

The proposed project does not propose any construction activities related to the Mackinnon Avenue bridge. Modification of Mackinnon Avenue immediately west of the bridge would occur to cul-de-sac the road and provide entrance to the park. Any future construction or realignment of the bridge is not part of the proposed project. However, Caltrans would be required to address any impacts to park access and traffic circulation as part of their future environmental review for the bridge realignment.

C69-34

The city does not have public access rights through the east side of 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. This alternative access would not avoid or significantly reduce significant impacts of the project and its implementation is remote and speculative. Therefore, it is not necessary to examine this alternative in detail.

C69-35

A bus stop is provided on eastbound and westbound Santa Fe Drive, just east of the project's northern entrance. No public transit is provided along Mackinnon Avenue or Birmingham Drive.

As indicated in Mitigation Measure Traffic-8, off-site parking would be provided, on an as-needed basis, as part of any necessary traffic management plan for special events. Under this scenario, the traffic management plan would include the use of shuttle to transport park users to and from the designated off-site parking areas.

C69-36

Section 7.1.2 of the EIR and Appendix B provide an analysis of traffic impacts associated with the Through Access and Mackinnon Avenue Alternative.

The suggestion to provide bus service for Cardiff Elementary students would not be considered to be a reasonable project alternative because it would not avoid or significantly reduce significant impacts of the project and its implementation is remote and speculative since the city does not provide bus service for public schools. Therefore, it is not necessary to examine this suggested alternative in detail.

C69-37

Special events at the athletic fields would occur 3 to 4 times per year. An analysis of air quality impacts from increased traffic during special events has been included in the recirculated Draft EIR in Section 3.3.3 under the heading Operations-Related Emissions Analysis.

With respect to operational use of the park, only normal and not event use has been analyzed. For event use of the park, please analyze air impacts to residents and park users, especially during high activity play. To more accurately estimate pollution, please do so including the additional exhaust and road dust created by idling and driving around looking for parking/leaving parking as described above. Please widen the area of consideration to those mentioned above in the comments on traffic/parking. Please state measures to be taken to ensure public safety. Please state expected costs for ensuring public safety. C69-39

With respect to **NOISE**:

Please include impacts of un-amplified sounds from large crowds and shouting participants, correlated directly to the numbers and type of teams playing, and the hours of such play. Please state noise numbers and noise abatement numbers for the various trees chosen, and how long before the trees are mature enough to provide that level of sound abatement. Please do a comparative analysis of alternatives using more trees in the same width, or a wider tree barrier. C69-40 C69-41

Noise from the Teen Center is a concern. Why is it so large? Please address possible alternatives of a moderately sized or a smaller sized Center for local teens, say Coastal Communities of Old Encinitas, Leucadia and Cardiff rather than all Encinitas and contiguous communities, as requested above. C69-42

Please address the potential alternative of changing landscape maintenance start time from 7am to 8 or 9am on Saturdays. C69-43

City noise limits: Have they changed since the failed sports park at Manchester Ave was conceived? They appear to have been amended recently (after the latest General Plan, and since Park planning has begun). There are concerns that they were changed in anticipation of the Park - without public input. Please describe historic and recent planning changes related to noise limits, and public participation in the process. With respect to "existing noise" levels: to properly establish the noise difference to the nearby residential areas, comparison would need to be made to an approximation of the freeway noise dampening due to the greenhouses and surrounding trees BEFORE they were demolished without a permit. Please redo all comparisons using a reasonable approximation of "existing noise" levels at residential areas before demolition (which is, actually, part of the proposed park construction process and from which the residents are already being subjected to unapproved excess noise.) C69-44 C69-45

C69-38

As part of all permitted grading in the city, engineering inspectors monitor grading activities to ensure grading plans and associated specifications are implemented. Grading plan specifications would be reviewed by the city to ensure measures provided in Mitigation Measure Air Quality-1 are included on the plans. The inspection monitoring would occur during grading activities for the subject project. See response to comment #C69-12.

C69-39

See response to comment #C69-37 and #C69-12.

C69-40

An analysis of typical park activity noise is provided in Section 3.4 of the EIR (see Table 3.4-3). The noise analysis determined that with implementation of mitigation measures, noise impacts of the project would be reduced to below a level of significance.

C69-41

Landscaping does not provide an effective means of attenuating noise nor is the landscaping associated with the project provided as mitigation to reduce identified noise impacts.

C69-42

See response to comment #C69-14.

C69-43

The suggestion to delay the earliest starting times for landscape maintenance would not avoid or substantially lessen a significant impact of the project. With respect to this activity, significant impacts may occur if maintenance activities begin prior to 7:00 AM. This determination is based upon adopted performance standards in the city's municipal code (see M.C. Section 30.40.010A). Mitigation Measure Noise-2 would ensure that this potential impact is mitigated below a level of significance. Nonetheless, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C69-44

As indicated in the municipal code, the most recent amendments to the noise performance standards occurred 17 years ago in 1990. No evidence would suggest that the city amended the municipal code for the subject project.

C69-45

See response to comments #C69-5 and #C125-9.

With respect to **AESTHETICS and LIGHTING**:

There are issues about comparison to "significance levels". Similar to discrepancies discussed above about the chosen definitions of "existing noise", in order to make a true comparison on significance levels on Lighting and Esthetics, please use conditions as they existed prior to the premature demolition of the greenhouses and trees and other changes to the property initiated by the city. Use historical photographs, and other common historical investigation techniques to properly determine prior existing.

C69-46

C69-46

Section 15125 (a) of the CEQA Guidelines establishes the baseline for determining existing conditions in an EIR as the time the Notice of Preparation is published. Therefore using a baseline condition prior to demolition of the previous greenhouse operation would not be appropriate.

Lighting levels in city Code appear to have changed recently (in or after latest General Plan?) – There is concern that they were changed with anticipation of Park - without public input. Please describe historic and recent planning changes related to light limits, and public participation in the process. Do not change levels of significance for Park. Address the differences in impacts from prior Plan levels.

C69-47

C69-47

As indicated in Section 30.40.010(I) of the municipal code, the most recent amendments to the residential lighting standards became effective in 2005. These amendments were a result of the recent adoption of the city's Community Character Implementation Program, which provided more restrictive residential lighting standards. No evidence would suggest that the city amended the municipal code for the subject project.

Personally, I would like to have no park use at night by official sports.
Pages 2-16 and 2-17 (the summary section on Lighting including Lighting Plan and Equipment List Table) were missing from this reviewer's copy; once located, the typeface chosen for the Equipment List Table was so small that it was necessary to go online to read the table. On reading, the levels (1500W) seem extremely high for next to a dark neighborhood.

With respect to standard light fixtures – include better ways to control problems with discomfort glare (DG) through the use on light types and shapes which eliminate it. Current practice in the City of Encinitas has led to an increase in DG by many fold. Please compare candlepower and glare from say 5 years ago vs. today in Old Encinitas as an indicator of what have been historical light levels for the community, and for the Park, please match the lowest historical brightness. [Living just east of and above Downtown Encinitas, my experience is that I used to keep my shades open at night to gaze upon the town and moon on the water. About 3+ years ago, starting slowly with the Lumberyard and 101 street lights, the new lights being installed were so bright that they cast shadows upon my walls even from a 1/4 mile away (no exaggeration). By last year, it had gotten so uncomfortable, that I started closing my blinds every night. I am concerned that this will become the experience for even more distant residents who face the Park.] It is readily possible to light 'down' for safety of pedestrians without unnecessarily lighting 'across' a greater distance, or even 'up'. There are grave problems with the concept of 1500W lights on 90' standards angled to face the fields for those

C69-48

C69-48

See responses to comments #C17-16, #C17-18, #C69-4, and #C69-46. A comparison of candlepower and glare between conditions five years ago with existing conditions in the entire community cannot be accurately or reasonably ascertained. Under CEQA, the EIR is not required to conduct this comparison.

All light fixtures for the project are anticipated to use the best available technology at the time all project lighting is installed.

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 potential for discomfort glare from project lighting is anticipated to occur within the project site and adjacent properties as described in Impact Visual-1. However, Mitigation Measure Visual-1 included as part of the project would reduce these impacts to less than significant levels through monitoring and appropriate lighting adjustments if necessary.

who live within viewing distance of the top of the lights. Please acknowledge the potential for impacts to a much wider residential area than just the immediate area. Please determine the actual geographic extent for the potential discomfort glare (e.g., as far as Crest Drive to the east). C69-48 cont.

With respect to **HAZARDOUS MATERIALS**:

The DEIR mentions seeding of "plants [and] shrubs…". Was this seed of plants which might absorb toxins, break them down and /or store (lock) them away? If so, what is/will be the dispensation of the green wastes created on the site prior to construction (from mowing, etc.)? There is a strong possibility that state regulations may require it to be handled similar to toxic soils. Please discuss and insert provisions into the plan. C69-49
What is the anticipated range of costs for determination and handling of hazardous materials?

With respect to **HYDROLOGY/WATER QUALITY**:

This summary is incomplete. Please expand. Noting especially Policy 8.10 of the Land Use Element of the General Plan, the property is an "adjacent buffer" to a sensitive area, Rossini Creek. Please explain why there is no mention of day-lighting the creek, or of wetland treatment of urban runoff to mitigate impacts described in Ch 3.7? Thoroughly discuss and analyze alternatives of day-lighting Rossini Creek through Park and installing a treatment wetland for urban runoff before it enters the lower creek? Please include all benefits to local hydrology, sensitive areas downstream, cost comparisons to conventional detention/ retention/ treatment planned, education benefits for children and citizens, and other low-impact-development measures which might be appropriate for park and other urban runoff into this area. C69-50 C69-51

With respect to stormwater and Low Impact Design, discuss how it is possible to take all of the surfaces (in a micro sense) and shape them to accept and process more than a 5 or 10 year storm (detain, retain, infiltrate to 5% runoff number). If there is no-one on staff with expertise in this area, I would be glad to provide it. C69-52

Note also that there is plenty of room for wetland treatment without significantly impacting the desired field space, plus it will create another, different, place to play and learn. C69-53

C69-49

The project site was hydroseeded with a mix of species prior to demolition. Prior to mass grading of the site, it would be cleared and grubbed of vegetation. Plant material from clearing and grubbing activities would be disposed at an off-site landfill. There are no regulations requiring any special disposal of grass clippings or other landscaping-associated vegetative waste. Additionally, there are no significant health risks associated with contaminants that may be taken up by these plants from the site for two reasons: (1) the levels of contaminants taken up are extremely low, and (2) there is no significant exposure pathway for humans because humans will not consume the plants and potential dermal exposure is negligible.

Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

C69-50

An analysis of potential hydrology/water quality effects of the project is provided in Section 3.7 of the EIR. It should be noted that an existing masonry wall would provide a physical buffer between the park project and off-site riparian habitat. The closest distance between the existing wall and off-site riparian area is approximately 20 feet (near the off-site pedestrian easement extending from Bach Street). Even without the wall, the project would provide no less than approximately 60 feet of passive buffer area between the riparian area and the park's concrete sidewalk within the park's passive buffer area. Within this area, the project would provide an inlet to Rossini Creek, a potential drainage basin, dry stream, D.G. pathway, and landscaping. In accordance with the city's Local Coastal Program policies, these erosion control and passive recreational features are allowed within riparian buffer areas.

C69-51

The proposed project design analyzed in the EIR did not include day-lighting of Rossini Creek through the property; therefore, it is not analyzed in the project impact analysis. The proposed project does include a dry streambed feature and detention basin for onsite natural filtration and treatment of runoff. The Citizens for Quality of Life Alternative, discussed in Section 7.3 of the EIR, does include day-lighting Rossini Creek and incorporating a water feature, similar to the commentor's suggestion. This design suggestion is noted for the record and will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C69-52

The construction plans for on-site detention basins have not been prepared at this time. However, the design of such facilities would be conducted in accordance with standard engineering practices. This would be confirmed by the Engineering Services Department when final grading plans for the project are reviewed prior to issuance of the project's grading permit. Construction plans and design calculations for detention basins are normally prepared and reviewed during processing of a project's construction permits.

C69-53

This comment is noted for the record. The project proposes on-site storm water treatment and additional measures would be provided on-site as required by Mitigation Measure Hydrology-2.

With respect to **BIOLOGICAL RESOURCES**:

With respect to active nests: Please include a requirement for delay periods during construction if sufficient buffers are not possible. Please include a requirement for suitable habitat to be provided for species which would otherwise be displaced. C69-54

Please fully address the positive impacts of alternatives which are 'greener', that is, more environmentally friendly, or more long-term sustainable for local biological resources. C69-55

With respect to **CULTURAL RESOURCES**:

C69-56

There is no mention of: 1) Existing buildings as possible cultural resources, 2) Various possibilies for building reuse, 3) The waste impacts of demolition upon local land fills (including pollution impacts of transport), or 4) Reuse - recycling of demolished units and /or materials? Please discuss all these, including cost savings. C69-57

The character of the local community can and probably should, be considered a cultural resource. The area of Cardiff surrounding the proposed Park is a significantly older area of Encinitas, with historical homes which, though unofficial, have stories and histories connected with them. Most newer homes, while sometimes not matching the character, still take advantage of the older ambience. It is a largely pedestrian and cycle community with no sidewalks and few street lights by choice, where neighbors know each other and conduct business locally. The area has a particular kind of esthetic of great importance to the people who live there, with an abundance of trees, plants, birds - similar to the best areas of Del Mar, and which makes property values higher and the properties in higher demand. C69-58 Please address in detail the potential for loss of this character and the associated losses in property values that would inevitably accompany the inclusion of certain park elements, specifically those which would lead to increased traffic (vehicle and foot), lights, noise and pollution, both to these residential neighborhoods and to Rossini Creek and its trails. C69-59

END OF COMMENTS

C69-54

Delay periods are unnecessary as sufficient buffers are possible. Given the size of the project site, the 50-foot buffer requirements specified in Mitigation Measures Biology-2 and -3 are feasible and sufficient to reduce impacts to breeding/nesting raptors to less than significant levels. Figure 3.9-1 of the EIR delineates the buffer areas around riparian habitats. When compared to existing conditions, the project's landscape plan would provide substantially more nesting habitat for bird species.

