

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

Stephen Moffett O.D.
1727 Mackinnon Ave
Cardiff, Ca 92007

RE: Draft EIR

To Whom It May Concern:

I would like to go on record with the following comments and concerns in regards to the proposed Hall Property. I would like my concerns addressed by the final EIR.

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

1. Proposed lighting for the park will encroach on the view corridor. Mitigate by limiting the height of lights 30 ft so that the view corridor and the blue ocean view will remain intact and unaffected by tall sport park light poles and lights.
2. Loss of "Dark Sky". Night lighting for proposed sports fields will eliminate the dark sky which is consistent with the neighboring community. To mitigate this effect, the proposed night lighting for fields should be eliminated so that the character of the neighborhood remains intact and there is no loss of "Dark Sky"
3. Ambient light encroachment. The ambient light created by the proposed night lighting of sports fields will encroach upon surrounding homes. To mitigate the effects, the night lighting for sports fields should be eliminated.
4. Increased traffic to surrounding neighborhood streets for extended periods of time. As proposed, the park will function from 5 am until 10 pm and with special permit until 12 pm. The best way to mitigate the impacts of the extended park traffic is to utilize the park for a shortened daily period from 6:30 am to 8 pm.
5. Increased Neighborhood traffic, noise, and pollution during construction of the Hall property. The increased construction traffic should be mitigated by making the necessary improvements to the existing streets serving the two proposed

C151-1

See responses to comments #C151-2 through #C151-16.

C151-2

See responses to comments #C17-17, #C17-19, and #C20-6. Reducing the height of the athletic field lighting to 30 feet would not be feasible since it would result in significantly greater lighting impacts. As the athletic field lighting is lowered, it becomes increasingly difficult to control the direction of lighting and limit light trespass on surrounding properties while maintaining the same number of lights. In addition, 30-foot-high field lighting would not allow for baseball or softball play during the evenings.

C151-3

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

C151-4

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

It should be noted that Chapter 7 of the EIR considered three project alternatives that would not propose athletic field lighting. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

C151-5

See responses to comments #C17-7, #C17-14, #C17-15, and #C108-5.

C151-6

See responses to comments #C108-6 through #C108-8.

C151-1

C151-2

C151-3

C151-4

C151-5

C151-6

<p>entrance to the park at Santa Fe and Mackinnon Ave prior to the start of construction on the Hall Property. To mitigate the impact on Mackinnon Avenue, Mackinnon Avenue should be a Cul De Sac prior to the start of construction on the Hall property. Additionally, the reconstruction of Santa Fe should be completed prior to the start of construction on the Hall property. Last, construction traffic to the Hall property should be designated through the entrance at Santa Fe only as the Mackinnon Ave entrance is found on a residential street not wide enough to support heavy construction traffic</p>	<p>C151-6 cont.</p>	<p>C151-7</p>	<p>See response to comment #C108-9.</p>
<p>6. Parking for the proposed project has yet to be mitigated in the Draft EIR. Parking for the Hall property on surrounding neighborhood streets should be prohibited. A permit to park on the residential streets surrounding the property would mitigate the loss of neighborhood residential parking to park attendees. Special attention should be given to the streets adjacent to the Hall property, including but not limited to Mackinnon Ave, Santa Fe, Warwick, Villa Cardiff and those streets that provide close parking proximity to the Hall property.</p>	<p>C151-7</p>	<p>C151-8</p>	<p>See response to comment #C108-10.</p>
<p>I would ask that the planning commission consider the environmental issues created on the surrounding neighborhoods and act in good faith to mitigate the environmental effects of the Hall Property Community Park as currently proposed, by preserving dark sky, the view corridor as well as reducing park use hours.</p>	<p>C151-8</p>	<p>C151-9</p>	<p>See responses to comments #C151-11 through #C151-15.</p>
<p>In reviewing the alternative analysis' for the Hall Property Community Park, (chapter 7) , I would like to go on record to state that the through access on Mackinnon Avenue Alternative does not address some significant environmental impacts on the neighboring Mackinnon ave residents as well as the community south of The Hall Property Community Park. Without these impacts addressed and mitigated, it seems that the through access on Mackinnon Ave Alternative Analysis should not be considered the environmentally superior alternative. Additionally, there has been no qualitative review on the other alternatives.</p>	<p>C151-9</p>	<p>The Final EIR has been revised and the Through Traffic on Mackinnon Avenue is no longer considered to be the Environmentally Superior Alternative. Based on the alternative analysis provided in Chapter 7 and summarized in Table 7-2, the Reduced Intensity and the Citizens for Quality of Life alternatives both reduce the most environmental impacts as compared to the proposed project. Therefore, these two alternatives are both considered to be the Environmentally Superior Alternative.</p>	
<p>The alternative analysis of <u>Through Access on Mackinnon Avenue</u> raises environmental concerns that should be mitigated</p>	<p>C151-10</p>	<p>The traffic analysis for the Through Traffic on Mackinnon Avenue Alternative was quantitatively compared to the proposed project because the only difference was the continuation of access on Mackinnon Avenue. The purpose of this alternative was to show the difference in traffic impacts when considering either through traffic or closure of Mackinnon Avenue. In order to examine the resulting traffic impacts, a quantitative analysis was required. Quantitative traffic analyses for the other alternatives was not required as traffic volumes differed between the alternatives and the proposed project and this allowed for adequate qualitative comparison of those alternatives and the proposed project regarding traffic impacts.</p>	
<p>1. In chapter 3.2-1 the Mackinnon Avenue is incorrectly stated as a 25 mph south of the crossover. Mackinnon avenue is posted as 25mph beginning on the north side of the crossover.</p>	<p>C151-11</p>	<p>C151-11</p>	<p>It is noted for the record that the 25mph speed limit on Mackinnon Avenue is posted for southbound traffic on the north side of the Mackinnon Avenue bridge. However, traffic analyses use traffic volumes, not speed limits, when determining the operating conditions of a street segment.</p>
<p>2. Chapter 3.2-3 states the street segment of Mackinnon Avenues to south bound I-5 has an existing capacity(LOS E) at 20,00 the current Average Daily Trips(ADT) are at 19,410. Keeping through access on Mackinnon Ave south of the park will create an over utilization of a 25mph residential narrow street. To mitigate this effect Mackinnon Avenue should be closed to through traffic and the environmentally superior alternative analysis should be changed to include no through access on Mackinnon Avrnuce</p>	<p>C151-12</p>	<p>C151-12</p>	<p>See response to comment #C151-11. The commenter appears to misinterpret the traffic analysis provided in the EIR. As noted in the EIR (Table 3.2.3), existing traffic volumes on Mackinnon Avenue are substantially less than the Level of Service (LOS) E capacity volume of 14,000 Average Daily Trips (ADT). With project traffic, the LOS on Mackinnon would remain at acceptable levels (LOS C or better). Therefore, traffic mitigation is not warranted for this roadway segment.</p>

3. Mackinnon ave south of the Hall Property is a narrow 25 mph street designed for residential traffic only. Parking exists on the west side of the street only, as the street is too narrow to allow for parking on both sides of the street. Through access on Mackinnon Avenue will make the street unsafe as the street will be over utilized by traffic to and from the Hall Property. Mitigate the effects by removing the possibility of through access on Mackinnon avenue. Close all through access on Mackinnon Avenue south of the Hall Property

C151-13

C151-13

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

4. Through access on Mackinnon Avenue should be removed as the environmentally superior alternative. Street segment Mackinnon avenue to I-5 southbound in sect 3.2-3 is shown to have a V/C squared ration is at .97 placing this street segment at the worst volume to capacity ratio of all other street segments studied. Creating through access on Mackinnon Avenue will increase traffic on an already over utilized street segment. This will destroy the quality of life for residents on this street by increasing noise, traffic and pollution. Mitigate the effects by removing through access on Mackinnon Ave as the environmentally superior alternative and as an alternative anlysis.

C151-14

C151-14

See response to comment #C151-12.

5. Close Mackinnon to through traffic and remove through access on Mackinnon as an alternative analysis. This conclusion is supported by ssection 3.2-3

C151-15

C151-15

See response to comment #C151-12. As analyzed in Section 7.1.2 of the EIR, the Through Access on Mackinnon Avenue Alternative would avoid or reduce significant traffic impacts of the project.

Creating a space for all to enjoy should consider those most effected by the park, the neighbors who live adjacent.

C151-16

C151-16

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

Regards,



Stephen Moffett O.D.

619-549-0486 cell

Scott S. Montgomery
1402 Avenida La Posta
Encinitas, CA 92024

March 10, 2007

Planning Commission and City Council Members
505 South Vulcan Avenue
Encinitas, CA 92024

Dear Planning Commission and City Council Members:

It is appalling to me that a community as affluent as Encinitas does not have adequate sports fields for our young athletes. My son Jorge, plays soccer in the Encinitas Soccer League and baseball in the Encinitas National Little League. The fields for both are horrendous. For example, the soccer fields he played on this last year were sloped and often muddy. The baseball fields are located at Park Dale Lane Elementary School and are bumpy and poorly maintained. It is amazing that kids don't regularly sprain an ankle or take a bad hop to the face. It is time for the City of Encinitas to support our young athletes with quality, lighted fields proposed in the draft EIR.

I recently learned that the Encinitas Soccer League spent \$50,000 last year for non-city field use. In addition, this cost is estimated to rise to \$90,000 in the next four years. Personally, I feel our children are being ripped off since these fields are not full size soccer fields; and, as mentioned above, was sloped and often muddy.

I also understand that the park is not just for soccer and baseball. I certainly would welcome the dog-park for my dog. Right now, she can only run around free Monday, Wednesday and Fridays between 4-6 at Orpheus Park. These hours aren't always feasible due to work. An Amphitheater for plays, poetry readings, lectures and educational seminars would be awesome. Not only to introduce culture to our children but adults would enjoy this too. Imagine a picnic in the picnic area before you stroll over to the amphitheater to watch a play.

I hope the Planning Commission and The City Council Members will vote in the affirmative for this badly needed sports, recreation, and cultural facility. The residents of this fine City of Encinitas deserve it.

Thank you for your consideration.

Sincerely,



Scott S. Montgomery
Concerned Citizen

C152-1

C152-1

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

From: SHAWN [mailto:SJMM@COX.NET]

Sent: Friday, February 16, 2007 2:50 PM

To: Chris Hazeltine

Subject: hall prop dawn to dusk lights

hi I am a 23 year resident, my name is Shawn Morrison sjmm@cox.net. I can see the hall prop from my house and would like the park only open from dawn to dusk. I think the lights, even low level red sodium lights, would impact the area too much. Part of my reasoning is I can see the lake park lights from my house at night and they light up the area alot. The lake prop is about 2 miles from my house by the way. I have heard about 90 foot light pools ect.. Also my street, Brahms, already gets alot of unwanted parties from people just driving up and parking and drinking and doing drugs 24 hours a day. I can only imagine how much that will increase if a park is open till 9 or 10pm and then the park closes late and they move over to our street. Please please have a dawn to dusk park only. 760 753 8588 thanks for your consideration.

C153-1

C153-1

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.

C153-2

C153-2

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

March 9, 2007

Scott Vurbef
Planning Director, City of Encinitas
505 Vulcan Avenue
Encinitas CA 92924

Dear Mr. Vurbef:

I am writing in response to the draft Environmental Impact Report on the proposed park to be located on the former Hall property in Cardiff by the Sea. The report is currently being reviewed by the Planning Commission and comments from the citizens of Encinitas are being sought prior to finalization of the report and recommendations.

I would like to address my comments to the objectives for the park outlined in the Summary section. The analysis, recommendations and conclusions of the entire EIR are based on the assumption that these six objectives represent consensus objectives supported by the majority of citizens in Encinitas. I will argue that this is not the case and that most of the objectives are narrowly directed at specific groups and have been developed and supported by the City Council in clear disregard of the expressed desires of the community.

The primary objective of the park as stated is to provide "a variety of recreational facilities that are predominantly active park uses". This is an admirable objective and in itself would address the needs of the community. There are many active uses that appeal to a broad spectrum of citizens, including soccer fields, baseball fields, volleyball courts, dog park, children's play areas, jogging and bike paths, basketball courts, and general open space for a variety of active pursuits like Frisbee and flag football. In a space as large as this property, many if not all these activities could be accommodated, providing active recreational opportunities to many citizens. In addition, more passive uses should be integrated in order to provide a true community park. These uses could include picnic areas, gardens, water features incorporating the riparian habitat, and a facility for community meetings.

The second stated objective turns this concept on its ear, defining a focus on two narrowly defined groups of users and more dominantly one group – soccer leagues. The second objective addresses meeting the "unmet needs" of the soccer community. This objective is purely invented by the City Council and their supporters for their own reasons. Neither the Council nor the Planning Commission, nor the engineers who prepared the EIR, have produced any statistical study defining or substantiating this "unmet need". My son has played soccer in the Encinitas and Cardiff leagues for five years and there has never

C154-1

C154-1

See responses to comments #B1-13, #C4-1, and #C39-29.

C154-2

C154-2

The project objectives were developed with input gained through community workshops as well as the City's desire to offset some of the unmet recreational needs within the City. As described in Section 2.4.1 of the EIR, these unmet recreational needs are documented in the Recreational Element Technical Report and the 2007 Specialized Facilities Needs Assessment. The proposed park does include passive use areas as suggested by the commentor including picnic areas and gardens as shown in Figure 2-4 of the EIR. These comments on the project objectives 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.

C154-3

C154-3

See responses to comments #C17-6, #C154-1, and #C154-2. As described in Section 2.4.1 of the EIR, there is a documented need for additional recreational facilities in the City of Encinitas, including facilities such as baseball/softball fields, soccer fields, basketball courts, etc. This documentation occurs in the Recreation Element Technical Report and the 2007 Specialized Facilities Needs Assessment. Both of these documents are attached as Appendix P to the EIR. As noted in the EIR, the athletic field special events would occur three to four times a year. These events would not be limited to organized soccer league activities.

been a time when there was no field for practice or games. It is clear that the objective of this plan, with five, and possibly six, soccer fields, 14 hours a day of operation, lighting and sound amplification provisions, is designed to be used for large regional soccer tournaments. How does this serve the needs of the citizens of Encinitas? The answer is, it does not. It does not even serve the so called "unmet needs" of the approximately ten percent of the local population that is directly or indirectly involved in soccer. Much of the intended use would involve teams and players from other regions. During these periods of intensive use the park would likely be so crowded as to be off limits for any other use by local citizens.

C154-3
cont.

The third stated objective is to provide "multiple vehicle and pedestrian accesses". Clearly any park of this size no matter how it is developed will require multiple accesses. However this objective is predicated on the idea that the park will be subject to heavy usage over long periods and will require significant alterations to existing traffic and access in order to accommodate large groups. Unfortunately, the solutions provided are either not feasible, or will provide such a significant negative impact on local traffic patterns in a large area surrounding the park, that any potential benefit of the park will be negated.

C154-4

C154-4

CEQA Guidelines Section 15124(b), requires that a clearly written statement of objectives be included within the project description of an EIR. As required, the proposed project includes a listing of clearly written objectives. The listing of objectives for the proposed project was developed by the City of Encinitas. As stated in the EIR, the development of clear project objectives is used to help develop and evaluate a reasonable range of project alternatives to be analyzed within the EIR. The analysis provided for both the proposed project and the alternatives to the proposed project fully analyze the potential environmental impacts associated with the development of the proposed project as well as project alternatives. 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. It is acknowledged that the project would benefit from multiple access points regardless of the proposed park uses.

The fourth objective is to "provide adequate recreational facilities for all user groups". This clearly contradicts Objective #2 and is not in fact the intention of the Commission or the Council. The multiple use park envisioned by members of the community during the initial stages of the process in 2002 took into account the needs of the whole community. There were, to be sure, soccer fields and softball fields; there were also passive garden areas, space for participatory community gardens, an area to be used for animal husbandry projects for 4H students, and a wide variety of other uses addressing the needs and desires of many segments of the community. A spectrum of both active and passive uses was incorporated into the proposed plan supported by the community. That plan was soundly rejected by the City Council and the Planning Commission in favor of one that panders to the desires of a few special interest groups – the soccer community (and in particular the year round competitive tournament soccer community), the supporters to the need for another skate park (when the community already has one of the best such facilities in the Western US just a mile away at the Magdalena Ecke YMCA), and – at one time at least – the supporters of a regional aquatic facility. Where are the voices of the rest of the community in this plan? What of the users who cannot even approach the park to walk their dogs on crowded soccer tournament weekends? The users desiring a quiet evening walk who are put off by the noise and lights of the skate park? The families who can't find open space to play a game of Frisbee?

C154-5

154-5

See response to comment #C154-2 and #C154-3.

The fifth stated objective is to "maximize use of recreational facilities during park hours". Is this a reasonable objective? If the park is truly a community park addressing the needs of all segments of the population – then yes, it should be as widely used as possible. If the objective, as stated in #2, is to create a soccer

C154-6

C154-6

See response to comment #C154-2 and #C154-3.

mega-facility that can be used 14 hours a day creating noise, traffic and pollution while driving the local population away from the park, then no, it is not a reasonable objective.

C154-6
cont.

The sixth objective is to provide a buffer zone to insulate the surrounding neighborhoods from potential impact of park use. This objective is not addressed in any realistic way by the EIR in its current form. Yes there are some bushes along some perimeter areas of the park. But no so-called "buffer zone" of bushes or trails is going to insulate a large surrounding area from the impacts of traffic congestion, pollution, noise and lighting which will result if the park is developed and used in the form proposed in this study.

C154-7

C154-7

See response to comment #C154-2 and #C154-3. As stated in Objective #6, the park buffer is being provided to separate active park uses from adjacent residential areas. The buffer is not intended to insulate active surrounding neighborhoods from park impacts.

The stated objectives on which the EIR is based are flawed, and do not reflect the broader needs of the community nor do they indicate any effort toward integrating into the existing space in a way that is sensitive to the impact on the surrounding area. The objectives ignore the wishes and goals of the community as expressed in prior years when community input was sought. The history of development of this park so far indicates that the Planning Commission pretends to listen to the community but then ignores this input and proceeds as directed by the Council. Please listen to the voices of the many residents who have provided their input on this report, and provide a plan for the park that will serve the WHOLE community. Provide a park that neighbors can coexist with and support, that has limits on light and noise, addresses and mitigates traffic and most importantly, meets the REAL objective of recreation for all citizens.

C154-8

C154-8

See response to comment #C154-2 and #C154-3.

Sincerely,


Barbara Murray

545 Warwick Avenue

Cardiff by the Sea CA 92007

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

March 6, 2007

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:

C155-1

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.

C155-2

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

C155-3

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.

C155-4

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

C155-5

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

C155-6

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

C155-7

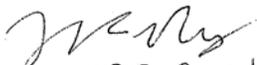
b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C155-8

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.

C155-9

Thanks for your consideration.


Jennifer Myslewicz
1083 Crest Dr.
Encinitas CA, 92024

C155-1 through C155-9

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

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

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C156-2

C156-1 through C156-9

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

C156-3

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

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

C156-4

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C156-5

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C156-6

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C156-7

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C156-8

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.

C156-9

Thanks for your consideration.

*Kathleen Noonan - home owner
1378 CREST DRIVE, ENC. CA 92024*

-- Corrected-- Final Version

Scott Vurbeff, Environmental Coordinator CITY OF ENCINITAS
Planning and Building Department
505 South Vulcan Avenue
Encinitas, CA 92024
760-633-2692
Fax: 760-633-2818

Dear Mr. Vurbeff,

I am a resident of Cardiff Glen. The proposed Hall Property park is literally in my back yard, and that includes dozens of homes around me. The proposed Special Interest Sports Park is 80+ percent sports park fields, and is not a park that suits the needs of the general population of Encinitas as it was originally billed to the general populace. The park as planned could have lights on 'till midnight shining into our bedroom windows (the coast fog will diffuse any directionality), an ampitheater with possible rock concerts blaring, with a gated access directly into our neighborhood from our cul de sacs and private streets, with sports whistles from ball games blaring at 80-90 dB peak loudness levels (yes we have scientifically made measurements), hundreds of cars per hour coming on/off I-5 on the weekends (yes, we have a 15-yr experienced PhD traffic consultant who did the study), etc. This park as planned is the ultimate nightmare waiting to happen to Cardiff residents.

If the Golden Rule as stated 2000 years ago would prevail, and if Messrs. Bond, Stocks, and Dalager - the Big Three -- who wish to cram this current plan down our throats at any cost -- would simply put themselves in the same situation as the nearby residents, then they would conclude that this is in the wrong location to meet the needs of the sports lobby who constitute a

C157-1

C157-1

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

An 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.

Noise impacts of the project are addressed in Section 3.4 of the EIR. A sound amplification system would not be used at the proposed amphitheater. The noise analysis determined that with implementation of mitigation measures, noise impacts of the project would be reduced to below a level of significance. See response to comment #C17-22 regarding peak noise levels.

tiny fraction of the general population. You would be agreeing with me that the special interest sports park be located out in the countryside somewhere that will have less impact on congested highways and cramped neighborhoods along the coast. So, I ask you to withdraw your plan as it is currently proposed, and join with the growing number of residents of Cardiff in addressing the needs of a general purpose park in a way that does not destroy the life of Cardiff. If you do not, then we will have no other choice but to pursue all avenues and restraining methods the legal system can bring to bear on this project until it meets the needs of ALL of the residents of Encinitas. I assure you that there is NO shortage of legal funds available to Cardiff residents who will do whatever they need to do to once again take the City to court and once again win, and again win on your failing efforts of appeal with penalties and interest at taxpayer expense and 2008 voter consequences.

I look forward to your response and the start of a joint effort together that satisfies our mutual needs.

Best regards,

Steven R. Norsworthy
1510 Vivaldi St.
Cardiff, CA 92007
760-943-0703 - office
619-964-0101 - cell
267-316-7586 - fax
snorsworthy@mac.com

C157-1
cont.

Dear Mr. Vurbeff,

Due to business travel, I wasn't able to attend the planning commission meeting for public comment about the EIR for Hall Park, so I would like send my comments in this email.

First, I think the park looks great. It would be a welcome addition to Encinitas. I hope that all issues are resolved quickly so that construction of the park can begin.

That being said, I have a concern that is overlooked in the EIR. The EIR discusses traffic and parking issues that the park will create. But it ignores entirely the impact of traffic and parking along Munevar Road. (I am a resident homeowner on Munevar Road.)

Munevar Road already suffers from excessive traffic traveling at excessive speeds. This was confirmed by a traffic study a few years ago that the city conducted. The study found that Munevar Road meets the city's criteria for installing speed humps or some other form of traffic control. Unfortunately, the city did not act on those findings, and the traffic problem on Munevar Road continues to this day - and has worsened in the past few years.

Many drivers use Munevar to avoid the stop lights and traffic back up that often occurs on Santa FE between Mackinnon and Windsor. They will turn onto Munevar Road and speed up or down the road. The people who take this route are invariably the people who are in a hurry - that's why they take Munevar - so these are also the people who speed. It is common to see cars traveling in excess of 50 mph on Munevar. By common, I mean **every day** - especially during the morning commute, when school opens or closes, and during the evening commute.

C158-1

C158-1

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

C158-2

C158-2

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

This problem is almost certain to get worse when the park opens. More traffic heading to the park will mean more people who cut over to Munevar Road to avoid the back-up on Santa Fe.

C158-2
cont.

The city has already determined that Munevar Road meets the criteria for installing speed humps or some other form of traffic control. The need for traffic control will become more urgent when the park opens.

There are several young children who live on Munevar. Several times I have seen close calls with speeding cars when children run into the street to chase a ball or to run to a parent who is across the road. There are two young babies on the street (including my daughter) and a third coming in April. That means that in two or three years, there will be more children who are subject to the dangers of speeding traffic on Munevar.

This is a significant safety issue for the parents who live on Munevar, and this is now a significant liability issue for the City of Encinitas. There is written public record that the city did a traffic study and found that speed/traffic control is warranted on Munevar. There have been multiple requests from the residents of Munevar for traffic control on the street. With the proposed development of the Hall Property, the requests for traffic control from the residents of Munevar are renewed.

C158-3

C158-3

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

If the city fails to enact proper traffic controls, and if a child is injured or killed by a car speeding on Munevar Road, you can be assured that there will be a lawsuit against the city. And this will regardless of whether development of the Hall Property goes forward - because the city has already determined that traffic control is warranted on Munevar.

I consider myself a positive citizen of the City of Encinitas. I would like Encinitas to continue to be one of the best cities in the US.

And, being aware of the traffic problem on the street, I will do everything possible to prevent my daughter from ever running into the street.

But mark my words: If anything bad ever happens to my daughter because the City of Encinitas failed to install proper traffic controls (after finding in its own study that traffic controls are warranted and after receiving multiple complaints from residents on the street about the hazards of the traffic), I will find the most aggressive litigation attorney that money can buy and I will bring a suit against the city that will be big enough to bankrupt the City of Encinitas. The suit will contain claims of willful negligence and criminal negligence on the part of the city, because the city has determined that traffic control is warranted on Munevar and has been warned that there have already been many close calls with children and speeding cars, but to date has taken no action to implement traffic control.

Be mindful that in circumstances of willful negligence, damages are basically unlimited. And in cases of willful and criminal negligence, individuals who participated in the negligence (i.e. the members of the council and planning commission who were are aware of the results of the traffic study and decided not to take action) can be named as defendants in the lawsuit. If any tragedy occurs because of this situation, I will do everything in my power to drag every member of the council and planning commission into personal bankruptcy and, if at all possible, to long jail terms for criminal negligence.

C158-4

C158-4

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

Also be aware that the forewarning that I am giving now will strengthen any claims that may be brought in the future regarding this matter. I recommend you consult the city attorney about this.

If the members of the council and the planning commission are unconcerned about the welfare of the residents of Munevar, maybe they will take action on this matter if they see that it could affect the welfare of themselves and their families.

I am using these strong words because of past inaction by the City of Encinitas on this matter, and to make you aware how seriously I and (I believe) the other residents of Munevar Road take this matter. If the city will not follow its own guidelines for traffic control, then it needs to be made starkly aware of the potential consequences that it may face for that inaction.

To close on a more positive note, my sincere hope is that the city will recognize the full impact of traffic issues that the park will create, that the city will take proper action to mitigate those traffic issues - including appropriate traffic control on Munevar Road - and that the park will be open soon and my daughter will enjoy many years of playing in the park with her father, mother and friends.

Sincerely,
Clint O'Conner
760 Munevar Road

C158-4
cont.

C158-5

C158-5

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

Patrick O'Connor 449 SHEFFIELD AVE. • CARDIFF-BY-THE-SEA, CA 92007

TELEPHONE: (619) 753-5145

740-413-4724

5 MARCH 2007

MR. SCOTT YARBUFF
ENVIRONMENTAL PLANNER
CITY OF ENCINITAS
505 So. VULCAN AV.
ENCINITAS, CA 92024

RE: SPORTS PARK EIR ANALYSIS

SIMPLIFIED PROBABILITY

POSSIBILITIES = NUMBER OF FAVORABLE
OUTCOMES, OR
NUMBER OF POSSIBLE OUTCOMES

HARD CHOICES

TRAFFIC MANAGEMENT, PARKING,
ON SITE PARKING OFFSITE PARKING
& PEDESTRIAN FLOW - VARIOUS
OUTCOMES, LARGELY UNFAVORABLE FOR
THE CITY & RESIDENCES, CHECK WITH
YMCA, 2000# MEMBERS, 520# ON
SITE, PARKING, OVERFLOW 90# CARS
PARKED ON SAXONY AT PRIME TIME
NIGHT OPERATION - LIGHTED FIELDS
+ GROUND NOISE, ANNOY CONDO RE-
SIDENTS, LARGE TURNOVER IN
OCCUPANCY AT YMCA SPORTS
ADJACENT CONDOS TO PARK
OUTCOME UNFAVORABLE
NOISE UNKNOWN OUTCOME, AUDIO
OMETER TEST? CAR BOOM BOXES
PROBABILITY - UNFAVORABLE
OUTCOME
CROWD CONTROL
MANY USERS FROM OUT OF TOWN
PARTICULAR LATINO FOOTBALL
(SOCCER IS NATIONAL SPORT) WILL

C159-1

C159-1

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.

Patrick O'Connor 449 SHEFFIELD AVE. • CARDIFF-BY-THE-SEA, CA 92007

TELEPHONE: (619) 753-5145

SMARCH

700 413-4724

(2)

ARRIVE EARLY AND STAY LATE, PICNIC
IN THE EVENINGS AND WILL LAY
CLAIM TO PORTIONS OF THE PARK.

OUTCOME UNKNOWN, POSSIBLE ~~TO~~ ?

COMPARATIVE RESULTS WITH OTHER
SPORTS PARKS - IN BEACH TOWNS
NO DATA AVAILABLE, NO SPORTS PKs.

RECREATION ELEMENT - DEPRIENT
BY COMPARATIVE CITY TO CITY,
THE ELEMENT ^{DOES NOT} TAKES IN SURFING,
NO, INSPITE OF THREE TOP END
LINE UPS, SWANIS, CARDIFF REEF
& SEASIDE REEF, ESTIMATE
INCLUDING LEUCADIA, 15,000 +
SURFERS, YEARLY.

PROBABILITY OF OTHER HARD
CHOICES, OTHER SPORTS, SWIMMING,
TENNIS, FIELD SPORTS, JOGGING
FOR ALL AGE GROUPS ARE
ADEQUATE, AND EVEN GOLF.