C69-55

The project design includes features that would provide potentially long-term benefits on biological resources, such as additional bird nesting habitat within the passive buffer areas and storm water treatment measures that would benefit downstream habitat in Rossini Creek. These features do not currently exist on the project site. Mitigation measures in Section 3.9.5 are provided for potential construction activity impacts on biological resources. The project would not have significant long-term impacts on biological resources. Therefore, it is not necessary for the EIR to address additional project alternatives to reduce biological impacts.

C69-56

Section 3.10 (Cultural Resources) of the EIR addressed existing structures on the project site. These structures were not determined to be significant cultural resources under CEQA. The project does not propose to reuse these buildings.

C69-57

It is anticipated that the city would require demolition contractors to recycle 50% of the building materials extracted from demolition activities. With the demolition and recycling of five residential structures and a small number of outbuildings, demolition activities would not result in significant solid waste impacts on local landfills. Under CEQA, it is not necessary to discuss the cost savings of any proposed recycling.

C69-58

The surrounding community is not designated as an historical resource by the city's General Plan or the California Register of Historical Resources. Although the commentor describes positive attributes of the community, these attributes are not the criteria for determining the significance of a cultural resource. Although the EIR determined that the project would not result in significant land use compatibility impacts (see Section 3.1.3), the adjacent residential neighborhoods to the south and west would be most affected by the proposed park use. No substantial evidence would suggest that these neighborhoods would be eligible for designation as a significant historical resource.

C69-59

See response to comment #C69-58. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

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. C70-1

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. C70-2

I want a "community park", that will provide something for everyone. C70-3

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 Barbara Frent

Address 2211 Cambridge Ave Cardiff CA 92007

Date 3/6/07

C70-1 through C70-3

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

Dear Mr. Vurbeff,

As a resident of Cardiff with a home on MacKinnon Avenue, I am concerned about the proposed development plan of the Hall Property. The Draft EIR has neglected to address many important issues, including but not limited to traffic and safety, lighting and parking. The proposed "park" encourages use that would overwhelm the surrounding community. The following issues have not yet been sufficiently addressed and must be considered:

C71-1

C71-1

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.

See responses to comments #C71-2 through #C71-7.

• TRAFFIC & SAFETY

The DEIR states on Page 4 of the conclusions that the "Through Access on MacKinnon Avenue alternative was identified as... the environmentally superior alternative," as compared to those clearly defined in
Table 7-1. The Project Objectives section of the
Alternatives Analysis also states that "more varied access would be accommodated by allowing patrons to access the park from MacKinnon Avenue, south of the park via Birmingham Drive."

C71-2

C71-2

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

MacKinnon Avenue from Birmingham to Villa Cardiff (designated a Special Case Local road) is not even included in the table as an alternative nor is it mentioned in the Street Segments section. Clearly, the impact on this portion of MacKinnon Avenue has not been considered. In addition, the intersection (three-way stop) at Burkshire and MacKinnon has not been studied. Before the Through Access on MacKinnon Avenue alternative is recommended, I urge you to study the effects that increased traffic would have on this already overburdened residential street.

In addition, the construction period and use of a regional sports facility will overburden the narrow streets that comprise Cardiff. These streets (Burkshire, Villa Cardiff, Oxford, Rubenstein, Saxony,
etc.) were not built for heavy traffic use. The infrastructure to support hundreds of additional cars a day is not in place and must be addressed before any park is placed into use. Pedestrian safety on these streets has not been considered. Sufficient impact research has not been performed for the small streets surrounding the proposed park.

C71-3

C71-3

See responses to comments #C17-7, #C17-14, #C17-15, and #C103-2.

The only real solution to this problem is to reduce the need for automobile entrances from both ends of the park. This can be accomplished by diminishing the active use of the proposed park and increasing pedestrian and bike walkways to and through the park. This is the only alternative that will actually solve the anticipated traffic, noise, pollution and safety problems. C71-4

C71-4

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.

• LIGHTING

Erecting 90' high light structures will light up the sky enough to diminish the sunset and effectively hide the stars. These towers would be equivalent in height to a nine story building, and although the poles themselves will be narrow, the components are not considered, and the effect of the lighting on residents has been neglected. These lights and poles will be visible from homes miles away and diminish the quality of life for Cardiff residents. C71-5

C71-5

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

• PARKING

The proposed plan allows for 410 parking spaces within the park itself. Intended use for the park is suggested to reach over 800 people at one time. Have arrangements been made for overflow parking alternatives? C71-6

C71-6

Mitigation Measure Traffic-7 requires that traffic management plans for special events provide off-site parking areas if determined necessary by the city. Any arrangements for securing off-site parking areas would be the responsibility of the special events permit applicant.

I thank you for considering the negative impact that such a large active use park will have on our community. C71-7

C71-7

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,

Sheri Fox
1835 MacKinnon Avenue
Cardiff, CA 92007

3/01/07

Scott Vurbeff
Planning and Building Commission
City of Encinitas
505 Vulcan Ave.
Encinitas, CA 92024

Dear Scott,

This letter is in regards to the hall property community park in which I am in favor of, however in the planning of this park there is no question that

SAFETY SHOULD BE OUR NUMBER ONE CONCERN.

On January 31st of this year, Ryan Hwang was killed on Sante Fe Drive due to insufficient sidewalks and passage. I can only imagine that dreadful phone call on a Wednesday afternoon; it is every parent's worst nightmare.

According to the Environmental Review released in regards to the Hall property community park (04-197 MUD/CDP/EIR) there is a proposed alternative plan to keep Mackinnon Avenue open to traffic. *see* Draft EIP at 7.1 "Analysis on through Access on Mackinnon Avenue alternative" This alternative, though it addresses specific circulation problems, does not address the additional **safety concerns this would involve.**

> Mackinnon Ave is a narrow street with insufficient sidewalks, high pedestrian traffic (residents and students from ADA Harris, Cardiff Elementary and San Digieto High School) and heavy commuter traffic, which take this route for convenience at excessive speeds.
> LEAVING MACKINNON AVENUE OPEN WOULD BE IRRESPONSIBLE AND NEGLIGENT, and will result in another pedestrian tragedy.
>
> Furthermore, the Mackinnon bridge currently funnels traffic from east of the 5 to Burkshire and down our narrow windy streets at excess speeds, where a large number of ELEMENTARY SCHOOL CHILDREN ARE WALKING TO SCHOOL with their siblings and parents.

I am a mother of 3, I walk to Cardiff Elementary on a regular basis. I invite a city counsel member to join me any day and see first hand how absolutely dangerous our streets are with the current traffic, adding to this existing traffic problem would inevitably result in another tradegy. A park of this size should not be built to the detriment of the safety of our community and our children.
Leaving Makinnon Avenue open would be a grave mistake, one that I am certain our city counsel would not want to be responsible for. I am confident that because of this our city will have the good sense to stick to the original plan to CLOSE MAKINNON AVENUE and address this safety problem.

Best Regards,

Nancy Fraser
1902 Mackinnon Ave.
Cardiff by the Sea, CA 92007

C72-1

C72-1

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.

C72-2

C72-2

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

February 12, 2007

Scott Vurbeff
Planning and Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Scott,

I am writing in response to the EIR that was released for the Hall Property Community Park (Case # 04-197 MUP/CDP/EIR). My specific concern is the proposed Through Access on Mackinnon Avenue Alternate. The Alternate includes an in depth analysis of the traffic circulation, but unfortunately does not address the safety issues of this alternate. I understand and appreciate the efforts of the City to analyze the park's impact on our city's traffic circulation, but more importantly I believe it is the city's obligation to address the safety of the citizens of our community.

Leaving Mackinnon open as a thoroughfare to the park is a dangerous alternative, and with the proposed increase in traffic will inevitably lead to a tragic situation. I do not want to see this happen for obvious reasons, and also do not believe the City of Encinitas wants to deal with the legal ramifications of creating a hazardous route that caused a tragic situation. I am including the following items detailing the traffic and safety issues on Mackinnon that have been submitted to City of Encinitas officials:

1. Email from Todd Fraser to the City of Encinitas Council Members as of July 2005. This email is dated July 24, 2005, and details in point #2 the traffic situation and my concerns at that time. I included a viable alternative, and a request to make sure the current design of the Hall Property that includes the closure of Mackinnon at the I-5 bridge to be maintained. I received responses from Dan Dallager and James Bond that they would look into this, but never any follow up after those emails.

2. Email from Todd Fraser to the City of Encinitas Traffic Engineering Department dated October 21, 2006, and additional follow up emails requesting a response on November 15, 2006, December 11, 2006 and January 24, 2007. This email again details the traffic situation on Mackinnon, my concerns and a viable alternate route for this traffic. Aside from the confirmation email from Trish Douglas that she received my email, I have not received a response from Rob Blough or Nestor Mangohig, both recipients of the request to follow up with me from Trish Douglas.

3. An article from the Union Tribune dated 2/3/2007 describing a fatal accident in Encinitas due to the lack of proper sidewalks in the City. Mackinnon's lack of sidewalk access to facilitate proper passage of bikes, strollers, multiple people etc. causes pedestrians and bicyclist to use the street for access, and creates a very dangerous situation each day. Any increase in traffic will inevitably cause a similar situation to what we saw on Santa Fe on Mackinnon. Additionally, there is an existing sidewalk on Villa Cardiff to support pedestrian and bicycle traffic and ample room to build new sidewalks, walkways and bike paths to support even safer passage for our community even if there was an increase in traffic.

C73-1

C73-1

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

C73-2

C73-2

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

I would appreciate your acknowledgement of receipt of this letter, and confirmation that my concerns will be shared with the City Officials responsible for making the final decisions on the Hall Property. Please email me your confirmation to tnfraser@pacbell.net.

C73-2 cont.

Thanks in advance for your time in reviewing my response. I look forward to the park's arrival, and the right steps to be taken so our community can safely access and enjoy the park.

Regards,

Todd Fraser
1902 Mackinnon Avenue
Cardiff, CA 92007
760-944-5549
tnfraser@pacbell.net

YAHOO! MAIL Print - Close Window

Date: Sun, 24 Jul 2005 10:32:34 -0700 (PDT)

From: "Todd Fraser" <tnfraser@pacbell.net>

Subject: Hall Property and Mackinnon Access

To: ddalager@ci.encinitas.ca.us, cguerin@ci.encinitas.ca.us, mhoulihan@ci.encinitas.ca.us, jstocks@ci.encinitas.ca.us, jbond@ci.encinitas.ca.us

Dear City Council,

I am a resident of Cardiff living at 1902 Mackinnon Avenue, and have some concerns about the Hall Property Project that I would like addressed by you.

1. Status of the Hall Property: As our City Council my expectation is that the projects being worked on by you are kept updated with information accessible by us citizens. The Hall Property link on the City of Encinitas website has not been updated since August 2004, and the last update states; "Minutes will be attached once they are approved by the Council.", but these were never posted. Additionally, the Hall Property budget link does not work.

When can I expect the Hall Property link to be updated, with details of what has transpired over the last 12 months and concrete next actions for this project?

2. The current Hall Property Master Plan shows Mackinnon Avenue being closed off, and the bridge over I-5 being relocated. Since the traffic problem (heavy traffic, excessive speeds and high pedestrian traffic, especially young kids going to the high school, with limited pedestrian access) on Mackinnon has not been addressed outside of this one drawing, I wanted to provide you with a few pictures detailing the problem. See attached:
- Mackinnon Avenue West Side Access: Parking on the west side requires walking in the middle of the street causing cars to swerve into the oncoming lane to pass.
- Mackinnon Avenue West Side Access #2: Pedestrian and bicycle traffic are forced into the middle of the road.
- Mackinnon Avenue East Side Access: Sidewalk access does not permit strollers or bicycle traffic to safely pass, so again both are forced into the traffic lane.

C73-2 cont.

I personally have had people honk and swerve at me while walking my 4 and 2 year old boys on Mackinnon as they drive in excess of the speed limit, and I guess, feel I am in their way. Mackinnon is very hazardous and after having my dog hit and a neighbors dog killed I am very concerned that it is only a matter of time before a child is injured due to the poor setup of this street.

I am writing all of you regarding this because the Hall Property master plan seems to address this issue, and Villa Cardiff on the east side of I-5 provides the same access with a much wider street and ample space to build safe bike and walkways. I am hopeful that you take the proper actions to move the Hall Property development forward, and in conjunction or prior to that address a hazardous route in our community to ensure that we do not have a serious injury on Mackinnon because the access was not addressed. From my understanding a previous study done for the city that aided in the drawing that includes the closing of Mackinnon in the Hall Property design was due to its inability to handle traffic safely. If that is the case, not addressing this immediately will prove negligent in the case of an injury caused by the traffic and limited access routes on Mackinnon.

I look forward to receiving your response to this email, and more importantly seeing actions taken in moving our city forward on this project, which I personally believe will add to its beauty.

Thanks,
Todd Fraser

Attachments

Photos:

Mackinnon_Avenue_West_Side.jpg (256k) [View]

Mackinnon_Access_West_Side_Access__2.jpg (287k) [View]

Mackinnon_Avenue_East_Side_Access.jpg (316k) [View]

Save All to Yahoo! Photos

C73-2
cont.

YAHOO! MAIL Print - Close Window

Date: Wed, 24 Jan 2007 15:09:31 -0800 (PST)

From: "Todd Fraser" <tnfraser@pacbell.net>

Subject: Re: FW: Mackinnon Avenue (Cardiff)

To: "Rob Blough" <Rblough@ci.encinitas.ca.us>, "Nestor E. Mangohig" <nmangoh@ci.encinitas.ca.us>

CC: "Raymond Guarnes" <Rguarnes@ci.encinitas.ca.us>, "Trish Douglas" <TDouglas@ci.encinitas.ca.us>

Nestor and Rob,

It has been over one month since Trish sent the email below, and I have not received a response. If you sent a response already please resend it to me. If you have not sent a response please do so.

Thanks in advance for your attention to this matter.