POSSIBILITY OF INADEQUACY
P (possibility) 0 ZERO
THERE ARE NO INADEQUACYS,

SOFT CHOICES

THE HUMAN SIDE, A COMMUNITY
PARK FOR ALL AGE GROUPS &
ACTIVITIES AS OPPOSED TO A
SPORTS COMPLEX FOR INTER
CITY AND INTER LEAGUE
TEAM COMPETITION, NUMBER

C159-1
cont.

Patrick O'Connor 449 SHEFFIELD AVE. • CARDIFF-BY-THE-SEA, CA 92007

TELEPHONE: (619) 753-5145

5 March

(3)

OF POSSIBLE OUTCOMES IS VERY FAVORABLE FROM AN OPERATIONAL STANDPOINT. CROWD CONTROL IS SIMPLIFIED. GROUPS OF OUTSIDERS (NON RESIDENTS) WOULD BE DIS COURAGED. DAY USE ONLY MIGHT ALSO BE CONSIDERED, NIGHT USE WILL ATTRACT A DIFFERENT ELEMENT, LIKELEHOOD, UNFAVORABLE OUTCOME. THE NOTION OF A DAY NIGHT GRAND-IOSE JOHNS PARK IS FUZZY AND HAS OVERLOAD GALORE.

GOOD INTENTIONS ARE FINE
GOOD RESULTS ARE BETTER. IN
A LAND NOT TO FAR AWAY IS
THE 'HAPPIEST PLACE ON EARTH'. WE
APPLIED THE LIKELEHOOD ANALYSIS
OF NUMBER OF FAVORABLE OUTCOMES
TO NUMBER OF PROBABLE OUTCOMES
TO SPOOF OUT SOME OF THE WILD
IMAGINEERING GOING ON. AN
"COOPS" IS AN COOPS, BUT DUMBO
THOUGHT HE COULD FLY LIKE TINKER
BELL BUT DID HE???

THANKS SCOTT,

Pat O'Connor

C159-1
cont.

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.

C160-1

C160-1

See response to comment #C10-1.

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

C160-2

C160-2

See response to comment #C10-2.

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

C160-3

C160-3

See response to comment #C10-3.

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 Phyllis O'Laughlin
Address 1567 Villa Cardiff Dr. Cardiff, CA. 92007
Date 3-5-07

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

March 12, 2007

RE: Hall Property Environmental Impact Report

Dear Mr. Verboff:

My husband and I are very concerns about the Hall property and the impact report. The plan of the special use park is not what was originally presented to the voters and what the community planning group directed to the city to develop.

It seems that there again has been a violation of public trust in that the City Council has been convinced to approve a special use park which will be used by approximately 6-7% of the city population. This begs the questions as to who the park is really been built for. The park would not be used by the general public, but would be only available to those groups who reside without the city. It is unreasonable to ask the Encinitas citizens to shoulder the burden of the purchase price (about \$17 Mil), the development of the ark (about \$100 Mil) and then the continual upkeep and maintenance.

If this park is developed as a special interest park, it will create many additional problems which will adversely impact the residents, streets and neighborhood around the park. These being, parking, litter, noise and light pollution.

The park could be a valuable resource for the city if constructed with the city and the residence in mind.

Thank-you for your consideration,



Mary Beth Oblon
1657 Haydn Dr.
Cardiff, Ca 92007

C161-1

C161-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the city's public workshop park planning process. An EIR analyzes a project as proposed and is not required to consider or analyze the process by which the design was developed. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. Please also refer to Response #C124-3.

To whom it concerns,

I, Andy Oesterle and my family, have been a resident of Encinitas for almost twenty years. I live at 152 Witham Rd. I am writing this letter in support of moving forward with the building of sports fields and park facilities at the Hall property. Encinitas is a huge city and is in serious need of parks and sports fields for our children, teenagers, and adults. The city needs a place to cultivate our kids and for our adults to spend their spare time.

I am favor of the parks, but also respect the rights of the people who live near the proposed part site. However, regarding the residents of the fairly new development that borders the proposed park site. It should be borne in mind that when those people moved in next to the proposed site, they were told by the realtors selling the new homes that a park would be very likely next to them. They knew that when they bought the property. I know, I looked at purchasing a house there and we were told that a part would be build there.

I support the building of baseball and soccer fields. We need more fields and it is more efficient for the taxpayers to go to a single location for activities. I support having the lights and fields positioned so that the impact to residents is minimized. I suggest that the city invest in a well thought out lighting plan and trees or whatever that insulate the neighbors from the lights. I am sure that lights can be engineered to be very directional, providing proper lighting for the sports, while insulating the neighbors. I am sure that positioning of the lights far enough from the homes with trees in between can minimize or eliminate the impact of the lights on the homes. A good design and purchase of large plants to minimize impact and make the park more usable, sooner, is more expensive, but worth it. As a taxpayer I think that the city should the funds to do this. If funds are an issue, I question what the city officials are doing with our taxes.

I support the concept of access to the park only from Sante Fe Dr. The residents should not have extra traffic for people accessing the park, but should perhaps have access to the park from their neighborhood via cipher combination locks. Since they will be next to it, and that is obviously of concern, the city should provide them some specific conveniences when using the park that perhaps others do not have.

I further request that the park be policed regularly, hourly perhaps, on a daily basis to ensure that undesirable people and activity is prevented. There should be lighted areas of the part for sports activities and also when those lights are off, other lights should be on for the enjoyment of the citizens at night. The Sheriff should have a patrol on bicycle if necessary to ensure that the park is safe and only used as designed.

Sincerely

Andy Oesterle and family.

C162-1

C162-1

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.

C162-2

C162-2

See response to comment #C162-1.

C162-3

C162-3

See response to comment #C162-1.

C162-4

C162-4

See responses to comments #C107-7 and #C162-1.

549 Caretta Way
Cardiff, CA 92007
February 27, 2007

Mr. Scott Vurbegg, Environmental Coordinator
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

Dear Mr. Vurbegg:

Regarding the draft **EIR** for development of the Hall property, we live on Caretta Way, which runs along the southern border of the Hall property. Having children who grew up here, we recognize the need for the recreational facilities in our community, and applaud the city's decision to purchase the Hall property and to develop it with a strong emphasis on youth athletics. We are also grateful that the plans exclude any access to the park from Somerset Avenue, Caretta Way, and Starlight Drive, as any additional auto or pedestrian traffic would make these narrow residential streets even more congested and unsafe for our families. We are concerned, however, that the park's Hours of Operation proposed in the draft **EIR** places an undue burden on those of us living nearby.

First, the opening time of 5 AM is much too early. This early intrusion of lighting and noise will be obtrusive to nearby residents, and may create security problems as well. For most of the year, it is still dark at 5 AM, and hence all parts of the park open to the public would need to be illuminated. The athletic fields would presumably not be illuminated (this may create a security problem for park users), but all other open areas, including walking paths, would be. The draft **EIR** does not address the impact of this early use of park lights and the potential security problem presented by a park that is only partially lit.

The 5 AM opening will also inevitably create enforcement problems. Who, for example, will enforce the prohibition on use of the skate park and athletic fields between 5 AM and 8 AM? We believe that the number of people who will benefit from the early opening time is very small, and question whether the convenience of those few is worth the imposition on many others.

We believe that a uniform opening time of 8 AM would be fair to both park users and neighboring residents, with only personnel setting up equipment for games or for maintenance permitted in at 7 AM.

Second, the daily closing time of 10 PM and midnight for "special events" is too late. While we understand the need for lights in the park, the late hours place a disproportionate inconvenience on those of us living adjacent to the park, and to those who live along the access routes into and out of the park as well. A 10 PM closing time will extend the intrusive illumination and mean that the inevitable surge of noise and traffic leaving the park will extend to 10:30 PM or later. Opening until midnight for the "special events" that are predicted in the draft **EIR** to occur once a month at the amphitheater and 3 to 4 times a year at the athletic fields, will only

C163-1

See responses to comments #C163-2 through #C163-6.

C163-2

The commentor is correct that not all park facilities would be open at 5 a.m. as described in Section 2.5.9 of the EIR. Active facilities, such as the athletic fields or skate park would not open until 8 a.m. The park would be open in the early morning for passive uses only, such as the walking trails. No lighting, beyond the security lighting would be on during morning hours. In addition, the use of facilities such as the walking trails would not generate noise that would be disruptive or exceed City noise limits. No noise-generating maintenance or field preparations would be allowed before 7 a.m. A park host would live on the project site and serve onsite screening and monitoring of park use and activities and would contact the necessary authorities if problems arise. Under CEQA the social effects of a project, such as those related to security, are not treated as significant impacts [CEQA Guidelines Section 15131 (a)].

C163-3

A park host would live at the park and serve as a general supervisor of the site. The park host would be responsible for contacting the appropriate authorities if suspicious activities or problems were to occur within the park. The park host is expected to live onsite in a recreational vehicle. The park host trailer is anticipated to be located in the northwest corner of the park, near the teen center parking lot to provide onsite screening and monitoring of park use and activities.

C163-4

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.

C163-5

See response to comment #C163-2. It should be noted that athletic field lighting would be turned off at 10 PM.

Project traffic that occurs beyond traffic peak hours is not expected to result in significant traffic impacts.

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 City noise ordinance sets noise level limits for daytime (7:00 AM - 10:00 PM) and nighttime (10:00 PM - 7:00 AM) activities based on the land use adjacent to the noise source. The noise level limit for the adjacent properties is 50 dBA L_{eq} for daytime activities and 45 dBA L_{eq} for nighttime activities. Special events would require issuance of a permit by the City agency. Due to potential noise conflicts, events extending past the allowed hour in the noise ordinance would not be allowed to occur on the same evenings and thus are not assessed using a combination of noise levels from all park activities as with activities between 7:00 AM and 10:00 PM. Based on the noise impact analysis, amphitheater noise alone is expected to be 30 dBA or less at the nearest property line. This is well below the 45 dBA L_{eq} nighttime noise limit for adjacent residential properties. Based on the noise impact assessment, noise levels from sports fields activities, i.e., baseball/softball and soccer, would reach a maximum of 30 dBA at the nearest property line. This would be well below the 45 dBA L_{eq}

C163-1

C163-2

C163-3

C163-4

C163-5

exacerbate these problems.

We believe that a closing time of 9 PM, both daily and for special events, would be a reasonable compromise between the needs of park users and the comfort of neighboring residents. The sports park on Lake Drive in Cardiff also closes at 9 PM. We ask that the city survey residents of Lake and Crest Drives living adjacent to that park to obtain a more complete assessment of the impact of hours of operation and other policies on park neighbors. Surely an EIR would not be complete without the inclusion and consideration of those first-hand experiences.

Thank you for considering our requests.

Sincerely,



Judy and Ron Ogata

C163-5
cont.

C163-6

C163-5 (continued)

noise levels limit. If amplification is used for these evening activities implementation of Mitigation Measure Noise-3 would reduce noise levels to less than significant levels. Additionally, any events extending past 10:00 PM would require the issuance of a special use permit that would require the activity to meet the nighttime noise level limits and any additional requirements the City deems necessary. If noise levels at the property line are kept to 45 dBA L_{eq} or less, per the noise ordinance, interior noise levels would be a minimum of 10 dBA below the exterior noise level if all windows were left open facing the noise source. Typically windows are closed or partially closed during nighttime and noise attenuation is expected to be on the order of 15-20 dBA. Thus, interior noise levels at nighttime is anticipated to be 35-25 dBA L_{eq} at the nearest residence to the park without shielding, which complies with all federal, State and local noise levels standards for residential land uses.

Using the Saturday peak traffic volumes and assuming a speed of 25 mph during exiting of the park, 190 vehicles would generate approximately 54 dBA at 50 feet. This is very conservative as it is unlikely that a special event would attract the same number of users that the entire park would attract at peak use. Parking lot noise is 53 dBA at 50 feet. According to the noise impact analysis, the 24-hour noise measurement indicates that the ambient nighttime noise level in the park and surrounding neighborhood would be approximately 56 dBA at midnight, which is the lowest noise level over the 24-hour period. Based on the measured ambient noise level, traffic noise associated with people leaving a special event would increase ambient noise levels at night by approximately 1 dBA.

C163-6

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. CEQA does not require an EIR to conduct opinion surveys when analyzing a project's impact on the environment. Under CEQA, an opinion survey would not constitute substantial evidence in concluding that a project's impact would be significant.

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

March 6, 2007

Re: Scope of Hall Property EIR

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

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

C164-1

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.

C164-2

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

C164-3

C164-1 through C164-9

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

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

C164-4

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

C164-5

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

C164-6

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

C164-7

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

C164-8

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.

C164-9

C164-10

Thanks for your consideration. *As a bicycle rider and user of Santa Fe, this is of concern. Please include these items in the EIR. I was knocked down at Santa Fe entrance to Santa 6 years ago. Bruised only. Mark Owens 760434688 1073 West Dr. Enc*

C164-10

These comments are included as part of the Final EIR and will be provided to the City's decision-makers for consideration when they take action on the proposed project.

March 5, 2007

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

Dear Scott:

I am writing to comment on the lack of completeness of the EIR with regard to the Project Objectives. Objective #2 mandated a park which "Maximizes the number of athletic fields...". The EIR chose to ignore this condition and instead incorrectly assumed that the number of fields shown in the plan provided by the City was in fact the "maximum" number of fields. The Project Objectives do not mandate a specific number of fields, just that the number of fields is the maximum. The EIR never explores what this might mean. To better explain I will provide an analogy.

C165-1

I am an architect. I have designed many shopping centers and office complexes. Every single project had the stated objective of maximizing the square footage of building. Typically the zoning ordinance dictates a minimum number of parking spaces expressed as a ratio of the building square footage. As the building gets bigger, more parking is required. My job as the architect is to determine the maximum size of allowable building given the constraints of the zoning ordinance and the physical size and configuration of the site. The act of "maximizing" is a reiterative process. By successively trying alternate layouts and arrangements ultimately a plan is devised which provides the most efficient balance of land use between building footprint and parking area.

C165-2

The City's plan visually appears to "maximize" the number of fields (where else could you put another one?). This is an extremely simplistic response. The actual constraints in this design problem of "maximizing" are not the physical limitations of the project boundaries, but rather, as the EIR clearly demonstrates, the limitations of the surrounding street infrastructure and the park's connections to it. The ratio in this instance is not building square footage to parking, nor field count to parking spaces, but ADT's to the surrounding street infrastructure capacity.

The EIR more than any previous documents studies this infrastructure and its inherent and potential capacity, however the EIR fails to actually engage this information and apply it in a reiterative manner to address the appropriate "maximum" number of playing fields suggested by the facts. By misreading the directive of Project Objective #2, the EIR intentionally refuses to explore any alternatives. I support the local neighborhood's plan, but for all we know from the EIR it may also exceed the capacity of the infrastructure. What is the maximum number of playing fields supported by this site? We still don't know.

C165-3

It was abundantly clear from the EIR that the surrounding infrastructure was significantly impacted by the number of fields proposed by the City's plan. If the taxpayers of Encinitas have paid for someone to perform all this traffic analysis, it seems extremely short-sided and pernicious to not complete the exercise and apply the facts to a number of alternatives. What are the impacts to LOS at all intersections if the number of fields is one, if the number is two, if the number is three, etc. Please have the EIR expanded to study the impacts of all possible alternatives and not just the one bloated solution.

C165-4

Sincerely,


Jeff Parshalle
1725 Village Run North
Encinitas

C165-1

One of the project objectives, as stated in Objective #2, is to develop a community park that maximizes the number and use of athletic fields that help offset the unmet needs of Encinitas while preserving other desired features of the park site. It is not an explicit project objective to develop a project that would be accommodated by the surrounding street infrastructure capacity. However, Chapter 7 of the EIR does consider project alternatives having reduced park development intensities and traffic impacts. Under CEQA, project objectives are not used as a means for evaluating environmental impacts in an EIR. Project objectives are used to help a lead agency develop a reasonable range of alternatives in an EIR and aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary.

It is not the purpose of an EIR to determine or define the maximum development intensity of a project site. An EIR analyzes and discloses the environmental effects of a project as proposed and considers project alternatives that would substantially reduce or avoid significant environmental impacts of a project. The proposed project in its entirety, not individual parts such as the athletic fields, would result in significant traffic impacts. The projected number of vehicle trips generated by the project is based upon the proposed athletic fields and other proposed uses on the project site (passive uses, dog park, skate park, aquatic center, teen center, etc.). There are no standard trip generation rates for individual athletic fields. For the sake of accuracy, the traffic analysis does not attempt to determine the number of trips generated by individual parts of the project, such as the athletic fields. In an attempt to determine the best real-world estimate of the project's trip generation rate, the traffic analysis averaged trip generation rates from actual traffic counts at three existing community parks with use intensities that are representative of the proposed project (see Section 3.2.3 of the EIR).

C165-2

See response to comment #C165-1.

C165-3

See response to comment #C165-1. 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.

C165-4

See response to comment #C165-1.

March 7, 2007

Mr. Scott Vurbef
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Dear Scott:

I am writing to comment on the disconnect within the EIR with regard to comments submitted during the 30 day period following the NOP filing and the subsequent report made upon the same subject. Page 1-3 under Lighting notes that "Commentors expressed that the potential light and glare from the park may be compounded by the location near the ocean and the frequent marine layer that would reflect the light". Section 3.5 Aesthetics and Lighting and Appendix G never address this critical issue.

I have not seen the originally submitted comment referenced above, however would be surprised if it used the word "may". It was no doubt submitted by a neighbor of the proposed park site. The impact of the marine layer on sports lighting is not a matter of conjecture or speculation for anyone living in the vicinity of the proposed park. The Encinitas Academy high school just across the freeway has sports lighting mounted at a lower height than proposed by the park design and anyone who lives in the neighborhood has witnessed the dramatic effect when the marine layer interacts with these lights. Section 3.5 and Appendix G spend their entirety on discussions of the impact of the proposed light fixtures in an environment absent a marine layer.

Page 3.5-26 states "Based on calculations by the lighting manufactures and analysis in the lighting report (FKA 2006a) the lighting originating from the project would be 0.5 horizontal foot-candles at a distance of 25 feet beyond the property line within the majority of the project area..." (emphasis is mine). The oversight with regard to the pole mounted sports lighting is the most "glaring", hence I will address my remarks to the sports lighting and not the parking lot and pathway lighting although their proximity to the park boundaries makes them equally problematic. Appendix G spends a large part of its commentary to describe how the proposed lighting will in fact provide the appropriate lighting levels, absent glare, as required for the sports activities which will take place below the lights. Although I am sure that the City and taxpayers will want to know that the lights they will pay for will actually do the job, it has nothing whatsoever to do with the subject of the EIR, which is really to describe the impact of the lights on the surrounding property. The centerpiece of Appendix G is a point by point lighting analysis provided by the lighting manufacturer, Musco, and prepared by Nick Tippett of Musco. On March 8, 2007 I phoned Mr. Tippett and asked if the accuracy of the lighting analysis would be affected by the presence of a marine layer. He stated that the light levels would be reduced due to the fact that the drops of moisture in the air would reflect the light aimed at the ground in all directions and therefore less light would reach the ground. The second result would be a "sky glow" affect (his words). I asked Mr. Tippett if their computer analysis software was designed in such a way as to provide an accurate analysis of the impact of a marine layer. He stated that it was not designed to address the actual effects of the marine layer. Clearly, the supporting material provided by the EIR for the case of mitigatable light spill is completely flawed as it failed to account for the marine layer brought to everyone's attention by local residents prior to the preparation of the EIR.

More troubling than the potential for the as yet unexamined uncontrolled light spill onto the adjoining properties during a marine layer event is Mr. Tippett's comment regarding "sky glow". The Lighting Guidelines of the City of Encinitas begin with the statement "Light pollution is a major concern for the citizens of Encinitas." I would agree. Appendix G – 6.0 Lighting Glossary defines Light Pollution as "Any adverse effect of man-made light including sky glow..." Appendix G Page 13 – Dark Sky states "All parking, roadway, and sports lighting poles should be "full cutoff" type photometric optics for controlled light distribution. "Full cutoff" describes a luminaire that has no direct uplight (light emitted

C166-1

Please refer to Response C17-18.

C166-2

The comment focuses on discussing the details covered in Appendix G to the EIR. The information in Appendix G was utilized to address potential impacts related to light and glare. No comment on the adequacy of the analysis is included with this comment; therefore, no response is necessary.

C166-3

Regarding effects the marine layer may have on lighting effect refer to Response C17-18.

C166-4

As stated in Response C17-18, the variables for the marine layer are too vast for current software technology available to the lighting industry to evaluate this impact. There is consensus that there would be sky glow and scatter from the marine layer. Since the project is outside a Dark Sky restricted area, this impact is not considered significant and no mitigation for this effect is required.

C166-1

C166-2

C166-3

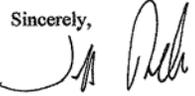
C166-4

upward by a luminaire) or no light emitted above the horizontal.” The Musco fixture is an industry leader in well designed light control. No fixture however can overcome the reflective effects of the marine layer and as soon as the fog rolls in the Musco luminaire, or any luminaire, will immediately begin emitting light “upward” and “above the horizontal” and in all directions for that matter due to reflection from the water droplets resulting in a huge “sky glow”.

C166-4
cont.

Please have the EIR corrected to account for the marine layer, at which point I am sure the inclusion of pole mounted sports lights within the park design will be eliminated.

Sincerely,



Jeff Parshalle
1725 Village Run North
Encinitas

1st page

2-20-07

Dear City of Encinitas,

I am writing in regards to your proposed park plans for the Hall Property. These park plans need to be revised. The much needed dog park for the Cardiff area is surrounded by residential homes. Why put it there when it could be farther away from the residents. Complaints there will be, all the time if you put the dog park that close to homes. Those 2 acres proposed for the dog park could be used as a community garden and/or a place to grow all the plants (especially color) for all the nice parks we have here in Encinitas.

C167-1

C167-1

Section 3.4 of the EIR evaluated the potential noise impacts of the dog park and determined that with installation of a noise wall, such effects would be mitigated below a level of significance. With implementation of mitigation measures, relocation of the dog park would not be warranted. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

The reality of parking & traffic congestion for the park needs to be addressed. Santa Fe is already a busy bustling avenue & another round-a-bout just about a block from the nice one already in place on ~~the~~ Santa Fe isn't going to help at all, it will just make it a big knarly mess. I have to say that I do love the round-a-bout already in place at Santa Fe & Rubenstien/Devonshire, it has made crossing much less stressful & much more safer, since I cross it & pass threw

C167-2

C167-2

See response to comment #C17-10.

C167-3

C167-3

See response to comment #C165-1. The comments regarding the existing roundabout 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.

Chapter 7 of the EIR includes an analysis of alternative to the proposed project. Specifically, the Reduced Intensity Alternative and the Citizens for Quality of Life Alternative reduce the number of athletic fields as suggested by the commentator and also exclude athletic field lighting. The comparisons of these alternatives to the proposed project evaluate the reduction in traffic impacts that would result with implementation of one of the alternatives that includes less athletic fields.

2nd page

Kimberly Patten
541 Cornish Dr.
760-436-1961

it frequently either by biking, driving, or walking. I wish I had an answer as to how to solve this problem of a good entrance/exit into the Hall Park. Maybe if we reduce the amount of organized sport fields by 2 or 3 it would lead to less of a challenge about traffic congestion & parking. Personally these sport fields do nothing for me. I grew up in this town/city and I have never played an organized sport or plan to have any children. I know the sport fields are wanted and opposed by different parties, so there really should be compromises made on the amount of organized fields and lights.

C167-3
cont.

We also need to address the water that goes ~~through~~ thru the Hall property. Why couldn't it be open like Cottonwood Creek instead of being a pipe underground.

The Hall Property needs to be loved by all. There could be a field of flowers to honor the Halls & all the other flower/plant growers who have gone. This park needs to be for all Encinitas residents with all their special needs.

C167-4

Sincerely,
Kimberly Patten

C167-4

The proposed project maintains the existing hydrology of Rossini Creek through the project site. Dry streambed features are proposed throughout the project site. The Citizens for Quality of Life Alternative included in Section 7.3 of the EIR and depicted in Figure 7-2 provides a water feature and open stream crossing that connects to Rossini Creek. The project does not propose such a feature in order to minimize site design conflicts with the proposed athletic fields.

See response to comment #C69-51. 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.

Donna Peters
270 Liszt Avenue
Cardiff, CA 92007
Home: 760 753-3999 or Fax: 760 753-2181
dmpeters@juno.com

March 8, 2007

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

Dear Mr. Verbeff:

I am concern with the city's plans to construct a Special Use Park on the Hall property. The residents of Encinitas voted to pass the Lease Revenue Bond to acquire property for the building of a community park. This was to be a park that all its residents could enjoy and one that would not negatively impact the local neighborhood and its residents.

I feel that the city has misled the voters in order to pass the bond issue. Once the city acquired the property, the community park turned into a massive special use park. I and other local residents would never have voted for the bond if we knew the park would be a Special Use Park used by only a small percentage of the residents. It is unfair to ask Encinitas residents to pay for the acquiring, building and maintenance of a Special Use Park that will be used only by special interest groups. In addition, the cost of building this park and the maintenance of such a park is very expensive. The city does not spend money on real issues such as paving allies, maintenance of drainage systems, putting in sidewalks, etc. that need addressing, but, somehow the city has money for a sports park. Where is the logic?

A sports park that is design to service not only local sports groups, but to draw people and tournaments from out of the area has no place in a quiet residential neighborhood. Its presence will negatively impact the surrounding residential neighborhood. It will increase traffic in an area where there are already narrow streets, no sidewalks, speeding traffic, and where pedestrians walking down the street take their lives in their hands.

C168-1

C168-1

See responses to comments #C17-3 and #C22-1. 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. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C168-2

C168-2

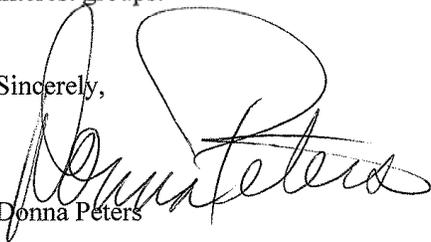
See response to comment #C125-2. As discussed in Chapter 2 of the EIR, the project would serve both active and passive park users.

The proposed operating hours of this park will subject the local residents to 17 hours of noise and traffic pollution. In addition, the bright lights placed on every field will negatively impact the quiet enjoyment of the local residents' homes. The lack of sufficient parking at the park, will create an overflow of cars and pedestrians traffic throughout this residential neighborhood increasing already existing traffic and parking problems. In addition, the entrance into the shopping center off of Sante Fe which is the entrance into the park is already a dangerous situation and an accident waiting to happen. It will be much worse once the park is completed, tournaments are held, and the number of cars increases exponentially.

This park needs to be scaled down. Its size and scale is inappropriate for the surrounding residential neighborhood. The city needs to consider more seriously the negative environmental impact this park will have on the immediate neighborhood and its residents. The building of this park will take from the local residents the quiet and peaceful enjoyment of their homes and neighborhood.

The city needs to stop catering to special interest groups that are demanding this massive sport park with little or no regard for the negative environmental impact it will have on the local neighborhood and its residents. The city must address the needs of all its residents' not just special interest groups.

Sincerely,



Donna Peters

C168-3

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.

C168-4

Section 3.2 of the EIR indicates that the project would result in significant traffic impacts, but these effects would occur only during the peak traffic hours.

C168-5

C168-4

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

C168-6

C168-5

See responses to comments #B2-16, #B2-17, #C17-7, #C17-14, #C17-15, and #C81-2.

C168-6

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

C168-7

C168-7

See response to comment #C168-2. 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.

JERRY PETERS
270 LISZT AVE.
CARDIFF CA 92007-2310
Tel: 760.632.9292 Fax: 760.753.2181
Cell: 760.420.3600 email: jerry@peters.us

March 9, 2007

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

Re: Hall Property Environmental Impact Report.

Dear Mr. Verbeff:

I am very concerned about the Hall Property and the Environmental Impact Report. The plans of a special use park is not in alignment with the original version of what was presented to the voters and what the community planning group directed the City to develop.

It seems that there has been a violation of the public trust in that somehow the City Council has been convinced to approve a special use park which will be used by about 6% to 7% of the City population, but supported by the entire taxpayer base. This proposed park would not be available for use by general public, but only to those organized groups many of which do not reside within the City. It is unreasonable to ask the Citizens of Encinitas to pay for the purchase of the park (about \$17,000,000.00), the development of the park (about \$100,000,000.00), and then the continual ongoing maintenance. Please note that the general Citizenry of Encinitas will be excluded from using the using the park, but they will be obligated to pay for it.

If this park is developed as a special use park, it will create many additional problems which will adversely impact the residents, streets and neighborhoods around the park.

First is the traffic impact. As with the Polo Fields in Del Mar, there will be about 3,000 cars at most events. The plan calls for only about 450 parking spaces which means that about 1500 cars will clog and park in all of the adjacent residential areas. In addition to this problem, there is a huge problem of

C169-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the city's public workshop park planning process. An EIR analyzes a project as proposed and is not required to consider or analyze the process by which the design was developed. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. However, these comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. It should be noted that, as discussed in Chapter 2 of the EIR, the project would serve both active and passive park users.

See responses to comments #C17-7, #C17-14, #C17-15, and #C125-2.

C169-2

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

C169-3

Section 3.2 of the EIR addresses the impacts of the project at Santa Fe Drive intersections affected by the project, including the project access. The project would result in unmitigable traffic impacts at the intersection of Interstate 5 and Santa Fe Drive. However, traffic impacts at the intersection of Santa Fe Drive and the project access can be mitigated below a level of significance.