Regards,
Todd Fraser

Trish Douglas <TDouglas@ci.encinitas.ca.us> wrote:

> Nestor,
> Have you a Rob discussed this issue and determined a course of action or a response?
>
> Trish
>
> Trish Douglas
> Traffic Engineering Program Assistant
> CITY OF ENCINITAS
> 505 S. Vulcan Avenue
> Encinitas , CA 92024
>
> email: tdouglas@ci.encinitas.ca.us
> phone: (760) 633-2790
> fax: (760) 633-2818
>
> ---
>
> **From:** Todd Fraser [mailto:tnfraser@pacbell.net]
> **Sent:** Monday, December 11, 2006 5:09 PM
> **To:** Trish Douglas
> **Subject:** RE: Mackinnon Avenue (Cardiff)
>
> Trish,
>
> Please let me know when I can expect to receive a response to my email below. It has been over three weeks since your last email, and you indicated below that I would hear back from you in a week or so.
>
> Thanks,
> Todd Fraser
>
> ***Trish Douglas <TDouglas@ci.encinitas.ca.us>*** wrote:
>
> > Dear Mr. Fraser:
> >
> > When I received your message on Monday, Oct. 23rd, I asked the Sheriff's Community Service

C73-2 cont.

Officers to deploy the radar trailers on your street and the Traffic Sgt. to schedule motor officer enforcement. At that time, I also forwarded your message to the Traffic Engineer (Rob Blough) and Associate Traffic Engineer (Nestor Mangohig) to notify them of your request.

I know that dialog was started regarding your issues shortly after they received that email and today's email from you has also been passed along to them. Currently, we are in the process of evaluating this situation and will respond in the next week or so.

Sincerely,

Trish Douglas
Traffic Engineering Program Assistant
CITY OF ENCINITAS
505 S. Vulcan Avenue
Encinitas , CA 92024

email: tdouglas@ci.encinitas.ca.us
phone: (760) 633-2790
fax: (760) 633-2818

From: Todd Fraser [mailto:tnfraser@pacbell.net]
Sent: Wednesday, November 15, 2006 7:49 PM
To: Trish Douglas
Subject: Fwd: Mackinnon Avenue (Cardiff)

Trish,

I never received a response from you regarding my email below. Please confirm receipt of this email, and let me know what the City's plans are to address the traffic problem on Mackinnon are.

Thanks,
Todd Fraser

Todd Fraser <tnfraser@pacbell.net> wrote:

Date: Sat, 21 Oct 2006 12:06:35 -0700 (PDT)
From: Todd Fraser <tnfraser@pacbell.net>
Subject: Mackinnon Avenue (Cardiff)
To: tdouglas@ci.encinitas.ca.us

Trish,

I am a resident of Cardiff living at 1902 Mackinnon Avenue, and have some concerns about the the safety on Mackinnon. As I am sure you are aware Mackinnon has heavy traffic for a residential street, and all to often drivers travel in excess of the posted 25 MPH. My concerns are as follows:

1. Safety for my wife and kids as they walk down to Cardiff Elementary. As you can see in the photos below strollers do not fit on the sidewalks, so they are forced to walk in the street. Due to the narrow street cars are constantly having to swerve into the opposite lane to pass, which in itself creates a dangerous situation.

C73-2 cont.

2..For the residents of Mackinnon as we pull out of driveways, speeding drivers often swerve around and honk as we try to pull out.

3. Pedestrians, especially young kids walking and riding their bikes to the high school. Due to the lack of safe pedestrian routes, and narrow sidewalks pedestrians are commonly walking in the street.

The combination of high vehicle traffic, speeding, swirving vehicles and pedestrians/bicyclists in the road due to the narrow sidewalks I feel equates to a very dangerous situation, and would like to see it addressed.

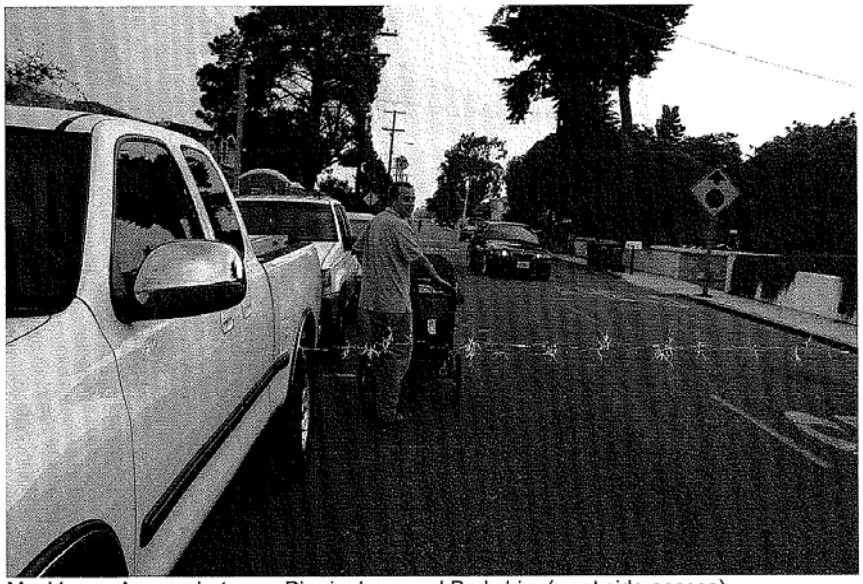
Below are some pictures
- Mackinnon Avenue West Side Access: Parking on the west side requires walking in the middle of the street causing cars to swerve into the oncoming lane to pass.
- Mackinnon Avenue West Side Access #2: Pedestrian and bicycle traffic are forced into the middle of the road.
- Mackinnon Avenue East Side Access: Sidewalk access does not permit strollers or bicycle traffic to safely pass, so again both are forced into the traffic lane.

C73-2 cont.

I heard through the grapevine that the City of Encinitas was planning on investing in safety items for Rubenstein, which I am all for. That said, I feel Mackinnon is much more dangerous and this issue needs to be addressed ASAP. I also believe that there is a perfect alternate route for this traffic, Villa Cardiff on the east side of I-5, as this provides the same connectivity and has significant more space to accomodate traffic and pedestrians. A viable solution to this problem is proposed in the Hall Property Master Plan, where Mackinnon is dead ended. I believe this change can be implemented now with little disruption to traffic flow, since Villa Cardiff provides the exact same access, just in a safer fashion.

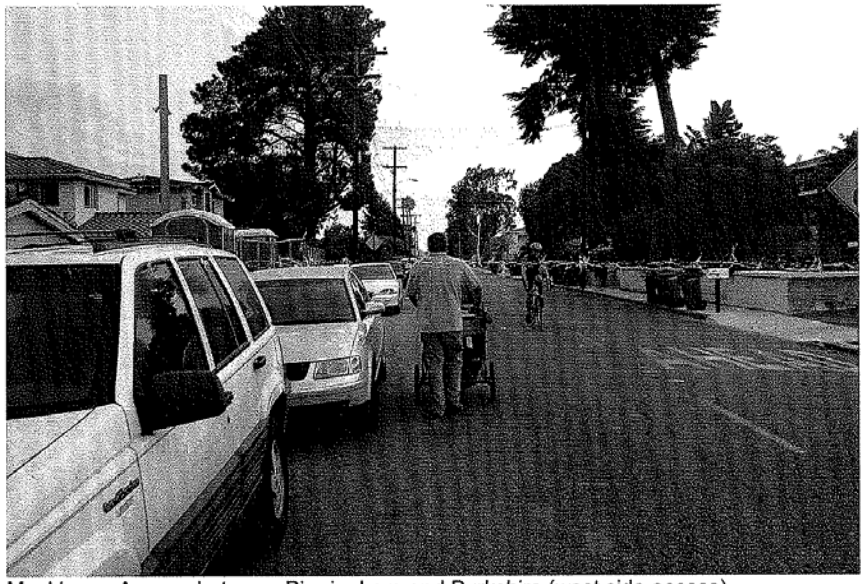
Thanks in advance for your time, and I look forward to receiving your response.

Thanks,
Todd Fraser

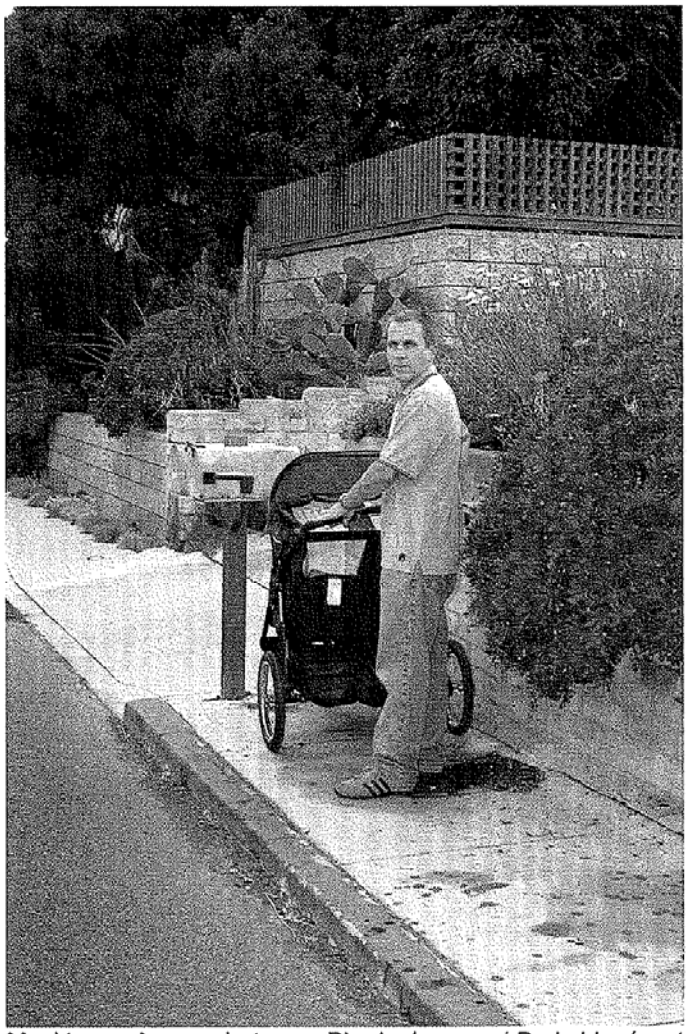


Mackinnon Avenue between Birmingham and Burkshire (west side access).

C73-2
cont.



Mackinnon Avenue between Birmingham and Burkshire (west side access).



Mackinnon Avenue between Birmingham and Burkshire (east side sidewalk).

C73-2
cont.

Union Tribune 2/3/2007

Boy's death spurs talk on lack of sidewalks

By Angela Lau
STAFF WRITER

ENCINITAS — City officials say they want to build sidewalks on Santa Fe Drive where a San Dieguito Academy freshman was killed by a pickup Wednesday but are stymied by the state.

A state Department of Transportation official countered yesterday that the city could build a sidewalk, although it would be costly.

Ryan Hwang, 14, was hit by a truck driven by a fellow student Wednesday as Ryan was walking under the Interstate 5 overpass on Santa Fe Drive. The accident occurred about three blocks west of the campus, as students were returning from a lunch break.

The walking area on the street below the underpass is narrow, particularly on the south side of Santa Fe Drive where the teen was walking. A concrete retaining wall slopes steeply from the bridge to the roadway.

Caltrans is planning to begin widening I-5 from La Jolla to Oceanside in 2009, and city officials say sidewalks can't be built there until the widening is

SEE **Encinitas, Page 3**

C21-1

ENCINITAS

CONTINUED FROM PAGE 1

Caltrans says city can apply for work permits

done.

"Sidewalks are impossible there right now," said Councilman Dan Dalager, a champion of safe walking routes to school. "Until they get the bridge redone, we cannot build sidewalks."

When the widening project eventually reaches Santa Fe Drive, Caltrans is expected to rebuild the bridge with room for sidewalks.

But Caltrans spokesman Edward Cartagena said yesterday that the city is not prohibited from building a sidewalk there and could apply for permits to do the work.

Yesterday, San Dieguito Academy parent Dawn Curtis urged the city to build sidewalks.

"I want the city to take action," she said. "I want to prevent this from happening again. We need a barrier or an elevated sidewalk because the safety of pedestrians is at risk."

Curtis encouraged parents to attend City Council meetings to express their concerns. Her pleas fell on sympathetic ears.

"I am not happy with the existing condition, not at all. Never have been," Deputy Mayor Jerome Stocks said. "I'd love to see us come up with a workable solution, if only on a temporary basis."

Several years ago, city officials responded to complaints about the lack of sidewalks on Santa Fe Drive with a plan to add them along the thoroughfare. But a study concluded that a sidewalk under the freeway overpass would be prohibitively expensive. The city would need to cut into the concrete retaining wall, possibly undermining the stability of the bridge.

The city would have to build a retaining wall strong enough to hold it, Stocks said.

Yesterday, San Dieguito Academy Principal Barbara Gauthier said she was focused on comforting students and staff members over the tragic accident and was not thinking about sidewalks.

"That is a city issue," Gauthier said.

Sheila Durkin, director of San Dieguito Academy Foundation, said she hasn't heard parents raise the issue of sidewalks.

"Right now, everybody is just going through the grieving period and trying to do everything they can to help the families," Durkin said.

Angela Lau: (760) 476-8240; angela.lau@uniontrib.com

"How Much Do I Love Thee?"

C73-2
cont.

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

March 6, 2007

Pamela Frost
1291 Crest Dr.
Encinitas, CA 92024
760-942-3100

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: C74-1

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. C74-2

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 C74-3

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. C74-4

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 C74-5

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 C74-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)? C74-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic? C74-8

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. C74-9

Thanks for your consideration.

C74-1 through C74-9

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

Dear Parks and Rec Planning Commission

I would like to thank you for the parks in Encinitas! We have lived here for 7 years now. Our twin boys were babies when we moved to town. We have enjoyed so many of the local parks and I have always appreciated the parks and how well they are maintained.

My boys are now 7 and we have a 5 year old girl. We are so busy this spring getting everyone to their little league games and softball games. Our daughter is playing softball this year and wow, that Cardiff Sports Park is very nice.

We are thankful citizens for some wonderful local sports programs and local facilities.

With that said, I truly do hope you vote to go forward with the Hall property with some lighted fields for athletic play. This is a wonderful family community. Keep up the good work.

Sincerely,
Jude Geiser

C75-1

C75-1

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
email: svurbeff@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

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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: C76-1

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. C76-2

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 C76-3

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. C76-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic: C76-5

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

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Thanks for your consideration.