C169-1

C169-2

C169-3

the roadways which are planned to facilitate access to the park. The access through the shopping center alley to the south of the property is grossly inadequate and will hinder access to the Scripps Hospital and the shopping center. The proposed realignment of the bridge on Mckinnon over the I-5 will not help much with access to the proposed park. Note that many visitors will be using I-5 to get to the park. Therefore, you must address the south bound exit which could mean the possibility of adding 2 traffic lights west of I-5. Can you imagine the bottle neck which this will create? The issue of the traffic and its mitigation must be addressed long before any plans are made for the development of this type of park.

C169-3
cont.

C169-4

C169-4

See response to comment #C169-3.

Second, the EIR did not address the issue of the hours of operation, the noise levels, and the flood lights. The long hours of operation, noise level and flood lights on the fields will negatively impact the enjoyment of all the homes around the park for a distance of at least one quarter of a mile. It is unfair to negatively impact these homeowners. These homeowners purchased these homes at a premium in order to be in a quiet residential neighborhood and their dream will be violated by the construction and use of this proposed special use park. This proposed Special Use Park will destroy the quality, desirability and value of the immediate surrounding area.

C169-5

C169-5

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

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.

There is more appropriate commercial type areas separated from quiet residential neighborhoods which are more appropriate for the development of this type of park. The proposed Hall Property is not such a location.

C169-6

C169-6

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

I believe that a park could be a valuable community asset if, done correctly. Since the current Special Use Park will detract from the neighborhood and is not in the communities best interest, I believe that the use of the land which is currently zoned R-3 should be put to a vote on a general ballot. This allows those who approved the purchase of the Hall Property to decide the nature and type of park to be developed.

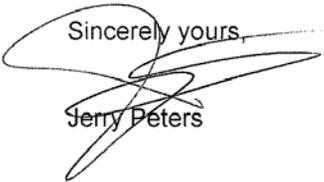
C169-7

C169-7

See response to comment #C169-6.

Thank you for your consideration.

Sincerely yours,


Jerry Peters

Dear Mr. Vurbeff and the City Council Members:

With regard to the development plans for the Hall Property, here is my primary concern.

As it is now, there is too much traffic in that area. With the Scripps expansion there will be more. If you add even one more daily car trip to that area it will be too much. There simply is not enough room on these streets for our citizens to walk safely.

Until there is an integrated plan for getting people to and from the Hall property activities, nothing should be built there. By integrated I mean:

1. One should be able to walk, bicycle or take a shuttle to the area.
2. Build a convenient transit system using light rail, flex bus/van systems or other innovative means of conveying people. Other cities are doing this. Why can't we.
3. Our main artery roads are wide enough for light rail or efficient bus/van systems.

Bottom line, not one more car without infrastructure. We don't want more dead Ryan Hwangs.

Thanks for considering my comments.

Gratefully,
Dadla Ponizil

C170-1

C170-1

See responses to comments #C5-1, #C17-7, and #C17-15. 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 8, 2007

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

Re: The Hall Property Draft EIR

Dear Mr. Verbeff:

My wife and I have lived on Rubenstein Avenue since 1973. I am writing to express our concerns and objections to the EIR that has been completed regarding the use of the Hall property for a "Special Use Part".

Some time ago my wife participated in a workshop that the City sponsored to allow the citizens to describe the kind of park that they wanted to have put on the Hall property. At that time we were told that we were going to have a Community Park for recreational use. It now appears that with the number of sports fields and lighting that are planned for the park, the use of the park has substantially changed. It appears that what is planned now is in the nature of a regional sports park rather than a community park. The park the city is now proposing would need a zoning change and such a change should be put to a vote of the citizens.

The lights that are proposed to be part of the park will have a substantial impact on the neighborhood surrounding the park. The EIR is deficient in stating that there will not be a significant visual impact.

My main concern is the traffic and circulation issues that will arise if this park is built as currently designed. The 419 parking places shown on the park project plan are not nearly sufficient. The cumulative traffic impacts of approved and pending projects have not been taken into consideration. The cumulative traffic impacts of schools in the area that do not provide bus service for students has not been taken into consideration. Traffic and congestion will not be mitigated with signal lights and traffic circles.

The alternative analysis part of the EIR is designed to make all but one of the alternatives fail. The present EIR sets forth a plan that is incompatible with the original goals of a Community Park to serve all of the citizens of Encinitas.

C171-1

C171-2

C171-3

C171-4

C171-5

C171-6

C171-1

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

See responses to comments #C17-3, #C22-1, and #C97-5.

C171-2

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures. With regards to this conclusion, the commentor does not state why the EIR is deficient.

C171-3

See responses to comments #C171-4 and #C171-5.

C171-4

See responses to comments #B2-17 and #81-2. Cumulative traffic impacts are addressed in Section 3.2 and 5.4.2 of the EIR. The vehicular trips generated by the existing area schools are fully included in the existing traffic volumes which were used as the basis for the traffic analysis.

C171-5

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

C171-6

The commentor states that the EIR is designed to make all but one of the alternatives fail. Under CEQA, an EIR is required to consider a reasonable range of alternatives that would reduce or mitigate the potentially significant impacts of the proposed project, and could feasibly attain most of the project objectives. Chapter 7 of the EIR considered and analyzed seven project alternatives that would reduce significant impacts of the project. The EIR analysis determined that one of the alternatives, Through Access on Mackinnon Avenue, meets most of the project objectives to the same extent as the proposed project while avoiding some significant traffic impacts of the project. As indicated in Section 7.7, the off-site alternative could generally meet the project objectives, but to a lesser degree than the proposed project. The alternatives analysis determined that other project alternatives would not implement the project objectives to the same extent as the proposed project. Under CEQA, this determination does not constitute a deficiency of the EIR.

The identification of the Environmentally Superior Alternative per CEQA requirements has been revised in the Final EIR. The Final EIR identifies both the Reduces Intensity Alternative and the Citizens for Quality of Life Alternative as equal Environmentally Superior Alternatives. The analysis of these two alternatives are provided in Sections 7.2 and 7.3 of the Final EIR and the summary of analysis comparing the alternatives to the proposed project is located in Table 7-2. These two alternatives reduced the most impacts as compared to the proposed project. The city's decision-makers have the discretion to determine whether project should be approved as proposed or whether a project alternative should be selected.

Law Offices Of
WILLIAM C. PULTZ

For all of the above reasons I would object to this planned project.

C171-6
cont.

Sincerely,



WILLIAM C. PULTZ
Attorney at Law
WCP/pgp

Dear Mr. Vurbeff,

This letter is being written in response to the EIR study conducted for the Hall property and the proposed sports park development. We have lived in Cardiff Glenn, a development of 26 homes that is adjacent to the Hall property for nearly 5 years. We greatly enjoy the community of Cardiff and the greater Encinitas area and feel very lucky to be raising our 3 school age children here. All three of our children have been participants in the community sports programs and we are active participants as parents, coaches and team managers. We were excited to learn of the mixed use park proposed by the City when we moved to the area. We participated in early community discussions regarding the use of the land and the parks development.

Unfortunately, as we have reviewed the latest plans and the EIR study, it is evident that the early community input got lost in the shuffle. Our enthusiasm for a mixed use park incorporating passive recreation and some organized sports fields have been replaced by a regional organized sports center. Our greatest concerns are the impact of a potential huge influx of traffic and the proposed light standards, both of which will have a significant negative impact not only on our immediate neighborhood but the greater Cardiff community as well. From a very personal standpoint, we are concerned the impact that this regional sports center will have on our quality of family life as well. Is it necessary to have so many sport turf fields and huge lights with such a potential dramatic effect on a small community such as Cardiff? We fully understand the needs to have more open space for the Encinitas community use but it seems like the City has developed something much more geared toward regional tournament play than a community park.

We encourage you to go back and review the early community discussions and consider the entire constituency, not just those who favor the regional sports complex proposal. We know that the Hall property could potentially be the "Central Park" of Encinitas and something the entire community is very proud of. Please consider the needs of all of the community and not just the sports driven faction.

Thank you for your consideration.

Shawn and Erin Pynes
1504 Vivaldi St
Cardiff by the Sea, CA 92007

C172-1

C172-1

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.

C172-2

C172-2

See response to comment #C172-1. Section 3.2 of the EIR acknowledges that the project would have significant traffic impacts that are either unavoidable or mitigable below a level of significance. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures.

C172-3

C172-3

See response to comment #C172-1.

March 12, 2007

Mr. Vurbeff:

While reviewing the Draft Environmental Impact Report (DEIR) on the proposed park on the Hall Property I felt compelled to voice some major concerns.

C173-1

C173-1

See responses to comments #C173-2 through #C173-6.

Table 3.2-3: Existing Street Segment Operations

According to this table, the segment of Mackinnon Ave. from the I-5 Overpass to Birmingham Dr. has the same capacity as the segment from Santa Fe Dr. to Villa Cardiff Dr. Can this possibly be accurate given that these two segments are of distinctly different size, speed limit, traffic load and designation?

C173-2

C173-2

As stated in Section 3.2.1 of the EIR, Mackinnon Avenue is classified as a two-lane local roadway. Therefore, the local roadway capacities would be identical for Mackinnon Avenue road segments north and south of Interstate 5.

Chapter 7.1: Analysis of Through Access on Mackinnon Avenue Alternative

The report claims that this alternative is "environmentally superior" to the closing of Mackinnon Ave. to through traffic. According to Section 3.2.2: Thresholds of Significance, a substantial increase in relation to the existing traffic load constitutes a significant environmental impact. Thus several areas of significant impact were not included in Table 7.1:

C173-3

C173-3

The EIR's traffic analysis determined that the project would not have significant traffic impacts on Mackinnon Avenue. See responses to comments #C17-7, #C17-14, and #C17-15.

Comparison of Impacts. They are as follows:

Segment of Mackinnon Ave. from Birmingham Dr. to the I-5 Overpass

Segment of Mackinnon Ave. from I-5 Overpass to Santa Fe Dr.

Intersection Birmingham Dr. and Mackinnon Ave.

Intersection Mackinnon Ave. and Berkshire Ave.

Intersection Mackinnon Ave. and Park Entrance

In addition, to be complete in the analysis of this alternative, the impact of traffic and parking on the streets south of the Mackinnon Ave. / Berkshire Ave.

C173-4

C173-4

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

intersection should be considered as it will most definitely be increased. Including but not limited to the following:

Berkshire Ave.

Glasgow Ave. (North of Birmingham Dr.)

Somerset Ave. (Berkshire Ave. to Birmingham Dr.) Brighton Ave.

Edinburg Ave. (North of Birmingham Dr.)
Cambridge Ave. (North of Birmingham Dr.) Oxford Ave. (North of
Birmingham Dr.) Rossini Ave.
Stafford Ave.
Warwick Ave.
Starlight Dr.
Sheffield Ave.

C173-4
cont.

Section 3.2: Traffic and Circulation - Special Events and Parking

The report gives an estimate of 1500 cars at peak capacity for a special event. With only 419 parking spots allocated, the proposed project falls far short of the 1500 spots needed. This would definitely have a significant impact on the neighborhoods surrounding the park. I would like to know what measures could be taken, in addition to the Park & Ride Lot and the San Dieguito Academy Lot, to mitigate the impact of parking stress in the neighborhoods surrounding the park for special events.

C173-5

C173-5

See responses to comments #C17-7, #C17-14, #C17-15, and #C91-6. Mitigation Measure Traffic-8 describes other traffic control measures that would be implemented as part of the traffic management plan, which would mitigate secondary traffic impacts associated with special events parking.

For the neighboring community there are a number of major concerns with this proposed plan. In particular the traffic, parking, noise pollution and light and glare trespass impacting our environment. In light of all these concerns it seems that the only environmentally superior alternative would be one of reduced intensity.

C173-6

C173-6

The identification of the Environmentally Superior Alternative per CEQA requirements has been revised in the Final EIR. The Final EIR identifies both the Reduces Intensity Alternative and the Citizens for Quality of Life Alternative as equal Environmentally Superior Alternatives. The analysis of these two alternatives are provided in Sections 7.2 and 7.3 of the Final EIR and the summary of analysis comparing the alternatives to the proposed project is located in Table 7-2. These two alternatives reduced the most impacts as compared to the proposed project.

Sincerely,

Jon Rawlinson
1835 Mackinnon Ave.
Cardiff, CA 92007

March 12, 2007

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

RE: Hall Property

Dear Mr. Verbeff,

We are writing to you to express our concern about the plan for the Hall property sports park. Although Encinitas needs additional recreational fields for soccer as well as other sports, this community park is not an appropriate venue for large tournaments and night games as currently proposed.

As Encinitas parents who have been involved in club soccer for over ten years, we agree with the concerns of our friends and neighbors who live adjacent to the proposed "Special Use" park. It is our belief that the use of the fields should be limited with respect to tournament and night play in order to minimize the impact of lighting, traffic, and noise on our neighborhoods. Lighting only one field, setting a 9 PM curfew, prohibiting amplified sound systems, and requiring that tournament play be held at other fields in addition to Hall would resolve many of these issues. In addition, "phased in" the use of this property could provide the City with the time necessary to evaluate the initial impact of the park while allowing for flexibility in planning and budgeting for future development.

We urge you to consider a "go slow" approach to this project in order to protect the quality of life while improving our community.

Respectfully,



Dan & Elaine Reilly
1273 Summit Avenue
Cardiff By the Sea

C174-1

C174-1

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. It should be noted that the Sections 3.4 and 3.5 of the EIR provide mitigation measures that would reduce noise and lighting impacts of the project to below a level of significance. In addition, traffic impacts that occur beyond the peak traffic hours would not be considered significant.

Gina Renteria
954 Devonshire Drive
Encinitas, CA 92024
(760) 944-7663

March 1, 2007

Planning Commission
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Re: Hall Property Case # 04-197-MUP/CDP/EIR

Dear Commissioners:

I am a resident of Devonshire Drive and would like to address some of my concerns with the Draft EIR for the Hall Property. Living on Devonshire, next to Scripps Hospital, I am very familiar with the problems of inadequate parking. Daily, our streets are filled with cars of the employees of the hospital and visitors to the hospital, parking illegally in posted 2 hour limit areas and parking anywhere they can, either because the parking lots are full, or it is closer and easier for them to park on my residential street. Scripps provides a free shuttle service to their employees, to and from an off-site location, but some don't utilize this service because they want the convenience of having their car nearby so that they can leave for lunch and run errands during the day. The off-site parking happens to be on Regal Road, so we still encounter the traffic of these cars getting to and from Regal Road in the mornings using Requeza and Santa Fe Drive. The first problem I see with the DEIR is that there is inadequate parking for the project. The DEIR projects a peak demand of 810 spaces. The project plans 419 parking spaces. Where will the other 391+ cars park? I can answer that, as I said earlier, I see it on a daily basis. They will park all over the surrounding residential neighborhoods.

When traffic is congested on Santa Fe because of the predicted 3000 average daily trips for special events, where will the cars who are traveling on Santa Fe Drive who aren't even visiting the park and don't want to get caught up in the traffic mess go? They'll cut through neighborhoods to avoid the traffic. My street already has a minimum of 1,729 average daily trips, not including the cars that are parked away from the Scripps campus – we can't take any more!! As I said earlier, providing a shuttle service is no guarantee that people will use it. Especially when your car is filled with sports equipment, coolers, kids, etc... People tend to want the convenience of having their car with them. I know because my family has done it. My children play soccer. You take your car, your supplies and your family, drop everyone and everything off at the location and then one of you heads back out in search of a parking space. In December, my daughter played in a tournament in Del Mar. There was inadequate parking because you couldn't have provided enough for the amount of people who attended the event. We parked in a residential neighborhood and when we left there was someone else waiting to take our place as we left. It was non-stop, all day, both days Saturday and Sunday, to accommodate all of the teams that were there.

C175-1

C175-1

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.

C175-2

C175-2

See responses to comments #B2-16, #B2-17, #C35-2, #C66-6, #C69-35, C81-2, #C66-5 and #C91-6.

C175-3

C175-3

See responses to comments #C17-7, #C17-14, #C17-15, and #C175-2.

C175-4

C175-4

See response to comment #C115-3.

The traffic study forecasts several intersections will have an unacceptable level of service. The EIR states that after mitigation they will be reduced to less than significant. How will this happen? How will a traffic signal or roundabout adequately mitigate traffic congestion? Especially on Santa Fe which is four lanes from the freeway to in front of the Von's shopping center and then two lanes east to El Camino Real and west to Vulcan. Anyone who travels on Santa Fe knows that existing traffic conditions are a mess, sheer chaos in the mornings and afternoons at the San Dieguito Academy when school is in session and all the way to the freeway.

C175-5

C175-5

See responses to comments #C17-10, #C17-11, and #C120-3.

With the proposed Scripps Expansion, the Hall Special Use Park and all of the other proposed developments in this area. I believe it is too much development concentrated in one area. The traffic study is not yet complete on the proposed Scripps expansion. These projects should be considered together as a whole. The traffic that will be created by this park cannot be handled by Santa Fe Drive, especially the planned driveway on Santa Fe. A true community park is what will fit in this location. Not a "SUPER" SPECIAL USE PARK. To me it looks like someone decided to through every possible suggestion onto this piece of land. A teen center, amphitheater, soccer fields, dog park, aquatic center, it fits onto the piece of land, but it doesn't fit into this residential neighborhood and it certainly does not preserve our community's character. The project needs to be scaled down.

C175-6

C175-6

Traffic volumes from the Scripps Hospital Master Plan Expansion were included in the cumulative traffic analysis. See Section 5.4.2 and Appendix B of the EIR.

This area will be destroyed by the traffic, lighting and noise. City ordinances limit structural heights to 30' so that views are not obstructed. 90' tall light poles should not be allowed. The DEIR states that the lighting impact would be less than significant, but then it concedes that the neighboring residential areas may have "significant impact". This is a clear contradiction. This light will flood the adjacent neighborhoods. They didn't allow this type of lighting at the Leo Mullen Sports Park and it's next to Target. Only minimal down lights should be allowed at this location and they should be placed far away from residences.

C175-7

C175-7

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. See responses to comments #C17-3, #C22-1, and #C125-2.

It should absolutely be stated in writing that park activities will not include amplified events – EVER.

C175-9

C175-8

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

I want to see a true community park at the Hall property. One that will compliment our community, not destroy it.

C175-10

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

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.

Thank you for your consideration of this request.

C175-9

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

Sincerely,



Gina Renteria

C175-10

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.

Dietmar E. Rothe, Ph.D., M.A.Sc., P.Eng.
Research Scientist and Professional Engineer
1404 Rubenstein Avenue, Cardiff-by-the-Sea, CA 92007, U.S.A.
Tel.: (760) 753-6827 Fax: (760) 753-2227
E-mail: rtr@sand.net

City of Encinitas Planning and Building Dept.
c/o Scott Vurbef
Environmental Review Coordinator, City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

March 11, 2007

RE: DRAFT EIR FOR HALL PROPERTY SPORTS COMPLEX
Case No. 04-197 CDP/MUP

Mr. Scott Vurbef:

Thank you for inviting us to provide comments on the Draft EIR for the Hall site development by the City. Please see my comments in the attached 10-page outline of environmental concerns regarding this proposed development.

I can speak for many of my neighbors and the majority of Encinitas citizens who do not want to see this valuable property turned into an unneeded soccer complex. Locating tournament sports fields at this location is inappropriate because of the site's physical, legal, environmental and health constraints, and because the public need for such facilities does not outweigh the negative impacts on the environment and the community.

The project as proposed has too many unmitigable negative environmental impacts and needs to be redefined from the beginning with more benign objectives that serve the public as a whole. We believe it should be redesigned for a much less intense use, such as a passive park that actually enhances the image of Cardiff and Encinitas.

C176-1

C176-1

The commentor expresses concern regarding the impacts of the project and cites too many unmitigable negative environmental impacts. There is no specific comment on the EIR analysis provided here and the commentors concerns are detailed in subsequent comments; therefore, no response to this comment is necessary.

Sincerely,



Dietmar Rothe
Concerned Citizen in Cardiff

SUBJECT: HALL PROPERTY – COMMENTS RE DRAFT EIR FOR A PROPOSED REGIONAL SPORTS COMPLEX

Incompatibility with Encinitas General Plan, Municipal Code and Surrounding Land Uses

Project Objectives for "Special Use Park" are ill defined and improper for this location. They need to be redefined for compatibility with Land Use policy and for significant benefit to all sections of community.

History:

Citizens at large were deceived by city council who promised them a Community Park for all, then ignored citizen's input and listened only to invited team sports representatives (from all San Diego County), who had been promised a large regional multi-field sports complex from the very beginning. The sports complex under consideration had in fact already been laid out in secret documents before the Hall property was purchased.

Development of Hall site into a major Competitive Sports Facility, for training athletes for competitive tournaments and for conducting regional tournaments (drawing hundreds of teams and tens of thousands of participants and spectators, e.g. the annual Rotary Soccer Tourney), was primarily driven and designed by Private Organized Sports Clubs, such as the Encinitas Soccer League. The latter recruits many players from other communities outside of Encinitas and their main spokesperson lives in Carlsbad.

Such highly specific use and severe intensity hardly qualifies as a "Public City Park," a "Community Park" or a "Park for Recreational Use," because *competitive* sports are not *recreational* and because it serves mainly Private Clubs and does not serve the recreational needs of the majority of citizens at large.

Council has known from the beginning that Encinitas residents want more passive parks and are against use of their tax dollars for more sports fields, as demonstrated by several citywide public opinion polls, including the city-sponsored 2000 Godbe Research Poll. Ignoring these polls, the council avoided a public vote by issuing Lease Revenue Bonds instead of General Obligation Bonds. These lease revenue bonds were issued by a sham public entity, the Encinitas Public Financing Authority, and encumber the publicly owned San Dieguito Water District's operating facilities (public property leased back to itself), and thus burden the tax and fee paying property owners and their children with \$45 million over 30 years to amortize the \$18.3 million debt for purchasing the Hall site. Improvements for the sports complex, projected to cost over \$35 million, will burden the taxpaying public by twice the above encumbrance again. Already the city has issued another \$20 million, or so, in lease revenue bonds offered by the same Financing Authority, to pay for library and fire station construction, so as to free money for Hall property improvements.

Bond holders of the 2001 tax free Municipal Bonds expect the parkland purchased to be developed as a "Park for Recreational Purposes," as specified in the bond prospectus. The Enc. Public Financing Authority (i.e. City of Encinitas plus SDWD) later retroactively modified the

C176-2

C176-2

Please refer to Response #C4-1. The project objectives defined for this project are not specific to the proposed park location. Per CEQA (Section 15124(b)), project objectives must allow for the development of a reasonable range of alternatives, including other possible locations. The EIR provides an evaluation of the proposed project and all project alternatives in regards to objectives as well as compatibility with surrounding land uses (Section 3.1, Land Use and Public Policy, and Chapter 7, Alternatives Analysis of the EIR).

C176-3

C176-3

The commentor provides opinions regarding the history of how the park design has evolved over past years. This narrative does not contain any comments on the environmental analysis provided within the EIR and no response is necessary.

bond prospectus – I think illegally – by redefining the use of the bond money to be for a "City Park."

C176-3
cont.

Similarly, the city changed designation of the Hall project from "Community Park" (limited to 10 to 20 acres by city codes) to a "Special Use Park." The latter designation tries again to get around a public vote for re-zoning the site from R-3 Residential to Major Public Works Facility and to sneak it in under a Major Use permit.

C176-4

Why Objectives Need to Be Redefined:

The Alternatives to the proposed Multi-field Sports Stadium, outlined in Chapter 7 of the EIR, are not realistic alternatives except for Alternative 2: *Reduced Intensity Alternative*, and Alternative 3: *CQL Alternative*. But even these are set up to fail by flawed reasoning based on special-interest ambitions, as they allegedly do not conform with council's objectives stated in the EIR [see discussion below].

C176-5

The proposed multi-field mega sports complex is inappropriate in its proposed location (Hall site), because it is set up under faulty project objectives which disregard the environmental constraints of the site.

Site constraints not fully evaluated by city council and in their commissioned EIR are as follows:

1. The site has inadequate street access to accommodate traffic and parking generated by regional tournaments. Only one legal 30 ft wide easement exists at north end of site from Santa Fe Drive. The proposed second entrance on the south site, as shown in EIR, trespasses on Caltrans' State owned property and severely impacts residential neighborhoods – thus legally and environmentally unacceptable. The initial tentative project map prepared by RJM for the council relies on a new dedicated 5-lane bridge over I-5 from McKinnon into the complex. This bridge will not become a reality for many years, has to wait for Caltrans to complete its freeway expansion work, and is not even mentioned in the EIR. By not including this unapproved access into the EIR the council is again trying to piecemeal approval of the EIR in order to proceed with proposed Phase 1 of project immediately, meaning grading of site for five to six large soccer fields (12 junior fields), so that competitive soccer and baseball tournaments can begin to be held before appropriate infrastructures are in place.
2. At tournament events, planned to occur every weekend, according to several council members, traffic will completely overwhelm the capacities of Santa Fe Dr. and Birmingham Dr. (both being two-lane roads near the site), as well as surrounding residential streets. Unmitigable gridlock can be guaranteed on Santa Fe and Birmingham during such events, with traffic backing up on I-5 on/off ramps and onto the freeway itself. This is inadequately addressed in the EIR. No roundabouts are going to mitigate this, as foolishly claimed in the EIR. Traffic problems are severely amplified by many other projects along Santa Fe Dr. that are being approved by the city: e.g. major expansion plans by Scripps Memorial Hospital, major expansion plans of San Dieguito Academy, new outpatient medical facilities along Santa Fe and Devonshire, a planned 200 home subdivision at corner of Lake and Santa Fe

C176-6

C176-7

C176-8

C176-9

C176-4

As discussed in Section 3.2 of the EIR, both the City's Land Use Element and Zoning Ordinance allow for park uses within the land use and zoning designations. The Zoning Ordinance requires that properties zoned for residential use shall not be rezoned to non-residential uses without a majority vote of the people. However, as further stated, there is an exception to the Ordinance. Specifically, the exception applies to land purchased for park/ open space/ecological resource purposes as approved by unanimous City Council vote. No re-zoning of the site is required. However, the comment is correct in stating that the proposed project would require a Major Use Permit to allow for its development under the City's Zoning Ordinance. It should be noted that the provision of a park is expressly allowed within the Zoning Ordinance with a Major Use Permit.

C176-5

CEQA Guidelines Section 15124(b), requires that a clearly written statement of objectives be included within the project description of an EIR. As required, the proposed project includes a listing of clearly written objectives. The listing of objectives for the proposed project was developed by the City of Encinitas (the Lead Agency). As stated in the EIR, the development of clear project objectives is used to help develop and evaluate a reasonable range of project alternatives to be analyzed within the EIR. The analysis provided for both the proposed project and the alternatives to the proposed project fully analyze the potential environmental impacts associated with the development of the proposed project as well as project alternatives. Please also refer to Response #B1-13.

C176-6

The analysis shows that, with mitigation, the two proposed access points can accommodate site traffic. Refer to response #A1-6.

C176-7

The proposed project analyzed in the EIR does not include replacement or realignment of the Mackinnon Avenue bridge. Appendix C to the EIR includes a description of the consideration that was given to the Mackinnon Avenue Bridge realignment. As previously stated, realignment/replacement of the bridge is not evaluated in the EIR as it is not included as a component of the proposed project and is not required to mitigate identified significant traffic/circulation impacts.

C176-8

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

Section 13.0 of the EIR traffic study contains a detailed special event traffic capacity analysis and mitigation is recommended to accommodate special event traffic. Roundabouts are recommended at some locations as an alternative mitigation. Table 17-16 of the traffic study shows the with roundabout mitigation, which results in LOS A or LOS B operations.

(not included in EIR), ^{analysis} plus other residential and office professional *infill*. Presently, Academy traffic in mornings and afternoons already causes gridlock on Santa Fe Dr. east of I-5.

The EIR incorrectly analyses these cumulative impacts by utilizing estimated traffic generation by other new projects to *minimize* the traffic contributions of the tournament fields.

C176-9
cont.

3. Traffic gridlock on Santa Fe Dr. and Birmingham Dr. will dangerously impede emergency vehicles from/to Scripps Hospital and other medical facilities. It will also interfere with fire trucks stationed at Birmingham and McKinnon. This is not addressed in EIR.

C176-10

4. Such traffic congestion will also impede vehicle and pedestrian access to local beaches and to visitor serving commercial districts along Coast Hwy 101. New roundabouts will only slow traffic along Santa Fe and make pedestrian crossings more dangerous.

C176-11

5. Major contamination of the ground water table under the Hall site (the headwaters of Rossini Creek) exists, as is evidenced by analysis of groundwater oozing out from the Hall property into Rossini Creek, which enters the ocean at Cardiff Reef. Tests performed in 2002 in the creek showed dangerously high concentrations of E-coli bacteria, petroleum products and metallic ions. The City of Encinitas, under direction from the *Regional Water Quality Control Board*, has been monitoring the purity of water sheds draining into the lagoon. Extremely high arsenic levels of 340 ppb were found in groundwater seeping into Rossini Creek just downstream from the Hall site. These arsenic levels exceed the California EPA standards for drinking water by almost a million times. The city has not performed additional tests at that station since. EDAW also has neglected to address the groundwater contamination problem and did no new sampling for the EIR.

C176-12

The gasoline station just north of the Hall site has been closed down because their underground fuel tanks have been known to leak over the last few decades. Several underground fuel tanks on the Hall site also have been contaminating the soil for decades. Some are still in place. Neighbors in Cardiff Glen have noticed diesel oil and gasoline fumes coming out of Rossini Creek. The EIR ignores this problem also.