Robert a Wilhelmina Graven
1017 Crest Dr Encinitas

C76-1 through C76-9

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

Dear City Council,

I live within two blocks of the Hall Property and am very discouraged and disappointed with the plans and EIR that currently exist for the Hall Property Park development. In all of our correspondence with the City Council and planners we made it clear that we wanted a multi-user, low population impact park development. Now we have an outrageous plan to create a multi-field sports complex that can be used to host soccer tournaments from around the state and country!!! This will have severe, undesired consequence on the quality of life in Cardiff and Encinitas. We do not want this type of park!!

Please modify the plans to create what is in the best interests of Cardiff and Encinitas residents!!

Thank you,

Jim and Cathy Glass
1467 Kings Cross Dr.

C77-1

C77-1

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.

Bill and Susan Glockner
211 Mango View Drive
Encinitas, CA 92024

March 11, 2007

Encinitas Planning Commission
City Council
505 S. Vulcan Avenue
Encinitas, CA 92024
ATTN: Scott Vurbeff

Dear Encinitas Planners:

We were thrilled years ago when the Hall property was purchased and we supported that decision at the polls because we had the understanding that this land would provide the city with at least three baseball/softball fields and five multi-use fields – all with lighting for night time play.

Our city is blessed with an abundance of young families who are involved in sports activities. Often, there are more kids who want to play sports than there are fields to support that activity. Already, our 10 year old son Billy's soccer team had to stop practices because during baseball season there are not enough fields to support both activities. This past fall, our 12 year old daughter Katie had a soccer game cancelled when two teams were assigned to a field at the same time because there are so few fields. Our city needs a sports facility that can properly support our young people, and the Hall property offers us the last good opportunity to accomplish that goal. That is why the people of Encinitas have supported measures to develop the sports fields, and candidates who pledged to see those fields be developed. C78-1

Sports fields will allow more organized sporting activities to keep our young people challenged and engaged. It represents an investment in our children's future, and in a better future for our community where young adults are involved in athletic contests instead of other less desirable activities.

While reasonable steps should be taken to minimize the impact on neighbors surrounding the fields, the original intent of the project should not be compromised. Ultimately, those nearby residents will benefit from the increases in property value that result when a city creates a desirable environment for positive youth activities.

Please honor the intent of the electorate in Encinitas who have been supporting the development of these sports fields for close to a decade. Thank you for your commitment as our elected representatives to responsibly defend our interests.

Sincerely,

Bill Glockner

Susan Glockner

C78-1

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 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. C79-1

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 for a very different and more compatible park during the "Plan Your Park" meetings held shortly after the city's acquisition of the Hall property. C79-2

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. Given a deficit of 1000 parking spaces for large events, this type of Tournament Park is not suitable. C79-3

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. C79-4 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. C79-5 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. C79-6

Sincerely,

Rod Goodson
Jill Malone
466 Bristol Avenue
Cardiff, CA 92007

C79-1

See responses to comments #C79-2 through #C79-6.

C79-2

See responses to comments #C17-3 and #C22-1. The project site 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.

C79-3

See responses to comments #C17-7, #C17-14, #C17-15 and #C81-2. 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.

C79-4

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.

C79-5

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.

C79-6

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

Dear Mr. Vurbeff,

On Saturday I was at the opening day events for the San Dieguito Youth Softball League at Cardiff Sports park on Lake Avenue in which Dan Dalager and Tom Delaney spoke about the park. They were encouraging parents to sign a petition supporting the Hall Property EIR and the original site plan (this is different than the original intentions of the community when the city asked Encinitas/Cardiff citizens for there input).

I asked Tom Delany if there were pictures of the site plan or the alternatives so people could see what they were signing and supporting. He said no, to look at the web site. Therefore people were signing a petition based on "its a sports park, it is good for the kids, we should support it" notion.

Saturday was a beautiful day with lots of girls in uniforms with their families, it was my eleven years old daughter's first softball game. All very exciting and positive and all that we could hope for in today's world. My daughter also practices soccer on these fields in the early evening.

As a looked around I notice that the sports park on Lake Ave. is surrounded by open space and greenhouses with one residential area across the street (that is why there are lights out at 8:00). It dawned on me that these poorly informed parents are signing a petition thinking the Hall property sports park will be like this park.

I have seen the original site plan (which do not include tennis courts and only a small basketball court - so much for a variety of sports) and the alternatives. My neighbors of over

C80-1

C80-1

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.

twenty homes have had group discussions and workshops about these plans. We support the alternatives.

The Hall property original plan is NOT what the average kid/sports loving Cardiff/Encinitas family wants for our sport teams. We want a neighborhood/community park NOT a regional out of towner mega-park that will bring traffic and pollution (noise, trash and lights) to our small unequipped streets. When the large, regional tournaments are going on our kids will not be able to use the fields.

C80-1 cont.

Many people are supporting a mirage. Either that or they do not live near the proposed park and are happy to have a regional sports park in someone else's neighborhood.

Therefore, I ask you to listen and heed the advice of those who live closest to the park and to the average family who supports a sports oriented park without the crowds and pollution.

Sincerely,

Marianne Gottlieb 1558 Gershwin Street, Cardiff, 92007
944-1228

1661 Westminster Drive
Cardiff, CA 92007
March 10, 2007

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

Re: Hall Property Development

Dear Mr. Vurbeff:

We are deeply concerned about the negative impact of the Hall Property Special Use Park on the citizens of Encinitas. To place a "special use park" of this intended use and scale in the midst of a quiet residential neighborhood is unconscionable. C81-1

We object to the number of cars and people that would crowd our neighborhood for sports events. There is not enough parking to support a venue of this magnitude, and even if parking were included in the plan, the traffic generated by these events would be unbearable. The park's access points, Santa Fe and MacKinnon, are already very busy streets and cannot support the additional traffic flow. C81-2

Both light and noise from the park would be huge disturbances. Permitting 90-foot lights in our residential area is outrageous. C81-3 The noise pollution from cheering crowds and a public address system would also be abominable, destroying the tranquility of our neighborhood and diminishing the value of our homes. C81-4

A Special Use Sports Arena would ruin our neighborhood, and the Hall Property should not be targeted for this use. We urge you to please stop this project. C81-5

Sincerely,

Gayle B. Grabell

Peter S. Grabell

C81-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. It should be noted that the project site is designated as a Special Use Park by the Encinitas General Plan.

C81-2

A general description of special events is provided in Sections 2.5.8 of the EIR. A worse-case analysis of special events traffic and parking is provided in Section 3.2.3. An estimated worse-case demand of 810 spaces would be needed for special events (three to four times per year). Mitigation Measure Traffic-8 would reduce potential secondary traffic impacts associated with special events parking to below a level of significance. Secondary traffic impacts are related to vehicles leaving the project site to search for parking spaces when none are available on the site. As indicated in Mitigation Measure Traffic-7, the EIR acknowledges that special events traffic would result in direct significant impacts that are both mitigable and unmitigable. These direct traffic effects are associated with special event trips that exacerbate poor operating conditions at intersections or road segments during the peak hour.

C81-3

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

C81-4

As noted in Mitigation Measure Noise-3, the use of any amplified sound systems would be evaluated to ensure the city's municipal code noise standards are not exceeded at adjacent properties.

C81-5

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.

Pamela Gran
1427 Rubenstein Ave
Cardiff, CA 92007

March 11, 2007

Reference: Letter received from City of Encinitas Planning & Building Department, subj Draft EIR Public Review and Comment Period: Jan 25,
2007 to March 12, 2007

Dear Mr Vurbeff:

This email is provided in response to the reference. I live on Rubenstein Ave immediately to the west of the proposed dog park. I am writing to let the City of Encinitas know that I strongly disagree with the proposal to build a dog park immediately adjacent to my back yard. C82-1

C82-1

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.

I would like to thank the city for sending me the above referenced letter inviting me to respond Twice previously the city apparently approved two requests for uses of propoerty immediately to the north of my home without enabling me the opportunity to comment and provide any feedback prior to the city's approval decision. Both of the approvals significantly impact my daily quality of life on the south and west side of my property as follows:

(a) the city approved farming business use of the single family home property adjacent to the east side of my property. Several times a day commercial vehicles park on the east side of my property, are frequently left unattended, and either block or partially block the only access I have to my property. On a daily basis there is loud radio talk and music playing on the property. I am forced to listen on a daily basis. The commercial vehicles frequently are loading and unload business items daily. On occasion large commercial vehicles actually descend the driveway to make deliveries and I am forced to remain in my property until the vehicles depart. These events take place each day. C82-2

C82-2

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.

In particular, during the summer months I sleep with windows open. This means I am awaken several times a week (including every Saturday
morning) between the hours of 5: 00 and 7:00 am because the farm is conducting loading of commercial vehicles.. Attempts to speak to the neighbor regarding the farm's business practices have been unfruitful.

(b) the south side of the same single family home property being used as a farm business was also converted into a house apartment. The occupant of the house apartment attracts vehicles all hours of each day and night. These visiting vehicle use my driveway to access the apartment house. In addition, the vehicles parked at the apartment house obstruct my view of Rubenstein Ave whenever I egrees. I am forced to "nose out" of the driveway in order to see whether there are oncoming cars. Frequently, cars honk their horn or swerve out of the way as if they are reacting to a potential undesired situation.

C82-2 cont.

The neighbor that lives immediately in front of my home (west of my home) has three dogs, two large and one small. These dogs are nuisances as they are kept outside and bark constantly. The same neighbor to the east of me that has the farm business and the apartment house also has a noisy outdoor dog. This means I already have to listen to four dogs bark continuously 7/24. Now, the city proposes to approve another project that will significantly impact my quality of daily life on the last quiet zone of my property--the east side. If approved, this dog "park" will affect my daily life on the east side of my property until 10:00 pm each night!

I have lived on Rubenstein Avenue for over sixteen years and am very familiar with dog parks in the Encinitas and Del Mar areas. These dog parks are noisy, attract high volumes of traffic, and attract a multitude of people that do not live in the area of the dog park locations. In particular, each day I pass by the Viewpoint dog park next to the new library being built. Frequently at Dog beach in Del Mar dogs get into fights which generate loud barking events. Dog parks also

C82-3

C82-3

Section 3.4 of the EIR acknowledges that the dog park activities may have significant noise impacts. These effects would be mitigated below a level of significant with implementation of Mitigation Measure Noise-1, described in Section 3.4.5 of the EIR. It should be noted that the dog park would not open until 8:00 AM and would close by 9:00 PM. With respect to traffic impacts on Rubenstein Avenue, please see responses to comments #C17-7, #C17-14, and #C17-15.

tend to attract large dogs, large dogs bark louder than small dogs. The teen center and skate park are going to attract enough noise and traffic to challenge my ingress and egress to Rubenstein Ave. C82-3 cont.

My recommendation for mitigation of the undesired impacts (traffic, noise, etc.) that will be generated by a dog park is to repurpose the use of the proposed dog park site to tennis courts. Finding empty tennis courts in Encinitas is a big challenge. The courts at Cottonwood park are almost always occupied. I rarely am able to walk right on the courts. The courts at San Dieguito Academy are not safe, and are not maintained to minimum acceptable standards. The single court at Glen Park is not maintained to minimum standards. Playing tennis in a tennis court generates little noise, Tennis courts do not attract large amounts of traffic due to the nature of the sport (singles or doubles). The patrons of tennis courts will pose minimum risk of increased law enforcement requirements and will not generate high traffic. A quietier use of the property (such as tennis courts) is neighbor friendly (and is consistent with the noise generated by single family homes) because the site is surrounded by single family homes. C82-4

C82-4

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. However, as noted in response to comment C82-3, the dog park would not have significant impacts with implementation of mitigation measures provided in the EIR.

Finally, there are plenty of dog parks in the area. There are less available free tennis courts for amateur tennis players than there are existing dog parks for neigborhood dog owners. C82-5

C82-5

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.

Please email an acknowledgement of my letter to granpk@cox.net. Thank you.

sincerely,
Pam Gran

Dear Mr. Vurbeff:

With regards to the development of the Hall property, our family respectfully urges reconsideration of the inclusion of a public skateboarding park at the site.

I'm a mom with an eleven year old son. His passion is skating. He sometimes donates his allowance to the YMCA. He loves to play basketball. He's a strong student at Paul Ecke Central. He also likes to play video games and be a couch potato. And challenges us, because he's very vocal and sincere in his opinions. I've been in the community for over 20 years. My husband has been here, in Leucadia, for almost twice that and built our home here.

We have certain advantages in supporting our son's passion for skating. He gets to go to the YMCA skate park most days after school. But a lot of kids don't. Five or ten bucks a day is a lot of money. I remember vividly the last day the Oceanside skatepark was open. I took our son there to skate—pointedly, at his request. He knew it was the end of something. He'd been there a few times before, and although he initally felt a little nervous and on foreign turf, he felt a part of a community. And it broke my heart to see all these kids that no longer would have a place to skate without being hassled (understandably) by shop owners and residents. Certainly, the rumors of drug use and attitude issues had reached us, and while I respect that there may be basis for such characterization, I am also leery of such convenient reasons to close a park for more lucrative endeavors. (Or not build one for similar reasons.) Mostly, I saw that park as a place where kids could be together and do something that kept them away from consequences born of boredom or lack of activity.

We should have a skatepark in our community. We need one in our community. One that allows kids and grownups to come and be safe and creative and meet with their friends. One that is supported by community funds and free to all. I fear that the stereotyped picture of skateboarders as crass, irreverent, disrespectful—overshadows a reasoned approach to the use for the Hall property. All we need to do is look at how many skate pros live in our community to realize that it also makes sense in other ways. Tony Hawk went to San Dieguito. Shaun White is an Olympic Gold Medalist. Buster Halterman, Mike Crum, PLG, Lyn-Z, Cara Beth, Marcello, Mimi Knoop, Jake, Jeff, Vinton, skaters who've all given our

C83-1

C83-1

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.

kids such encouragement in different ways. Outside of their egos. Kind of like being able to play basketball with Michael Jordan at the neighborhood asphalt court.

We need this for our kids more than another tennis court. C83-1 cont.

Please give serious consideration to this request. I welcome the opportunity to work together to explore ways to make this a reality for our community.

Sincerely,
Kathy Greene
348 Pearce Grove Drive
Encinitas, CA
760-583-3931

Scott Vurbeff
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbeff@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: C84-1

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:

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. C84-2

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 C84-3

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. C84-4

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 C84-5

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 C84-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)? C84-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic? C84-8

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. C84-9

Thanks for your consideration.