C176-13

6. The planned 3-acre dog park adjacent to the riparian wetlands will greatly exacerbate the coliform bacterial contamination of the environmentally sensitive creek, due to runoff contaminated by dog feces. EIR inadequately addresses this problem.

C176-14

7. The EIR prepared under direction of the city council insists that the multi-field competitive sports stadium can be put on residentially zoned land surrounded by residential neighborhoods with a simple "major use permit." This goes against the city's own General Plan and Municipal Code, contrary to claims in the EIR. Since this major public works project does not fit the description in the Zoning Code of a Community Park, the Hall site would have to be re-zoned to allow this intrusion into residential districts. This makes the project incompatible with the City's Land Use Element, contrary to EIR claims.

C176-15

For example, see:

LUE Policy 1.13, which says, "visitor-serving commercial land use shall be located where it will not intrude into existing residential communities." and it lists specifically such visitor-serving uses as – "participant sports and recreation."

LUE Policy 3.9 states, "property designated/zoned for residential use shall not be redesignated/rezoned to any non-residential use except by the affirmative vote of a

C176-9

A full cumulative analysis was included in the EIR, which includes the projects mentioned in the comment. The Brown property (GPA 05-184) project at Santa Fe Drive and Lake Drive is included in the traffic study on Page 35. The cumulative traffic analysis was conducted in accordance with standard traffic engineering practices and CEQA.

C176-10

As required by the California Vehicle Code (Section 21806), motorists must yield the right-of-way to emergency vehicles. Specifically, motorists are required to pull to the right side of the highway and stop to allow an emergency vehicle to pass. If required, drivers of emergency vehicles are trained to utilize center turn lanes or travel in the opposing through lanes to pass through crowded intersections. Thus, the access entitled to emergency vehicles allows these vehicles to negotiate typical street conditions in urban areas such as Encinitas.

C176-11

Measures are recommended to mitigate potential traffic congestion impacts. Roundabouts are one option recommended to mitigate intersection impacts along with traffic signals and additional turn lanes. Table 17-16 in the traffic study shows that LOS A or LOS B operations are forecasted at the various intersections if a roundabout is chosen as the appropriate mitigation measure.

C176-12

E-coli bacteria was not assessed as part of the subsurface assessment activities, because it was not found to be a CoC during our assessment activities. The soil was assessed for common agricultural chemicals related to hazardous materials, including concentrations of petroleum products and arsenic. The following table summarizes soil sampling activities conducted at the site:

Area of Concern	Discussion
Drainage/sump system	No concentrations of petroleum products were detected. No elevated concentrations (above typical background levels) of arsenic were detected.
General production and application areas	No elevated concentrations (above typical background levels) of arsenic were detected.
Former UST areas	With the exception of one boring (B33), no elevated concentrations of petroleum products were detected. B33 indicated concentrations of TPH up to 19 feet below grade. Seven additional borings were advanced in this area and no additional CoCs were encountered. The additional borings were placed immediately adjacent and to the north, east, south, and west of B33. Therefore, it was concluded that petroleum hydrocarbons in the soil in the vicinity of boring B33 are limited in both lateral and vertical extent (less than 24 feet below grade), have not migrated to the groundwater, and would likely be considered de minimis.
Former AST areas	No concentrations of petroleum products were detected.
Former boiler fuel piping	No concentrations of petroleum products were detected.
Former chemical storage areas	No elevated concentrations (above typical background levels) of arsenic were detected.
Surface soil staining	No concentrations of petroleum products were detected.

C176-12 (continued)

Based on the limited vertical extent of CoCs at the site, the interpreted depth to groundwater at the site (30 to 40 feet below grade), it is not likely that the groundwater referenced by the commentor has been impacted as a result of an on-site release. Furthermore, the major source of Rossini Creek is its watershed east of Interstate 5, not groundwater. The existing water quality levels in the creek have no relationship to the project's potential impacts. There is no substantial evidence that the proposed project would exacerbate existing poor water quality levels in Rossini Creek.

C176-13

Soil sampling activities at the interpreted former UST locations at the project site were conducted as part of the environmental review process. With the exception of one boring (B33), no elevated concentrations of CoCs were detected (TPH, VOCs, and PAHs) in the interpreted areas of the USTs. One boring, B33, indicated concentrations of TPH up to 19 feet below grade. Seven additional borings were advanced in this area and no additional CoCs were encountered. The additional borings were placed immediately adjacent and to the north, east, south, and west of B33. Therefore, petroleum hydrocarbons in the soil in the vicinity of boring B33 are limited in both lateral and vertical extent (less than 24 feet below grade), have not migrated to the groundwater, and would not contribute to a significant impact.

As part of the Phase I Environmental Site Assessment conducted for the proposed project, the San Diego County Department of Environmental Health (DEH) files for the gasoline service station to the north of the site were reviewed. It was concluded that the release from a LUST at 510 Santa Fe Drive (Shell Service Station) has reportedly contaminated the groundwater beneath the facility and has migrated off-site. Based on the distance from the Site (approximately 800 feet) and the reported groundwater gradient (northwesterly), there is a low likelihood that a recognized environmental condition exists at the Site as a result of this known and reported release.

C176-14

Please refer to Response #C17-28.

C176-15

As discussed in Section 3.2 of the EIR, the proposed project site has a Land Use Designation of Residential 2.01 – 3.00 dwelling units per acre and a Zoning designation of R-3 (three single-family residential dwelling units per acre). The project site is not designated for Visitor-serving Commercial land uses, as defined in the City's Land Use Element. The proposed project does not include amendments to the General Plan or Zoning Ordinance to change land use or zoning designations. Please also refer to Response #C176-4.

majority of those voting in the election approving the proposed change."
[NOTE: Exceptions outlined in Policy 3.12:3 and 3.12:5 do not apply here because the Regional Competitive Tournament Sports Complex does not fit the Ecological Resource/Open Space/Parks definition and does not provide "significant public benefit", as it benefits primarily only 10% of the public participating in organized team sports] **LUE Policy 3.10** states, "property designated/zoned for non-residential use shall not be redesignated/rezoned to allow more **non-residential uses of a greater intensity** of use except by the affirmative vote of four or more Council Members based upon a finding that the proposed redesignation/rezoning **will not ... (among other considerations) substantially increase traffic burdens on roads and highways.**"

8. Noise and light intrusion into residential neighborhoods will be unacceptable to some thousand homes within quarter mile of planned tournament complex. The EIR and Municipal Code relies on an arbitrary definition of unacceptable *horizontal* light trespass of 0.5 footcandle. With blazing field lights of hundreds of kW on 90 ft high poles the light trespass on neighboring homes is likely to be much higher in an oblique direction, even if it is below 0.5 footcandle horizontally. Moreover, an illuminance of 0.5 footcandle is far too high for preserving any kind of nighttime environment for residences. The illumination from a full moon at zenith under perfect atmospheric conditions is 0.02 footcandle (*Allen, Astrophysical Quantities, Athlone Press, U. of London 1963*). Thus, the standard of 0.5 footcandle is equivalent to 25 full moons, enough to read the fine print in a semi-legal contract. Many US communities have adopted a much lower trespass standard of 0.1 footcandle to preserve night skies. In addition to all this, the EIR neglects the effects of atmospheric conditions. Owing to our most frequent marine layer covering North County coastal regions at night, the moisture in the air and low cloud cover will reflect and scatter light from field illumination all throughout the neighborhood. Present field lighting of the Cardiff Sports Park on Lake Dr. can be seen from 5 miles away, looking like an *alien landing site*.

Noise levels from the proposed sports complex will exceed by a wide margin the 60 dB defined as "the maximum acceptable outdoor noise level in residential outdoor use areas" [Noise Element Policy 1.2]. Spectator cheering, bull horns and amplified sports announcements will even exceed by a large margin the presently unacceptable level of freeway noise of 49 to 65 dB in neighboring residential areas.

Therefore, the EIR should insist that any activities on the so-called Park cannot include field lighting or amplified sound systems. Instead the EIR waffles around the problem by saying that future light and sound measurements should decide on whether these intrusions are acceptable.

9. A competitive sports complex for youngsters next to a 14 to 16-lane freeway will unconscionably put young athletes at high risk for developing cancer and asthma. The EIR greatly understates the acute danger to our children, when they spend significant time in highly aerobic physical exercises within 300 feet of one of the most heavily traveled freeways on the planet (See attached 2002 review paper, "Freeway Site Unhealthy for Young Soccer Players," written by Dr. Rothe). The primary danger is from soot particles less than 2.5 microns in size ($PM_{2.5}$) from diesel exhaust. These fine soot particles, which remain in children's lungs indefinitely, are coated with hundreds of harmful organic substances, many of which are some of the most

C176-16

C176-15
cont.

Section 3.5 of the EIR analyzes the potential impacts related to noise from implementation of the proposed project. As discussed in that Section, development of the proposed project could result in significant noise impacts. However, the EIR recommends mitigation measures that would reduce those impacts to less than significant levels. With regard to lighting please refer to Responses C17-16 and C125-6.

C176-17

Please refer to Response #C17-18.

C176-16

C176-18

The commentator is describing the land use compatibility noise level of 60 dBA Ldn. The Ldn descriptor used in Policy 1.2 of the Noise Element is a 24-hour noise level descriptor intended to provide compatible noise level limits between transportation noise sources, which operate 24-hours per day, and residential land uses, where sleeping is an important activity associated with the land use. Non transportation noise sources, such as those associated with the proposed park, are to be evaluated on a case-by-case basis using the noise level limits contained in Section 30.40.010 of the City Municipal Code. The evaluation of on-site noise sources contained in the EIR correctly assesses potential noise impacts to nearby residences using noise level limits from Section 30.40.010.

C176-17

C176-19

The comment states that future measurements would determine if the lighting and noise intrusions would be acceptable. It is correct that the EIR requires future measurements of potential light trespass if lights were to be included as part of the project; however, the acceptable thresholds for lighting impacts have already been determined and are outlined in Section 3.5.2 of the EIR. The operational measurements would be performed to ensure that operations of the lights are within the acceptable thresholds as defined by the City. The noise impacts were assessed based on objective noise level limits set by the City in the City General Plan and Municipal Code and did not base the determination of significance on future measurements. Future measurements of the park's operational noise levels are not necessary to validate the findings of the noise analysis. While the City could require such a measure as an added condition of approval of the project, it would not be required to reduce the project's noise impacts to less-than-significant levels.

C176-18

C176-19

C176-20

C176-20

Please refer to Response #C95-1.

potent carcinogens known. More people die nationwide from diesel fumes than from second-hand cigarette smoke. Lungs of children playing soccer suck in polluted air at a rate 17 times higher than "normal." Children exercising near freeways have a 27 times higher chance of developing asthma than inactive adults exposed to the same pollution levels, and a 54 times higher risk of developing cancer than inactive adults living away from major roadways.

In its effort to minimize these extreme health hazards, the EIR analysis is faulty and misleading in the following ways:

(1) EIR fails to rely on actual on-site measurements of particulate contamination and makes only vague, grossly underestimated predictions. Particulate concentrations near major freeways (6 to 8 lanes and within 300 ft) is commonly above 60 micrograms per m³. With I-5 expansion to 16 lanes and the potential of 4000 vehicles per mile, soot concentrations can be expected to be above 120 micrograms per m³, with about half the particulate mass in the most dangerous < 2.5 micron range. Any concentration above 35 micrograms per m³ is unacceptably high according to 2006 EPA standards.

(2) EIR fails to fully account for I-5 expansion to 16 lanes and for predicted increase in the percentage of diesel trucks. EIR unjustifiably predicts that PM_{2.5} concentration will be less at the Hall site in 2020 than at present due to cleaner diesel engine design in the future. Such drastic improvements are highly unlikely in that time frame, however.

(3) EIR relies on wind patterns at San Diego Airport. Wind pattern data from NOAA Weather Station CRQ, Carlsbad McLellan (Palomar) Airport, is significantly different however due to different topography. Local wind speeds are less than 5 mph 85% of the time and quite commonly at a dead calm. Wind directions are more variable than in San Diego.

(4) The argument that at the Hall site the I-5 vehicle pollution is blown away from the site by predominantly westerly winds is fallacious. We commonly have easterly winds in the fall and winter soccer seasons, particularly in late afternoons and evenings. Moreover, I-5 does not run north-south but NW-SE. When winds are from NW or SE, particulates are blown along the freeway corridor and are at high concentrations near I-5 at any wind speed. Under the most commonly calm conditions, the pollution just hangs around the freeway and accumulates to very high levels.

10. Anticipated intensity of activity at the planned sports complex is much higher than the R-3 residential zoning provides for in the General Plan. Residential development would allow approximately 80 homes on the site with a traffic generation of 800 ADTs. Soccer tournaments generate tens of thousands of ADTs.

11. Buffer zones between sports complex and surrounding residential neighborhoods are inadequate. They are nonexistent in the northern part of the site and loaded with active features in other parts (bicycle paths, skateboard ramps etc.). They do not shield from noise, lights and traffic.

12. **The above site constraints were known from the beginning, and the proposed plans for the sports complex were determined by city council before site was acquired. This violates CEQA requirements:**
CEQA regulation 15004(b)(1) states: With public projects, at the earliest feasible time, project sponsors shall incorporate environmental considerations into project conceptualization, design and planning. **CEQA compliance should be completed prior to acquisition of the site for a public project.**

C176-21

On site measurements of PM₁₀ and PM_{2.5} are not necessary for the health risk evaluations. Many studies do not support the PM values stated in the comment as being attributable to freeways. Please refer to Response #C95-1.

C176-22

Please refer to Response #C95-1 and #S15-6. The *Focused Air Quality Analysis, Children's Health and Exposure to Pollutants from I-5* report addresses both the anticipated I-5 expansion and changes in vehicle pollutant emissions in the future as forecast by the California Air Resources Board.

C176-23

Please refer to Response #C95-1, #S15-2, #S15-3 and #S15-4. The *Focused Air Quality Analysis, Children's Health and Exposure to Pollutants from I-5* report uses wind data from Del Mar, which provides the most suitable information for the project site.

C176-24

Section 7.5 of the EIR includes an analysis of the potential impacts related to the No Project – Development of Residential per Zoning Alternative. As discussed in that section, development of the site with residential uses would allow for a maximum of 132 single-family homes. Traffic trips associated with this level of development would be approximately 1,320 trips per day. The proposed project would result in 2,620 trips per day. Based on SANDAG's *Not So Brief Guide to Vehicular Traffic Generation Rate for the San Diego Region* (April, 2002), development of residential uses would result in approximately 209 AM peak hour trips (eight percent of total ADT) and 262 PM peak hour trips (eight percent of total ADT). As proposed, the project would result in fewer AM and PM peak hour trips during weekdays. Higher daily trips could result when Special Events are planned. However, as discussed in the EIR, a Special Event Permit would need to be granted. Granting of this permit would be dependent upon the user's ability to adhere to required traffic management plans and off-site parking services. Lastly, the proposed project is an allowed use within the City Land Use Designation for the site and is allowed under the City's Zoning Ordinance under a Major Use Permit (see Section 3.1 of the EIR).