Mr. & Mrs. James B. Shiffin
1079 Crest Dr.
Encinitas, CA 92024

C84-1 through C84-9

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

From:
Ron Grimes
1411 Crest Dr.
Encinitas, CA 92024

RE HALL PROPERTY

Please consider the following comments regarding the Hall Property:

1. The city needs to move ahead. It's been years since the voters approved the bonds. We need the park now. C85-1

2. The park needs to maximize active use including lights. Other first class cities such as Poway and Carlsbad have first class facilities and we should too. This was the understanding when the bonds were approved. C85-2

3. Santa Fe needs to be sidewalked (and if possible bicycle laned) it's entire length to maximize safe access. C85-3

Sincerely,

Ronald A. Grimes

C85-1

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.

C85-2

See response to comment #85-1.

C85-3

See response to comment #85-1.

512 A Paulding Circle
Arroyo Grande, CA 93420

March 8, 2007

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

Dear Mr. Vurbeff:

I am sending you this letter on behalf of my father, Robert Hall, who is the real property owner of 411 Santa Fe Drive, in Encinitas. The property is currently leased by Conoco-Philips and operated as the 76 gas station. I am sending this letter to you since your name is on the EIR regarding the Hall Park located off Santa Fe Drive. C86-1

The main concern that my father and Conoco-Philips has regarding the project is the use of the alley off Santa Fe Drive as the northern access for the park. The proposal states that a signal with a right and left turn lane, and presumably an ingress, is planned, or a roundabout serving the hospital/park/shopping center. We are curious as to how this is planned to be accomplished. The alley does not seem that it would be able to handle the project as it is currently proposed without dramatic consequences upon the business at 411 Santa Fe Drive, and also of the other tenants of the shopping center. C86-2

I would appreciate if you could refer to any plans regarding this and whether the city has determined how it will accomplish its goals with minimal impact on the businesses. I can be contacted at the above address or by email: halljw@mac.com. I thank you for your time and attention to this matter. C86-3

Sincerely,

John Hall

C86-1

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. No further response is necessary.

C86-2

See responses to comments #C17-10 and #C17-11. A 30-foot-wide easement exists along the project's driveway access extending from Santa Fe Drive. This driveway provides access to separate parking areas for commercial tenants, employees, and delivery vehicles. However, it does not serve as the primary access point for the shopping center. The small parking areas would continue to be separately maintained with project implementation. The City would coordinate with the shopping center property owners to ensure provisions of the access easement are enforced. In addition, as shown on the site plan, the project would propose to enhance portions of the driveway with landscaping. It is therefore anticipated that the project would not adversely affect business operations of the shopping center.

C86-3

See responses to comments #C11-2, #C23-5, #C39-14, and #C86-2.

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. C87-1

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. C87-2

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. C87-3

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? C87-4

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. C87-5

Thank you again for responding to my concerns.

Thank you.

Name Mary J. Hardin

Address 702 Cathy Lane

Signature Mary J. Hardin

C87-1

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

C87-2

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

C87-3

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. As mentioned in the EIR's project description (Section 2.5.9), all athletic field lighting would be turned off at 10:00 PM.

C87-4

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

C87-5

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.

March 4, 2007

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

Dear Scott and City Planning Commission,

My comments to the EIR pertain to insufficiencies in the traffic assessment and related concerns about public safety. My wife, family and I are 11-year resident of 541 Caretta Way, a street that borders the southern boundary of the Hall Property. I am not opposed to a park with sports fields on the Hall Property, but I am on record with the city, written and verbal, with great concerns regarding the impact of traffic on the side streets in this area. On the south side, this includes the streets of Somerset, Glasgow, McKinnon, Warwick, Shefield, Oxford, Montgomery, Rossini, Stafford, Brighton and Burkshire. My concerns are all about public safety. A park can be safely built, but it must be in the appropriate scale between capacity of the access and service points. The Environmental Impact Review (EIR) Statement must consider the impact on neighborhood streets from this park given the severe access and parking limitations. C88-1

The EIR for the proposed park only addresses the number of trips in and out of the park and the impact on major intersections and general traffic flow in Encinitas, but does not address the impact on the immediate neighborhood streets. The one thing the report does state very clearly is that the planned 420 parking spaces inside the park will be exceeded the expected 1,500 cars trips on weekend days. With this deficit of at least 1,000 parking spaces at peak use, it is clear that even with average use there will be insufficient parking capacity. When that on-sight parking capacity is exceeded, cars will park on surrounding streets. This is my greatest fear. Based on personal experience I can almost guarantee that this increased traffic on these local streets will lead to personal injury or worse. C88-2

It also seems the traffic on surrounding streets is likely underestimated by the EIR in that there is no accounting for multiple trips for players during the day. C88-3

No Access on Glasgow or Somerset As detailed in my previous communications to the City Council, I have stated the Somerset, Glasgow, or any of the other streets in this area provide insufficient access to the park because of the narrowness of the streets, blind intersections, the lack of sidewalks, and the combined intersection of Glasgow and Somerset with Birmingham. With cars rushing in and out of the park on these streets there will be accidents and personal injury. I acknowledge that the city council has heard and understand these concerns, and is not planning access from these streets. The EIR does not directly address this because it is not currently part of the plan and I trust that will continue to be the case. C88-4 C88-5

C88-1

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.

C88-2

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

C88-3

See responses to comments #B2-16, #B2-17, #C81-2, and #C88-2.

C88-4

Please refer to Response #C17-12.

C88-5

The project as proposed would only provide access from Mackinnon Avenue and Santa Fe Drive.

Spill-Over Parking on South-Side Neighborhood Streets My continuing concerns is that the EIR does not address the direct impact on these neighborhood streets. As detailed in the EIR, if this park has 5 soccer fields and only 420 parking spaces there will be insufficient parking for the expected peak of 1,500 cars. This is a parking deficit of over 1,000 cars at peak use and very clearly will be insufficient even at non-peak use. If this park is to expand beyond that needed to serve Encinitas and will host regional tournaments, there is an appalling insufficient capacity in parking and other areas to accommodate these tournaments. This will result in cars trolling the neighborhoods on the southern border for parking spaces. That means McKinnon, Somerset, Glasgow, and others. There is already almost no available parking on these streets so it will spill on to other smaller side streets. The result will be a very unsafe mix of cars, unfamiliar with these very narrow streets, and pedestrians or bikers. Some of the pedestrians and bikers will be residents and even local children. Others, will be the park visitors carrying coolers and lawn chairs. All will have to walk in the street because there are no side walks. Currently we have many near misses in this neighborhood, and I fear that with this increased park traffic, even if it is just cars trolling for overflow parking, there will be people hit by cars and injured or killed. This is a very important safety concern that must be addressed by the EIR. C88-6

Add the plans for extended hours of use, and these safety concerns are greatly increased. These streets are dark and poorly lit. Increased traffic after dark on these streets are even more likely to lead to personal injury. C88-7

For this reason, I think the park and planned activities must be limited to that which can be accommodated by the existing property with its limited access. There can be sports fields, but the existing parking must be sufficient to handle the games that are going on at any given time, the subsequent games, and the balance of the park activities. This is possible based on other parks, and it is the responsibility of the EIR to evaluate this. A suggestion would be to reduce the number of playing fields and increase the number of parking spaces to the point where there will be no spill over of parking into the surrounding streets. C88-8

It must also be realized that the proposed mitigations, such off-site parking shuttle service will not work. People will choose to park and walk on these neighborhood streets rather than hassle with a shuttle ride. C88-9

Spill-Over Parking on West-Side Neighborhood Streets The issues of traffic are also valid for the neighborhood streets along Rubenstein, but not addressed by the EIR. With the pedestrian access through Cardiff Glenn, people will again choose to park on these streets and walk into the park. These streets do not have the capacity to safely handle the extra cars. Rubenstein has no sides walks, so people that park there will be forced to walk in the streets. C88-10

Pick-up and Drop-off Traffic on McKinnon Cul de Sac The EIR must also address the potential for traffic on the southern portion of McKinnon cul de sac to pick up and drop C88-11

C88-6

See responses to comments #B2-16, #B2-17, #C81-2, and #C88-2.

C88-7

See responses to comments #C5-1, #C17-7, #C17-14, and #C17-15.. Adequate parking is provided within the proposed park as described in Section 3.2.2 of the EIR and onsite parking availability will limit the amount of vehicles that would drive on small side streets. In addition, none of the surrounding residential streets provide direct access to the proposed park. Thus, minimal traffic on surrounding side streets is anticipated and would not lead to increased personal injury as stated by the commentor.

C88-8

See responses to comments #B2-17, #C81-2, and #C88-2. As addressed in the EIR (Section 2.5.11), the project would provide adequate parking for normal operations.

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.

C88-9

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.

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.

C88-10

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

C88-11

The traffic study (Appendix B of the EIR) prepared for the proposed project assumed that 20 percent of the project traffic would utilize Mackinnon Avenue south, either to enter the site or drop-off users at the southern boundary. Mackinnon Avenue was fully addressed in the street segment operations tables within the traffic study. The project is not expected to add more than a nominal amount of traffic to other neighborhood streets since these streets do not lead directly to the site.

off people at the park. This will again add traffic to the narrow winding neighborhood streets on the southern boarder and negatively impact public safety. C88-11 cont.

Emergency Response Times Of no less concern than risk to personal safety is the ability of the Emergency Services Response from the Fire Station on McKinnon. If the traffic is grid-locked on this street, or if the parking congestion is so great on these narrow side streets that the fire trucks are not able to drive the streets and turn the corners in this neighborhood the response times will be significantly delayed and public safety will be compromised. The EIR must address this concern and public safety issue. C88-12

None of these issues are addressed by the EIR.

Additional Traffic Comments:

- Impact of Peak Event Traffic was evaluated for the Santa Fe Drive corridor only. The EIR must address the traffic on streets connecting with Birmingham and the inevitable backup of cars trying to exit the park. When cars do back up on McKinnon they will travel through the side streets trying to access Birmingham. C88-13
- Comparisons were made to parks, such as Poinsettia Park, that were planned into new developments and have sufficiently wide neighborhood streets and sidewalks. The EIR does not take notice of the fact that the streets around the hall property can not handle the same level of traffic as those around Poinsettia park. C88-14
- The access through the alley off of Santa Fe Dr. seems to narrow to handle 2-way traffic and have sidewalks necessary for people to walk into the park. C88-15 I think the EIR should address the option of obtaining a portion of the Santa Fe shopping Center by imminent domain to access the park from the existing traffic light through the shopping center. This would relieve some of the chaos potential on Santa Fe from the proposed stack of regulated intersections. C88-16

Additional EIR Comments and Concerns:

Lights The impact of field lights is of great concern and I feel is inadequately addressed by the EIR. My first concern is with the glare impact on the local residents. The EIR states that properties on the southwest boarder of the property will be negatively impacted by light trespass and glare discomfort. This is unacceptable to us and I do not feel the mitigation measures are adequate. Furthermore, there is no mention of the effect of the marine layer and moisture in the air that exists in these coast areas. This is certain to diffuse the light a spread its effects. The EIR must address the realistic conditions of the park. C88-17 C88-18

In addition there is no mention of the specific hours of operation for lighted activities. Currently the park may function until 12 a.m. It is totally unacceptable for these lights to remain on past 8 p.m. Later operation would be unprecedented for all other parks in Encinitas. We are opposed to the use of field lights at all, but at the very least, the EIR must address curfews on the use of field lights in the park. C88-19

My second concern is for the glare effect on southbound I-5 traffic. The reports states that those lights on the east side of the property will face west and not contribute to glare. C88-20

C88-12

See responses to comments #C17-7, #C17-14, #C17-15, and #C130-7. The commentor has provided no evidence to suggest the traffic on Mackinnon Avenue would be grid-locked or that parking congestion would prevent emergency vehicles from accessing Mackinnon Avenue. The proposed park provides adequate onsite parking to serve park users so there will not be a need for offsite parking during typical daily use. Mitigation is provided for the few days a year that a special event may take place that would require parking beyond that provided within the park (Mitigation Measure Traffic-8). Because adequate parking is provided for the park, traffic or parking congestion would not occur on narrow side streets, thus public safety would not be compromised or response times delayed as indicated by the commentor.

C88-13

As noted on Table 3.2-11, the special events traffic analysis was conducted for the Santa Fe Drive corridor intersections because these roadways and intersections would be most impacted by a high traffic volume accessing the park for a special event.

Special events such as soccer tournaments will only occur on very few days per year. Based on this small amount, a quantitative special event analysis is not necessary. However, to be conservative, a full analysis of the Santa Fe Drive corridor was conducted for a special event since this is the main access to the facility and park users will be directed to use Santa Fe Drive. Birmingham Drive does not serve as an entrance or exit to the park and unlike Santa Fe Drive, is not anticipated to be heavily used for park access; therefore, an analysis of Birmingham Drive during a rare special event is not warranted.

C88-14

The streets around the Hall Property site were evaluated as the exit and no comparison to streets around Poinsettia Park was made. Traffic counts going to/from the Poinsettia Park were measured as a basis for determining the amount of traffic which will use the proposed park but, again, the types of roads near Poinsettia Park were not included in the analysis for the proposed project.

C88-15

See responses to comments #C11-2, #C23-5, and #C39-14. The project would provide safe and adequate access from Santa Fe Drive.

C88-16

Eminent domain is a separate discretionary action that is not proposed by the project. See response to comment #C69-34.

C88-17

The EIR acknowledges that the project may result in potential glare impacts if mitigation measures are not implemented to ensure these effects are avoided. Section 3.5.5 provides mitigation measures that would ensure the potential effects are mitigated below a level of significance. The potential light and glare impact would be reduced through the proper placement and shielding of the luminaires as described in Mitigation Measure Visual-1b, followed by ongoing measurements of light levels and adjustments to the positioning of the luminaires, if necessary.

C88-18

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

While this is true, the effect of lights on the south and west side of the fields pointing east are not addressed. These lights will point toward South bound I-5. Even if the glare is minimal, the lights are so close to the freeway that they will provide an unacceptable distraction to drivers. The lighted fields alone will be easily viewed from the freeway and illustrated in View Location #1 in the report, and themselves will provide a visual distraction for drivers. This is a potential safety hazard and should be better addressed in the EIR. C88-20 cont.

Access to Caretta Way The plans as they exist do not address access to Caretta Way. We strongly urge that access be maintained via Somerset. To close this access and force traffic onto Warwick and Starlight will be inefficient and adversely affect traffic flow. C88-21

I greatly appreciate your consideration of these matters in the EIR for the Hall property. I look forward to a park at this location, but one that is appropriately scaled to balance the level of activity with the realities of the limited traffic access and capacity of surrounding streets. C88-22

Sincerely,

Scott Henry
Resident of 541 Caretta Way

C88-19

As noted in Section 2.5.9 of the EIR, athletic field lighting would be shut off at 10:00 PM. 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 EIR did not identify any substantial evidence that would warrant additional mitigation measures. However, the suggested need for lighting curfews will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C88-20

Please refer to Response #C9-2.

C88-21

See responses to comments #C17-7, #C17-14, and #C17-15. The project would not provide access to the park via Somerset Avenue, which currently terminates on the project site.

C88-22

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 Council Members, 2-27-2007

My family and I are long time Cardiff residents who are delighted a dog park and community park are coming our way. C89-1

That being said, we are worried and concerned about horrific traffic congestion in our neighborhood since a traffic study was omitted from Windsor, Munevar, Ocean Crest and Cathy. C89-2 I am also concerned about athletic lights on top of 90 foot poles. C89-3 Light pollution is a major concern and I believe a day use park rather than a night use park is community friendly. How are you going to protect our natural wetland area which will receive drainage from the park? C89-4

We also do not want MacKinnon Avenue closed to through traffic. Not only does this pose a risk to us by having our Fire trucks delayed but dissects us from a direct route to Cardiff Seaside. C89-5

I see these concerns problematic as do my neighbors when we look at the EIR report.

My question is: Is this a Community Park for us and our neighboring cities or is this all a facade masking the real truth that its real intention is a Mega Sports Park for San Diego County to generate revenue for the City of Encinitas? C89-6

I believe that you being our elected Officials want to do the 'Right Thing' perhaps not the most popular decision, nor the most lucrative decision, yet the 'Right Decision'.

Sincerely,
Sheri Hines
1215 Munevar Ct. Cardiff 92007

C89-1

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

C89-2

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

C89-3

See response to comment #C89-1. 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.

C89-4

See response to comment #C69-22.

C89-5

See response to comment #C89-1. As noted in Section 3.11 of the EIR, emergency access would be provided at the proposed cul-de-sac, allowing emergency vehicles to access the park or continue northbound on Mackinnon Avenue via a remote-controlled gate. According to the city's Fire Department, adequate response times would be maintained with the proposed emergency access.

C89-6

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.

March 12, 2007

Dear Scott Vurbeff,

I protest the EIR and a regional sports park. I protest the EIR because it is formulated towards too many sports fields, lights, noise, pollution and traffic.

Who thought of this bad idea anyway? It was not your Cardiff residents which will be directly affected by the poor planning of the park.

We voted and trusted you would deliver a community park not one where our streets will be overrun with excessive cars unable to park in the park due to not enough spots available. Not one where park hours go until midnight on weekends. Not one where noise invades private homes at unreasonable hours. Not one where park lights prohibit star gazing. Not one where pollution is a danger to natural wetlands. Not one whose entrance narrows to that of a minute glass causing horrific traffic, more congestion in neighborhoods. The EIR did not do a traffic study in my neighborhood Munevar, Cathy, Justin, or Ocean Crest. C90-1 C90-2

We want a place for our dogs and children to run and play not a regional sports park built on an incomplete traffic study, questionable mitigation measures, and glare from athletic lights, insufficient parking and a closure of MacKinnon Ave. This closure would be bad for our neighborhood East of the Fwy. Fire trucks would have a delayed response to my neighborhood with MacKinnon closed. It just doesn't make good sense. C90-3 C90-4

Sincerely,

Sheri Hines

Sheri Hines
1215 Munevar Ct.
Cardiff, Ca 92007
760-944-1954

C90-1

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

The project's hours of operation are described in Section 2.5.9 of the EIR. The park would normally close at 10:00 PM. As discussed in Section 2.5.8, indoor special events could include programs or other activities that would run until 12:00 midnight on Friday or Saturday nights. Athletic field special events would occur 3 to 4 times per year and athletic field lighting would be shut off at 10:00 PM.

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.

Regarding potential stargazing impacts, as discussed in the EIR, the proposed project is not located within a Dark Sky Resource area (nearest designated resources are Palomar Mountain and Mount Laguna). These resources are generally associated with observatories. The location of the proposed project within an existing urbanized area and existing associated lighting would not preclude star gazing, but would likely hinder this activity. Similarly, proposed field lighting would not preclude stargazing. Typically, stargazing activities are best suited for areas without ambient lighting from parking lots, shopping centers and other urban light sources.

With respect to wetlands, see response to comment #C69-22.

With respect to project access, see response to comment #C88-15. The project would provide safe and adequate access at the project's access points since it would be required to comply with the city's street standards.

C90-2

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

C90-3

See responses to comments #B2-17, #C17-7, #C17-14, #C17-15, and # C88-17.

C90-4

See response to comment #C89-5 and #C103-7.

March 11, 2007

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

Dear Sir:

We are delighted that a much needed large community park is being planned for Encinitas, but we are alarmed that the EIR does not adequately address various points in the areas of traffic, access, parking or lighting. C91-1

Traffic:

1) The EIR study area as identified by the city and the traffic consultant is not adequate - adjacent street segments on the east side are not part of the traffic analysis. Please include Munevar, Cathy, Villa Cardiff, Windsor, Kings Cross, Blue Sky, Munevar Court, and Ocean Crest in your traffic and parking analysis. C91-2

2) Complaints have been made in the past to the City of Encinitas that this neighborhood is impacted by violation of posted speed limits, excess traffic due to adjacent schools, and alternate route traffic avoiding Sante Fe Drive, El Camino Real, etc., as well as overflow parking for large events, such as graduation, at San Dieguito Academy. Are these current conditions taken into account as you look at existing LOS? C91-3

3) New projects - Waldorf School on Villa Cardiff, San Dieguito Performing Arts Center, Scripps Hospital Expansion, Brown Property development are planned and many are approved or already started. Were the traffic impacts of these projects part of the traffic analysis? C91-4

4) Off-site parking proposed as traffic mitigation in the EIR does not reduce impact on the freeway exits or Sante Fe Drive or Villa Cardiff - streets in the study area- they are the same exits and streets that will be used to get to the park. How is this mitigate the traffic significantly? C91-5

5) Will flagmen and cones be sufficient mitigation measures for large events to reduce trip times for local residents? C91-6

6) What are the volume, times, and other parameters that will constitute a "Special Event" - these are not detailed in Vol. 1 of the EIR. C91-7

Access:

1) The EIR does not clearly address the CalTrans plan for the new Mackinnon bridge and how that will impact the placement of traffic signals or roundabouts along Villa Cardiff/Mackinnon. C91-8

2) The closure of Mackinnon will affect travel time and fire response time from the firestation at the corner of Birmingham and Mackinnon to Mackinnon east, and the streets off Mackinnon on that side of the bridge. An emergency remote-controlled gate cannot be relied for firetruck access. Was this impact studied in the EIR? C91-9

3) The closure of a main route to Cardiff center by residents of the same makes little sense; a street that will already experience significant traffic increases because of the park - Villa Cardiff - will be even more congested with local residents who will have to use this same route to go elsewhere C91-10

C91-1

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

C91-2

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

C91-3

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

The EIR's analysis of traffic impacts (Section 3.2.3) addresses existing traffic volumes on the affected circulation system. Level of Service (LOS) is an operating condition measurement of traffic volumes in relationship to the capacity of the street segment or intersection and does not measure effects related to speeding violations or parking.

C91-4

These projects were addressed as part of the cumulative analysis in Chapter 5 of the EIR.

C91-5

See response to comment #C81-2.

C91-6

Although the traffic management plan may reduce trip times, its primary purpose is to manage project parking and traffic during the peak hours of special events. As discussed in Mitigation Measures Traffic-7 and Traffic-8, the traffic management plan does not only consist of flagmen and cones; it may also include off-site parking areas and shuttles, law enforcement traffic direction, event timing restrictions, and other measures.

C91-7

Sections 2.5.8 and 2.5.9 of the EIR addresses the hours and maximum frequency of special events. Section 3.2.3 analyzes the traffic and parking impacts associated with a worse-case special event.

C91-8

The realignment of the Mackinnon Avenue bridge, a separate Caltrans project, is discussed in Section 2.5.11 of the EIR. The subject park project is not contingent upon implementation of the bridge realignment, which would not affect the park project's mitigation requirements, such as intersection improvements at Villa Cardiff Drive/Windsor Road.

C91-9

See response to comment #C89-5 and #C103-7.

C91-10

The EIR acknowledges that the project's closure of through traffic on Mackinnon Avenue will result in significant traffic impacts at the intersection of Villa Cardiff Drive/Windsor Road and Villa Cardiff Drive/Birmingham Drive.

because there is no alternative.

4) The Mackinnon and Sante Fe access points are not clearly depicted in the EIR, Vol. 1. It is very difficult to understand the various traffic mitigation measures (signals, stops and roundabouts) and the access points as they relate to the surrounding residential areas and streets into the park. Please add maps and clear graphics showing proposed intersections and what year they are proposed for, as well as the actual access points before and after the CalTrans improvements are made. C91-11

5) There are no complete sidewalks on the majority of streets surrounding the park - how will pedestrians easily and safely access the park? This should be a clearly identified need and mitigation proposed - complete landscaped cement sidewalks on all main access routes to park with ADA compliance. C91-12

6) Are the facilities within the park, not including parking spaces, sufficient to accomodate large volumes of people – specifically restrooms, bike parking areas, car drop-off areas and car turn-around areas? C91-13

Parking:

1) As state in the EIR expected maximum capacity for large events at the park far exceeds the number of parking spaces planned. Shouldn't the park and surrounding infrastructure first support peak demand rather than building a park with facilities that clearly tax current and planned infrastructure and parking? C91-14

Lighting:

1) The significant impact of the lights - on or off - on views, nightime sky viewing, and glare for adjacent neighbors and drivers on I-5, cannot be mitigated without compromising the reason for having the lights in the first place - to significantly increase available park hours and playing times. Is this why an alternative plan of reduced lit hours - having the lights on until only 8pm is not proposed or studied? C91-15

2) Most parks close at sunset in Encinitas, including many of our beaches. Why are the Hall Property park hours extended? Is there any background on this that could be provided? C91-16

Thank you for addressing these questions to the best of your knowledge.

Name Jeff Hirn

Signature 1215 Muneau Ct.

Address Cardiff CA 92007

C91-11

See response to comment #C11-2. As of this time, the options for intersection improvements, as described in Section 3.2.5 of the EIR, have not been chosen. Therefore, conceptual improvement plans have not been prepared. In addition, the future Interstate 5 improvement plans will be available when the Draft EIR for the Interstate 5 widening project is released by Caltrans.

C91-12

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

C91-13

The Special Event Permit would ensure that adequate on-site facilities are provided for park users during these events.

C91-14

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. Please also refer to Response #C17-12.

C91-15

The commentor's suggestion that the hours of athletic field lighting be reduced will be provided to the city's decision-makers for consideration when they take action on the proposed project. As addressed in Section 3.5 of the EIR, potentially significant lighting impacts of the project would be avoided with implementation of mitigation measures provided in Section 3.5.5.

C91-16

The extension of park hours beyond sunset is proposed in order to allow the park facilities to be utilized to the maximum extent by all user groups. For example, during the week adult recreation groups typically use park facilities in the evening after work hours and this time would be very limited if the park closed at sunset.

James & Mary Hjalmarson
1642 Glasgow Ave.
Cardiff by the Sea, CA 92007
760-753-2715

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

March 9, 2007

Dear Mr. Vurbeff:

As residents of the north end of Glasgow Avenue in Cardiff, we have definite concerns about the proposed park. If this is to become a special use park, it would create intolerable problems in our community. C92-1 According to the EIR, there could be 1500 cars coming in for tournaments with only 419 spots available for parking. C92-2 This would turn this part of Cardiff into a parking lot, with all the accompanying noise and trash. Current plans for sports events until 10:00 PM weekdays and midnight on weekends is ludicrous, considering crowd noise, amplified announcing systems, music and possible concerts, and traffic noise from the hundreds of overflow cars on our streets. C92-3

This is not the type of facility that belongs in a dense and quiet residential community. It would have a definite and negative effect on property values and on our day to day lives. C92-4

Thank you for considering these issues.

James & Mary Hjalmarson

C92-1

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.

C92-2

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

C92-3

See response to comment #C4-5, #C29-2, C87-3, #C90-1, and #C92-1. Section 3.4.3 of the EIR analyzed noise from project traffic and determined that this effect would not be significant.

C92-4

See response to comment #C23-6 and #C92-1.

March 7, 2007

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

Dear Mr. Vurbeff,

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: C93-1

Devonshire Drive and Stratford Drive

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. C93-2

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. C93-3

Thank you,

Signature Michelle Hoffman Print Name Michelle Hoffman Address 828 Devonshire Dr.

Signature Judy Berlfein Print Name Judy Berlfein Address 1145 Stratford Dr.

C93-1

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

C93-2

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

C93-3

See response to comment #C5-1 and #C93-1. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

Signature [illegible] Print Name Dadla Ponizil Address 1145 Stratford Drive

Signature [illegible] Print Name Dione Bond Address 826 Devonshire

Signature [illegible] Print Name Mike Bond Address 826 Devonshire

Signature [illegible] Print Name Gina Renteria Address 954 Devonshire Dr.

Signature Mary S. Webb Print Name Mary S. Webb Address 1040 Stratford Dr. Encinitas

Signature [illegible] Print Name Brian Guino Address 1152 Stratford Encinitas, CA

Signature [illegible] Print Name Kelly Boyd Address 802 Devonshire Dr Encinitas CA 92024

Signature [illegible] Print Name Fred W Hyde Address 1022 Devonshire Dr. Encinitas CA 92024

Signature [illegible] Print Name Bob Dale Address 1176 Devonshire Dr. Encinitas, CA.

Signature [illegible] Print Name James Charizia Address 1146 Devonshire Dr. Encinitas, CA

3/8/07

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: C94-1

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. C94-2

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 Diamond Head. C94-3

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. C94-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic: C94-5

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

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 C94-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)? C94-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic? C94-8

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. C94-9

Thanks for your consideration.

Yun-Tan Hogl
1329 Diamond Head
Encinitas, Ca 92024

C94-1 through C94-9

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

From: bob holt [mailto:bob-holt@cox.net]
Sent: Sunday, February 25, 2007 9:50 PM
To: Jim Bond
Cc: Dan Dalager; mHoulihand; teresa@barthforencinitas.com; Jerome Stocks
Subject: LA TIMES article, 1-26-07, "Freeways' Tainted Air Harms Children's Lungs" / as it relates to Hall Property Park

http://www.latimes.com/news/nationworld/nation/la-sci-lungs26jan26,1,4092284.story

Dear Mayor James Bond and other City Council Members,

The above ***LA TIMES*** website repeats their article on **1-26-07** headlined:
"Freeways' Tainted Air Harms Children's Lungs, Experts Say"

Quotes from article:

"In the new study, Gauderman [USC School of Medicine epidemiologist] and his colleagues found that by their 18th birthday, children who lived within 500 yards of a freeway had a 3% deficit in the amount of air they could exhale and a 7% deficit in the rate at which it could be exhaled compared with children who lived at least 1,000 yards, or nearly a mile from a freeway." C95-1

" 'The concern is that the exposure leaves young adults with smaller lungs than they might have had otherwise,' he [Jonathan Sarnet, epidemiologist, John Hopkins University's Bloomberg School of Public Health] said. That could leave them more vulnerable to lung diseases and more susceptible to the effects of pneumonia and other infections."

In the light of this **"new" research from USC**, the City Council and Planning Commission now have an opportunity to approve a design for the Hall Property Park which would place **play areas for young people** (and even adults) **as far away as possible** from the tainted air of I-5. C95-2

During the **late fall and into February or March**, prevailing winds will often carry the "fine particulate matter emitted by automobiles" westward and onto the Hall Property Park. C95-3

Why not design the park to **protect our children as much as possible from this lung damage?**

Perhaps, the **eastern edge of the Hall Property Park (paralleling I-5)** would be a good location for **parking lots for cars and trucks** instead of people. C95-4

Bob Holt

C95-1

The comment states that young athletes would be at high risk for cancer and asthma. There is considerable data linking traffic-generated pollutants with both cancer and asthma. These two health effects were analyzed separately in two studies completed in July 2007. The results are described in the Final EIR, and the reports are appended to the Final EIR

For cancer, the report is *Air Toxics Risk Evaluation, Hall Property Community Park.* The analysis, as summarized in the Final EIR, demonstrates that the cancer risk for children would be less than 7.2 in one million to all typical user areas of the park. The risk for adults would be less than for children. These risks would be less than the 10 in one million significance criterion and the impact would be less-than-significant.

For asthma and other respiratory effects, the report is *Focused Air Quality Analysis, Children's Health and Exposure to Pollutants from I-5.* The report concludes that because of the site meteorology, distance of the activity areas at varying distances from the freeway, and other factors, the impact to children's health would be less-than-significant.

C95-2

As stated in Response C95-1, impacts to children's health with the proposed project would be less-than-significant.

C95-3

It is correct that there is more wind from the freeway towards the park in the fall and winter seasons, while in the spring and summer seasons, there is almost a negligible amount of wind from the freeway towards the park during the hours when there would be active use of the park. The annual frequency of wind towards the park during park operating hours would be less than 20 percent. The *Focused Air Quality Analysis, Children's Health and Exposure to Pollutants from I-5* report uses wind data from Del Mar, which is considered to provide the most suitable information for the project site. Seasonal wind data is included in the report. Please also see response to comments #S15-2, #S15-3, and #S15-4.

C95-4

Please refer to Response C95-1. As shown in Figure 2-4 in the EIR, the majority of the eastern edge of the proposed project site is planned for vehicular parking. One small portion in the approximate middle of site does not include parking.

Los Angeles Times latimes.com

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Freeways' tainted air harms children's lungs, experts say

Lifelong damage is found in 13-year study of 3,600 Southland youngsters living within 500 yards of a highway.

By Thomas H. Maugh II, Times Staff Writer
January 26, 2007

Traffic in the background
click to enlarge

In the largest and longest study of its kind, USC researchers have found that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives.

The 13-year study of more than 3,600 children in 12 Central and Southern California communities found that the damage from living within 500 yards of a freeway is about the same as that from living in communities with the highest pollution levels, the team reported Thursday in the online version of the medical journal Lancet.

"If you live in a high-pollution area and live near a busy road, you get a doubling" of the damage, said lead author W. James Gauderman, an epidemiologist at the Keck School of Medicine of USC.

"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," he said.

The greatest damage appears to be in the small airways of the lung and is normally associated with the fine particulate matter emitted by automobiles.

"This tells me that I wouldn't want to be raising my children near a significant source of fine-particle air pollution," said economist C. Arden Pope III of Brigham Young University, an expert on air pollution and health who was not involved in the study. "I, myself, would want to be living in areas where the exposure is lower."

The research is part of an ongoing study of the effects of air pollution on children's respiratory health. Previous findings have detailed how smog can stunt lung growth and how living close to freeways can increase the risk of children being diagnosed with asthma.

This latest study of freeway proximity and lung capacity was funded by the California Air Resources Board; the National Institute of Environmental Health Sciences; the Environmental Protection Agency; the National Heart, Lung and Blood Institute; and the Hastings Foundation.

Gauderman and his colleagues recruited groups of fourth-grade students, average age 10, in 1993 and 1996. Their schools were scattered from Atascadero in San Luis Obispo County to Alpine in San Diego County.

The team collected extensive information about each child's home, socioeconomic status and other facts that might impinge on health.

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Once each year, the team visited the schools and measured the children's lungs, assessing how much air could be expelled in one breath and how quickly it could be expelled.

These cohorts of children "are truly an important resource because the study has been going on so long," said epidemiologist Jonathan Samet of Johns Hopkins University's Bloomberg School of Public Health, who also did not take part in the study. The size and scope of the study make it very difficult to replicate, he said.

Results from the study reported in 2004 indicated that children in the communities with the highest average levels of pollution suffered the greatest long-term impairment of lung function.

In the new study, Gauderman and his colleagues found that by their 18th birthday, children who lived within 500 yards of a freeway had a 3% deficit in the amount of air they could exhale and a 7% deficit in the rate at which it could be exhaled compared with children who lived at least 1,500 yards, or nearly a mile, from a freeway. The effect was independent of the overall pollution in their community.

Gauderman had no estimate for the percentage of people in Southern California living within 500 yards of a freeway, but he noted that in a typical city such as Long Beach, it is about 17%.

The most severe impairment was observed in children living near freeways in the communities with the highest average pollution — Upland, Mira Loma, Riverside and Long Beach. Those children had an average 9% deficit in the amount of air they could expel from the lungs.

"Even if you are in a relatively low regional pollution area, living near a road produces [lung problems]," Gauderman said.

About one-third of the children moved during the course of the study but stayed in the same community. Lung impairment was smaller among those who moved farther from the freeways.

The finding is important "because it shows that within communities, some children are at higher risk than others," Dr. Thomas Sandstrom and Dr. Bert Brunekreef wrote in an editorial accompanying the paper. "Thus, environmental equity is an issue of local rather than regional dimensions."

The results were also independent of the children's initial health and whether they were smokers. "This suggests that all children, not just susceptible subgroups, are potentially affected by traffic exposure," Gauderman said.

Although the deficit in lung growth seems small, it could have long-term effects, Samet said.

"The concern is that the exposure leaves young adults with smaller lungs than they might have had otherwise," he said. That could leave them more vulnerable to lung diseases and more susceptible to the effects of pneumonia and other infections.

All the researchers conceded that there is little that can be done to mitigate the effects of the traffic pollution now.

But when local governments are planning new schools and new housing developments, Gauderman said, "this should be taken into account."

thomas.maugh@latimes.com

USC
UNIVERSITY
OF SOUTHERN
CALIFORNIA

Keck School of Medicine

Department Preventive Medicine

Division of Biostatistics

Wednesday, February 28, 2007

To whom it may concern,

The following request was made via e-mail (see attachment) by Bob Holt:

"*I and many other citizens of Encinitas would appreciate your comments concerning any park for children being located directly beside a freeway*",

My reply follows.

Our study focused on where children lived to determine their exposure to local freeways and other roads. Given the 8-yr follow-up of these children, it was not possible to reliably determine how much time they spent at parks and other recreational facilities near freeways during this period. Our findings suggest that nearby exposure to freeways has long-term, detrimental effects on children's lung development. In this regard, we do feel that our findings based on home exposure assignments suggest that freeway exposures at other locations (e.g. schools, parks, etc.) are likely to be important.

C95-5

It is well known that the levels of many tailpipe emissions decline sharply with increasing distance from a freeway. Two papers from UCLA (Zhu, Hinds, and others) show levels of black carbon and other pollutants at various distances from the 405 freeway. During the daytime, these pollutants decline sharply with increasing distance to the freeway, returning to background levels at approximately 300m from the freeway. However, during the nighttime, increased levels extend out to about 500m.

One possible inference from this work is that relatively small increases in distance from the freeway can result in a significant reduction in exposure to many freeway-related pollutants. In other words, putting a ball field 300m from a freeway will result in substantially lower exposures to kids than having it 100m from a freeway. Given that kids playing baseball or soccer will be breathing higher-than-normal amounts of whatever is in the air, planning that considers air quality may have direct impacts on children's health.

W. James Gauderman, PhD
Professor of Preventive Medicine
Keck School of Medicine
University of Southern California
1540 Alcazar Street, Suite 220
Los Angeles, CA 90033

Attachment

University of Southern California
Los Angeles, California 90089-9011
Tel: 323 442 1209
Fax: 323 442 2349

C95-5

The commentor does not make any specific comments on the analysis provided in the EIR. The commentor summarizes the findings of his study and others regarding children's health issues related to freeway exposure.

In response to concerns regarding children's health and the adjacent I-5 freeway, the City prepared and published for public review a report titled Focused Air Quality Analysis, Children's Health and Exposure to Pollutants from I-5 (EDAW 2007). The analysis included consideration of issues presented in comment #C95-5, such as residential versus park use exposure and activity distance from the freeway. The findings of this analysis were included in the recirculated Air Quality portion of the Draft EIR, Section 3.3.

The analysis of children's health impacts included a review of Dr. Gauderman's study, as well as other studies referenced in his letter. Dr Gauderman was contacted via phone, email, and letter to provide review and/or comment on the children's health analysis. Dr. Gauderman did not respond to the requests for review of the analysis.

Based on concerns regarding children's health and proximity to the freeway, the City removed two active components of the park. The proposed basketball courts and children's playground located in the southern portion of the site have been removed from the site plan. The reason for moving these facilities beyond 500 feet from the freeway is based in part on an advisory recommendation from the California Air Resources Board publication, *Air Quality and Land Use Handbook: A Community Health Perspective,* that recommends playgrounds not be sited within 500 feet of a freeway.

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. C96-1

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. C96-2

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. C96-3

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? C96-4

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. C96-5

Thank you again for responding to my concerns.

Thank you.

Name Tyler Hughes

Address 742 Munevar rd

Signature

C96-1

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

C96-2

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

C96-3

See responses to comments #C17-17, #C17-19, #C20-6, #C87-3, and #C96-2.

C96-4

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

C96-5

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.

March 9, 2007

Mr. Scott Vurbeff
Planning and Building Department
City of Encinitas
505 So. Vulcan Avenue
Encinitas, CA 92024

Re: Hall Property

Dear Mr. Vurbeff:

I've been a resident of Cardiff for 36 years. When I arrived here in 1971 this was a community of hardworking families—farmers, flower-growers, fishermen, small businessmen/women, professionals, students, artists, and surfers. I loved the "community" I found here. I've stayed and built a life here, forged many friendships here, raised my daughter here, and my husband and I would like to remain here for the remainder of our lives. We, as most of our neighbors, love our community. Few leave our immediate neighborhood unless work, a crisis or death demands it. We've been a motley crew united by a common interest in preserving our community. Presently, we also seem united in our mutual interest of saving our neighborhood from the special use park planned for the Hall property.

I have been mindful of the Hall Project since its inception but admittedly have not followed it as closely as I should have in recent months. I must confess I had decided to leave it up to the City Council to honor their original plans for this property which I understood to be for a multi-use "Community Park" that specifically served our local neighborhoods (those directly adjacent to the proposed park) and the Cardiff-by-the-Sea/Encinitas general area. I now feel that the City Council—certain members in particular--seemingly has no real regard for the interests of those citizens who reside in this part of Cardiff-by-the-Sea/Encinitas. At times, the attitude I have even seen expressed by some members of the council seems to be one of "we'll do what we darn well please!" "Who cares what the residents of this area think. They're just a group of disgruntled Nimbys!"

All of the surrounding neighborhoods will be directly impacted by this absurd proposed plan for a "Special Use Park" that will cater to the needs of sports teams—local or not. And it will not only be the local residents who are so affected but any who are required to enter this area for one reason or another, be they employed here, attend school nearby, shop here, or use the local medical facilities of which there are many. Any venturing to this area at the wrong time would be forced to participate in the inevitable traffic delays and gridlock that would surely occur at various times throughout a weekday and of course, weekends.

It is hard for me to believe that various concerns have not even been fully and realistically addressed in the current plan particularly in regards to (1) traffic; (2) specific land use/public safety; (3) lighting and noise; and last, but not least (4) potential pollutants (hazardous waste) found in existing soil (possibly 50 years+ of additives, including some that have been banned for years such as DDT!) Those of us who have lived here for many years were aware of what was used during the flower-growing years. . . What happens when the deeper residual pesticides are leached from the soils with the use of sprinkler systems to maintain the park and find their way down to our local ocean waters. Who will be affected then?

C97-1

C97-1

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.

C97-2

C97-2

See responses to comments #C97-3 through #C97-9. With respect to the question on residual pesticides, the hazardous materials analysis in Section 3.6 of the EIR did not identify areas of soil contamination that would represent a significant risk to public health. With respect to the assertion the residual pesticides may contaminate surface runoff subsequent to project development, this potential would be more likely to occur under predevelopment conditions associated with the previous greenhouse operations. With project implementation, Best Management Practices would be provided on-site to minimize pollutant loads (see Mitigation Measures Hydrology-2 and -3). These measures are expected to provide beneficial effects by reducing the unmitigated historic potential of polluted runoff that may have resulted from previous greenhouse operations.

(1) Traffic:

As it is, we've all had to adjust to the increased traffic from development in this area. It is not uncommon for neighborhood traffic to achieve a gridlock status during times when major accidents have occurred on the freeway or during weekends when millions are funneled to San Diego through the I-5 corridor. Everyone is desperate to find a shortcut to work or our local beaches. During those times we aren't able to even back out of our own driveways. Pedestrians—including parents and children--are no longer able to safely traverse our streets during those peak times because of the desperate, erratic nature of individuals driving in our area. Each morning we also experience the mad stream of cars with parents anxious to get their kids to local schools on time particularly with the cessation of some school bus service in the area. C97-3

It is presently beyond the city's capability to improve those existing traffic problems and yet it would propose a park that would filter even greater numbers—possibly thousands into our local neighborhood streets during a given venue be it sporting event/tournament or concert. As it stands, this park is also not the only major development project proposed for this area. San Dieguito Academy improvements, and Scripps Hospital expansion to name but a few stand to also impact the local traffic situation with increased congestion. How can we realistically absorb more?

C97-3

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. The EIR acknowledges (Section 3.2) that the project would have significant direct and cumulative impacts on the affected circulation system.

(2) Land Use

The plan indicates the Hall Property will be described as a Special Use Park. What happened to the initial description as a community park to be used for recreational use—not tournaments/competitive sports activities. The land is presently zoned at R-3 for residential use. The Special Use Park would require a zoning change which should be approved by local citizens. C97-4 C97-5

C97-4

See responses to comments #C17-3 and #C22-1.

C97-5

The proposed use is conditionally permitted in the subject residential zone with approval of a Major Use Permit; no rezone would be necessary for the project.

(3) Lighting and Noise

As a long-term resident I can clearly remember years of football games at San Dieguito. I live one block from Birmingham and I could clearly hear every play or score announcement as well as the bands that played and the cheerleaders and fans that cheered their teams to victory. What would reasonably happen should sports teams play in "great numbers," one block and less from our homes? What decibel level could we realistically expect? There would definitely be a compromised quality of life for this part of Cardiff and surrounding Encinitas. C97-6

C97-6

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.

The impact of 90 foot light poles when lit would ruin Cardiff west of I-5. We would all justifiably feel as if we were on a "Line Up" or feel as we sometimes do when police helicopters hover overhead looking for an errant criminal. The park hours of dusk until 10:00 p.m would clearly no longer be our own. Forget a quiet walk or any real measure of peace in the evening. Forget clear, star-filled night skies that were actually once a draw to this area—not only to residents but tourists as well. I can only imagine the effect it will have on wildlife that reside in the local protected areas. Such changes will probably assure the final departure of the few "Great Horned Owls" that frequent the larger pines in this part of Cardiff. Oh well, one might say, what we once feared has come to pass, "Welcome to HelLa!" C97-7

C97-7

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

(4) Pollutants/Hazardous Waste

I am very concerned about the present plan's ability to deal effectively with existing hazardous waste which I would define as 50+ years of pesticides used by the flower industry on the Hall property. How will the city rectify the situation safely to protect individuals/citizens who visit the park and who may feasibly come in contact with such pesticides through inhalation, ingestion, or direct contact/touch. And further, how may the residents of this area be protected from dust that may result when these materials/soils are removed from the property? C97-8

There seem to be so many unresolvable problems as the plan now stands. I would like to be optimistic and believe that we may somehow surmount such problems with major revisions in the existing plan and a return to the original plan of a "Community Park" versus a "Special Needs Park"—that a compromise could be possible. Could it really be that difficult to amend and create a final plan that would honor the original proposed intent of the park—one that would serve this community while meeting the disparate needs of its local citizens—athletes, teens, seniors, families with children/tots, walkers, etc. C97-9

F.Y.I/Afterthoughts: I know that the City of Carlsbad seemingly has managed to accomplish such a feat with their proposed community (mixed use) park planned at the northwest corner of Poinsettia and Alicante—East of El Camino Real that includes a pool/aquatic park, children's playgrounds, and a few ball fields, dog park, and grass area large enough to stage small community events. The only thing I see lacking here are walking trails which I think could be reasonably included as planned in our 44 acre parcel.

I would like to think that Cardiff is capable of exceeding Carlsbad's efforts. Carlsbad is now seen as another area where developers/special interests have had free reign and yet they have seemingly managed what we've yet to do in creating the above-mentioned plan for a model community park. Would we rather model ourselves after cities that care about their citizens or be known for selling our souls to developers and other special interest groups—to a so-called "bigger and better" impersonal mentality that continues to rob us of the quaintness and small-town feel of communities such as Cardiff/Encinitas. It's the small-town feel that continues to draw so many on holidays and Summer days—those that still come to North County looking to experience some measure of what life was like before so much of California was lost to development. C97-10

With gratitude for your anticipated consideration and assistance,

Linda D. Angus-Hunter
1806 Glasgow Avenue
Cardiff, CA 92007
(760)753-6189

Francis M. Hunter

cc: City Council Members
Chairman Gene Chapo

C97-8

The analysis in Section 3.6 of the EIR identified no substantial evidence that the historic use of pesticides on the site would result in significant health risks to future park users. Section 3.6.5 of the EIR provides conservative mitigation measures that would minimize the low risk of temporary exposure to residual contaminants during construction activity.

C97-9

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.

C97-10

See response to comment #C97-9.

1585 Starlight Drive
Cardiff, CA 92007

March 11, 2007

RECEIVED
MAR 12 2007
CITY OF ENCINITAS

Scott Vurbeff
Planning and Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff:

We have been residents of Encinitas and Cardiff for nearly 40 years—the last 30 of those being at our current address. Our two sons grew up here in Cardiff, attending Cardiff elementary schools and San Dieguito secondary schools. We both have spent our careers teaching the students of the San Dieguito High School District. We have always been actively involved in the schools, the community, and local sports programs. We have a serious interest in and concern about the future of Encinitas.

Our home is located approximately 150 feet from the southern edge of the Hall property. In June, 2002, when the City of Encinitas hosted a day-long meeting asking for community input on designing the new park, we enthusiastically participated. We were extremely surprised and disappointed in the changes that were subsequently made from a community park the residents desire to a special-use sports park benefiting only a certain group. C98-1

In the five years that have passed since that time, our concerns regarding the park have grown. After reading the EIR, we are alarmed at the potential harm that will result if the current plans are carried out—most importantly in areas concerning the health and well being of the local community and its residents:

- **traffic** – With 419 proposed parking places for events and activities that might bring in 1500 or more cars, the streets in the surrounding neighborhoods will be overwhelmed—including Santa Fe Drive, serving Scripps Hospital. C98-2
- **pollution/safety** – (1) The recent study on freeway pollution affecting children's health should be taken into consideration before planning sports fields adjacent to Interstate 5.[1] C98-3 (2) Lights and games in progress are a distraction to freeway drivers, and will likely increase accidents. C98-4 (3) Light pollution at night has a negative impact on the entire area. (4) Extra precautions should be taken in dealing with the soil throughout the property, considering the years of chemical spraying that occurred. C98-5

We would like to thank you for your efforts on our behalf. The community of Encinitas has an opportunity to create a park that will benefit ALL of the residents of Encinitas. Please ask the city to amend park plans so a *community* park for all residents becomes a reality. C98-6

Sincerely,

Bob Irwin Sandy Irwin

Bob and Sandy Irwin

[1] http://www.usc.edu/uscnews/stories/11614.html

C98-1

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. 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.

C98-2

See responses to comments #C17-7, #C17-14, and #C17-15. Section 3.2.4 of the EIR acknowledges that the project would have significant traffic impacts on Santa Fe Drive.

C98-3

See responses to comments #B2-20 and #B2-21.

C98-4

See response to comment #C9-2. 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.

C98-5

See response to comment #C97-8.

C98-6

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

Wednesday, February 28, 2007
James Bond
Mayor
City Of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

THIS WAS COPIED TO
ALL COUNCIL MEMBERS
cc: Scott Verbuff
Phil Cotton

Re: Hall Property Draft EIR

Dear Mayor:

My wife and I moved to Cardiff By The Sea, at 1727 Glasgow Ave., 25 years ago because of the quiet coastal neighborhood and its surroundings. We have raised our daughter on the quiet streets and local neighborhood environment. I am very disappointed that the City Council is not putting forth the demands of the community in the design and restrictions of the initial proposed Community Park (please send to me your definition of "Community Park") that was discussed back in 2001 at the first planning meeting. I am entirely opposed to a "Special Use Park" with Regional Tournaments and the traffic, bright lights and noise that it will produce. My concerns are as follows: C99-1

1) Traffic and Circulation- The south entrance to the Community Park was originally planned with the realignment of the Mackinnon bridge. This must be included in the EIR, any other access to the southern portion of the Community Park is unacceptable. Further, Mackinnon was to be blocked to through traffic. Our streets are narrow and unsafe for any additional traffic from outside of our community of Encinitas. We are opposed to the recent opening of the alley at Warwick between Mackinnon and Glasgow Ave. That area was inaccessible for 25 years and now it is open to through traffic, with no notice or input from or to the immediate neighbors. This action alone has increased the amount of traffic on Glasgow Ave. We are asking you to close the access on Warwick between Mackinnon and Glasgow Ave. C99-2 C99-3

2) Lighting- We currently have the sky lit at night by the Von's shopping Center on Sante Fe Dr. and it varies in intensity depending on the amount of clouds and/or fog. The coastal low clouds and fog causes a tremendous amount of reflected light, causing light pollution to spread over a very wide area including my house and those of my neighbors. I am entirely opposed to any any lighting at the proposed "Community Park". Eliminating the proposed lighting will help the park financially and reduce the noise, traffic, light pollution, and other serious impacts. C99-4

3) Noise- Park hours of 7:00am to 10:00pm and some days until midnight are entirely unacceptable. 17 hours a day is a infringement on our right to quiet enjoyment. The Community Park should be open from sunrise to sunset. I and many of my neighbors work 10 - 12 hours per day and deserve the right to peace and quiet when we return home and on the weekends, not listening to yelling, cheering, whistles, cars, horns, etc. It is unrealistic to expect the neighbors of the Community Park to accept the brunt of all the disadvantages of the Community Park. C99-5

4) Alternative Plan- 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. A community park that meets the broad recreational needs of the city of Encinitas would be a viable alternative, including a park with only passive use and no lighted sports fields. The EIR must allow for this alternative use Park with stated goals of no lighted fields for tournament play. C99-6

We love living here in Cardiff and want to continue to be contributing members of our community and visionaries for the design of the Hall Property for the benefit of the City of Encinitas, our children and their children's children. C99-7

Sincerely,

Jerry Jacquet, 1727 Glasgow Ave, Cardiff By The Sea, Ca .cell 858-775-8332-home 760-942-3547

C99-1

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. 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.

C99-2

As discussed in Section 2.5.1.1 of the EIR, the realignment of the Mackinnon Avenue bridge is a separate project that would be carried out by Caltrans. The bridge realignment has independent utility and the subject park project can be carried out regardless of whether the bridge is realigned.

C99-3

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments on Warwick Avenue pertain to an action separate from the proposed project and are therefore noted for the record.

C99-4

See responses to comments #C17-16, #C17-18, and #C60-1.

C99-5

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.

Noise impacts of the project are addressed in Section 3.4 of the EIR. The noise would be reduced to below a level of significance.

C99-6

A park alternative that proposes only passive uses would not appear to be consistent with the commentor's suggestion of considering an alternative that meets the broad recreational needs of the city. It should be noted that Chapter 7 of the EIR considered three alternatives that would not propose athletic field lighting, including a reduced intensity alternative that proposed a park design that would allocate a larger portion of the park site for open space and passive uses.

C99-7

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

March 12, 2007

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

Dear Mr. Vurbeff:

This draft environmental impact report (EIR) on the Hall Property Plan has two major deficiencies: C100-1

Draft EIR Deficiency #1: The mitigating measures that are listed for noise, lights, and traffic are woefully inadequate. The surrounding neighborhood would be severely affected in a negative way if the current design were developed. C100-2
Solutions: Remove lights from the plan. Remove dog park from plan and sell land for residential use. Move ampitheater farther away from homes. Reduce the number of baseball fields by one and soccer fields by one. Allow Cardiff Glenn to construct a gate for auto traffic but allow free pedestrian access. C100-3

Draft EIR Deficiency #2. The alternate plans are unfairly dismissed because they do not meet the objective to maximize the number and use of sports fields. C100-4
Solutions: The park objective is very narrow and does not meet the needs of the surrounding neighborhood or all the residents of Encinitas. Sit down with community representatives, find common ground, revise the objective, and revise the design. This will allow the park to be built without being tied up for years and years as a result of unnecessary legal action by community members. C100-5

Sincerely,

Paul Jansen
1571 Vivaldi Street
Cardiff, CA 92007
Paul_jansen@bigfoot.com

C100-1

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

C100-2

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.

C100-3

The suggested design modifications will be provided to the city's decision-makers for consideration when they take action on the proposed project. It should be noted that Chapter 7 of the EIR considered three alternatives that would not propose athletic field lighting. These alternatives included a reduced intensity alternative that would reduce the number of athletic fields.

Noise impacts of the project are addressed in Section 3.4 of the EIR. With respect to active park uses, Section 3.4.4 of the EIR indicates the project's significant noise impacts would only be associated with the dog park and the potential use of amplification during special events that would occur three to four times a year. The noise analysis determined that with implementation of mitigation measures in Section 3.4.5, noise impacts of the project would be reduced to below a level of significance. With respect to the Cardiff Glenn residents, see responses to comments #C17-7, #C17-14, and #C17-15.

C100-4

The alternatives analysis in Chapter 7 of the EIR determined that some of the project alternatives could meet most of the project objectives; however, not to the same extent as the proposed project. See Chapter 7 of the Final EIR for revisions regarding the ability of alternatives to achieve the project objectives. Under CEQA, this determination does not constitute a deficiency of the EIR, as CEQA encourages an EIR to disclose the reasons why a project alternative should not be examined in detail. See response to comment #C39-29.

C100-5

See response to comment #C100-1.