C176-25

Section 3.1 of the EIR includes an analysis of land use compatibility. As discussed in that section, land use incompatibility could include the introduction of noise sources that result in significant impacts. The EIR includes a full analysis of potential noise impacts associated with the proposed project. Significant impacts resulting from noise were identified and mitigation was included to reduce this impact to less-than-significant levels. Additionally, Section 3.5 of the EIR analyzes potential impacts from lighting sources proposed at the site. This section identifies impacts related to light and glare and includes mitigation to reduce these impacts to less-than-significant levels. It is unclear how buffer zones would be utilized to 'shield' residents from traffic. Secondary effects associated with traffic include noise and air impacts. However, as discussed above and within Section 3.3 of the EIR, noise and air impacts would be reduced to less-than-significant levels with the implementation of mitigation measures outlined in the EIR. The site plan depicted in the EIR for the proposed project shows that a vegetative buffer would be planted between the proposed project's northern boundary and land use located north of the site. It is inferred that comment questions why no masonry wall or similar barrier is provided on the proposed project's northern boundary. Land uses located to the north of the site include retail/commercial uses that do not have as stringent standards associated primarily with allowable noise and lighting levels. Since the proposed project would not exceed any noise or light/glare thresholds associated with the retail/commercial uses to the north of the site, no sound attenuation devices or light reducing devices (such as a masonry wall) would be required in this area.

C176-20
cont.

C176-21

C176-22

C176-23

C176-24

C176-25

C176-26

Proposed Competitive Sports Complex Does Not Meet Council's Own Objectives

Whereas EIR claims that Reduced Intensity Alternative and the CQL Alternative plans do not meet the stated objectives, it needs to be pointed out here that the proposed sports complex does not meet those objectives any better:

Objective 1. Provides a variety of recreational facilities that are predominantly active sports uses

Whereas the proposed facilities are indeed primarily for active sports, they are not ^{re}creational in the normal sense of the word, but are designed for *competitive* tournaments.

Objective 2. Maximizes the number and use of athletic fields that help to offset the unmet needs of Encinitas

Whereas the proposed major public works project indeed maximizes athletic fields, the *unmet need for such fields* has never been accounted for by city council or staff.

The Encinitas Soccer League, a **private club**, is lobbying aggressively for the regional sports complex, claiming there are not enough fields available. But in reality Encinitas has 15 public sports field sites with a **total of 41 fields**, 28 of which are suitable for playing soccer, including 4 full Olympic-size fields. Public fields that are owned and co-owned by the City are Cardiff Sports Park, Leo Mullen Sports Park, George Berkich Park and Ecke Park, with a combined number of 16 fields, half of them with field lights. Nineteen more public fields, suitable for soccer, are operated by school districts. Most fields stand empty throughout most of the week. School districts are reluctant to offer their fields to private soccer clubs like ESL, because competitive use wrecks the turf and increases maintenance costs. The problem is that private soccer clubs do not want to pay their fair share of field maintenance. They want dedicated fields, subsidized by taxpayers and provided free of charge to these private clubs by the city. To put this into perspective, 15 acres of developed fields on the Hall site will cost the Encinitas taxpayers over a million dollars per year in bond repayments, probably another \$500,000 for maintenance, utilities and insurance.

Objective 3. Provides multiple vehicular and pedestrian access points

This objective is not met by the proposed access points in the EIR. The northern easement from Santa Fe Drive is only 30 ft wide (paved width restricted to 20 ft in places by buildings) and cannot handle tournament traffic of thousands of cars. The proposed SE entrance via Warwick is even narrower, infringes on private property rights and passes traffic through residential streets. Consensual use of the private portion of Warwick near McKinnon was obtained by city staff under questionable circumstances without public review, neighbor notification or permits.

Objective 4. Provides adequate recreational facilities for all user groups

Here the project fails miserably. The tournament fields provide primary use to private organized sports groups whose members comprise less than 10% of the residents of Encinitas who pay for all this. There are practically no passive recreational use areas, no serenity, no natural beauty, no artistic or educational facilities for our young or old generations.

C176-26

The comment correctly recites CEQA Guidelines Section 15004(b)(1). Although CEQA Guidelines Section 15004(b)(1) suggests that 'CEQA compliance should be completed prior to acquisition of the site for a public project', it is not always feasible or practical to do so. As stated in CEQA Guidelines Section 15004(b), 'EIRs and negative declarations should be prepared as early as feasible in the planning process to enable environmental considerations to influence project design and yet late enough to provide meaningful information for environmental assessment.' While the City has already acquired the subject property, the proposed project, has not been approved. Thus, construction and operation of a park at this site is not pre-determined. The City could choose to sell the property or propose some other use on the property. CEQA compliance will be required before development of a park or any other land use can proceed on the subject property.

C176-27

C176-27

Section 7.0 of the EIR includes an analysis of a variety of alternatives. Under the CEQA definition, the alternatives analysis includes alternatives to the project that would meet the majority of the objectives of the proposed project and reduce identified significant impacts. As discussed in Section 7.0, the Reduced Density Alternative and the Citizens for Quality of Life Alternative could meet the majority of the stated objectives, but not to the same extent as the proposed project.

C176-28

C176-28

It is anticipated that the proposed project would host special events that utilize the athletic fields approximately three to four times per year. The nature of the special event could include 'competitive' or 'recreational' tournaments. However, a Special Event Permit would be required for these events. A traffic management plan and adequate off-site parking are requirements for approval of the Special Event Permit. Exclusive of these athletic field special events that could be competitive in nature, the proposed project site would provide recreational uses in the form of athletic fields, aquatic center, and basketball courts.

C176-29

C176-29

Please refer to Section 2.4.1 of the EIR for a discussion of the project's unmet needs related to active recreational fields. The economic effects of the project are not considered to be a significant environmental impact under CEQA.

C176-30

The comment correctly identifies the northern entrance to the project site as coming in off Santa Fe Drive along the western side of the Santa Fe Plaza shopping center. As discussed in Section 3.2 of the EIR, development of the proposed project would result in significant impacts at the intersection of the alley and Santa Fe Drive. Mitigation measures included within the EIR would reduce these impacts to less-than-significant levels. The second entrance identified in the comment refers to Warwick Avenue. No access point to the project site would be included along Warwick Ave. The second entrance point, as identified in the EIR is Mackinnon Ave. As discussed in Section 3.2 of the EIR, with implementation of the proposed mitigation measures, the entrance off Mackinnon Ave would not result in significant impacts. Please refer to Response #B4-10.

C176-30

C176-31

The comment speculates that the future use of the proposed project would be solely for the use of private organized sports groups. This is not correct; the athletic fields are not primarily designated for organized leagues. No comment on the adequacy of the EIR is included, therefore no response is necessary. With regard to the lack of passive recreational uses and educational facilities, the site plan prepared for the proposed project includes a trails and gardens component. This area is depicted in Figure 2-6 of the EIR. This area comprises approximately six acres of land. No educational facilities have been planned for the park but such uses are not precluded from future consideration. Please also refer to Response #C191-19.

C176-31

Objective 5. Maximizes use of recreational facilities during park hours

The facility maximizes intense use of competitive fields, lit up till midnight at the discomfort of neighbors seeking recreational regeneration of body and spirit.

C176-32

C176-32

Please refer to Responses #C17-4, #C176-25, and #C176-31.

Objective 6. Provides a buffer to separate active park uses from adjacent residential areas

No buffer in northern half of project, inadequate in other areas. The fact that a buffer zone is thought to be needed at all is an admission that the sports complex is inappropriate for this location.

C176-33

C176-33

Please refer to Response #C176-25.

ADDENDUM ON DIESEL FUMES – SEE NEXT THREE PAGES

C176-34

C176-34

Please refer to Response #C95-1.



Dietmar E. Rothe, Ph.D., P.Eng.
Scientific and Engineering Consultant
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FREEWAY SITE UNHEALTHY FOR YOUNG SOCCER PLAYERS

Dietmar Rothe, Ph.D., Research Scientist and Consultant,
Cardiff-by-the-Sea, CA
2002

COPY

Children's health is one of our primary concerns. USC Keck School of Medicine has tracked the respiratory health of 3535 young students, who regularly play active sports, such as soccer, in different communities having low to high air pollution from vehicular sources. They found that within a five year period 265 (1 in 13) students developed asthma, with children who played the most active sports in the most polluted areas developing the most severe asthma. These statistics would predict that at least one child on each soccer team that regularly competes in close proximity to Interstate 5 will sustain serious lung damage and develop asthma due to exposure to vehicle exhaust within a 5 year period.

The most damaging component in vehicular air pollution are fine soot particles. Presently in Southern California, diesel trucks make up 20 to 30% of freeway traffic and are the prime contributor of smog-producing nitrogen oxides and particular matter in our air. Exhaust from diesel engines contain 100 to 200 times more particles than gasoline engine exhaust. The EPA predicts that by year 2010, diesel engines will account for more than 70% of particulate matter from mobile sources. Moreover, the number of heavy-duty trucks will double on Southern California freeways by 2020 (Los Angeles County Traffic Study of Diesel Vehicle Trends 1970-2020). Hence, the already significant health risks for children playing sports near freeways will become ever more severe in coming years.

Presently, Interstate 5 in North County San Diego carries approximately 250,000 vehicles per day. With Caltrans' plans to widen the freeway from 8 lanes to 14 lanes (16 lanes at the Hall site) in the next ten years, the San Diego Freeway (I-5) is destined to become the most heavily traveled and congested freeway on the planet, carrying up to 400,000 vehicles per day by 2020 (SANDAG Region 2020 Report), with an increased percentage of diesel trucks, estimated at 125,000 trucks per day. During peak periods, traffic on I-5 will flow past Encinitas at an equivalent rate of a million vehicles per day. Compare this with new findings by Prof. Pearson of CU Denver, and Prof. Wachtel of U. Colorado at Boulder, that children living adjacent to traffic corridors carrying more than 20,000 vehicles/day are exposed to a six-fold increase in risk of contracting cancer, including leukemia.

Year 2000 studies of the US Environmental Protection Agency (EPA) and the NY State Department of Environmental Conservation found that today more Americans die each year from the effects of breathing diesel exhaust than from second-hand smoke. Diesel exhaust contains over 450 components, including fine soot particles coated with harmful organic substances, 41 of which have been identified by the California EPA as toxic contaminants, including arsenic, dioxins, biphenyls, chlorobenzene, cyanides, mercury compounds and 3-nitrobenzathrone, one of the most potent carcinogens known. Nationwide, over 50,000 premature deaths are attributed annually to particulate pollution in our air (1996 Natural Resources Defense Council report).

We all have observed those noxious black soot plumes belched out by accelerating buses and trucks and have choked on them. But the most dangerous particles are less than 2.5 micrometers in size and invisible (what you don't see can and will hurt you). More than 95% of the particulate

C176-35

The City acknowledges that there are recent studies showing potential health effects in children living in close proximity to freeways, including those cited in the commentor's letter and others. In order to further investigate and explore the studies and information available on this topic and issues raised by the public and as detailed in the commentor's letter, the City has prepared two new studies specifically addressing health and air pollution. These studies are included in Appendix D of the EIR and appropriate details are included in Section 3.3, Air Quality, of the EIR.

The first study is titled Air Toxics Risk Evaluation and addresses increased cancer risks due to freeway exposure. The second study is titled Children's Health and Exposure to Pollutants from I-5. This study addresses the concerns and issues regarding children's health raised in comment #C176-35. The study investigated published research and papers on the topic of children's health and freeway exposure. The study also compared the scenarios that the studies researched to the proposed project to identify similarities and differences.

The study found that there would not be a significant impact to park users, specifically children, from exposure to freeway pollutants during park use. This conclusion was based on factors detailed in the study including meteorological conditions that generally blow vehicle emissions away from the park, duration of exposure while at the park, distance from the freeway, and improvements in vehicle emissions over time.

C176-35

matter in diesel fumes falls into this invisible category. Such ultra-fine particles penetrate into the deepest lung tissues, acting as a highly efficient delivery system for depositing toxins into human bodies, remaining in the lungs for years before being cleared out by the body's immune system.

Dozens of recent studies link airborne particulates from diesel engines to respiratory diseases, lung and kidney cancer, pneumonia, heart disease and death. Irrefutable evidence exists that exposure to diesel fumes is a major contributor to asthma in children. The health risk is greatest for children who frequently exercise in diesel polluted areas near major roadways. In the US approximately 11 million people suffer from asthma. Half a million of those are children living in smoggy areas of California. Children are more severely affected by air pollution than adults, because they breathe in twice as much contaminated air per unit body weight, because their air ducts are smaller and their lungs still developing, and because they are more physically active.

Across the US, the incidence of new asthma cases in the 5 to 14-year age group has nearly doubled in the last ten years, correlating with the marked increase in diesel truck traffic on our nation's highways and freeways. A link between asthma in children and proximity to major roadways has first been positively established in Europe (Oosterlee 1996 and Brunekreef 1997). Medical research scientists there determined that children living near freeways are at a significantly higher risk of developing asthma. In a more recent study, the USC Keck School of Medicine found that asthmatic kids have also a threefold higher chance of developing bronchitis when exposed to particulate concentrations over 60 micrograms per cubic meter. Such high levels of diesel particulates are commonly found near major freeways. In another ongoing study, Prof. Kleinman at UC Irvine found that "ultrafine particulate matter from exhaust is ten times higher next to a freeway than at other test sites" more than 300 ft away.

C176-35
(cont.)

Latest results from the USC study indicate that in areas polluted by vehicle exhaust, our most athletic children are three times more likely to develop asthma than inactive children. "The damage is particularly severe for athletes participating in high-intensity sports: football, basketball, soccer, swimming and tennis." This is consistent with the study's findings that the lungs of a child playing soccer suck in polluted air at a rate 17 times higher than "normal." Another finding by the UCI group shows that children exposed to vehicular pollution are affected "up to nine times more harshly than adults." When we combine all these results, we predict that children exercising near freeways have a 27 times higher chance of developing asthma than inactive adults exposed to the same pollution levels, and a 54 times higher risk of developing cancer than inactive adults living away from major roadways. Considering that medical researchers are highly conservative, such odds are highly alarming and are probably just the tip of the iceberg.

Dear soccer moms and elected decision makers in Encinitas: If you truly love your children, do you really want them to play soccer right next to this highly polluting super-freeway? Please take the medical research studies seriously and think twice before suggesting the construction of tournament soccer fields and an open swim complex on the newly acquired Hall property.

CAN YOU, IN ALL CONSCIOUSNESS, TAKE THE RESPONSIBILITY FOR EXPOSING OUR YOUNG CHILDREN TO THESE TERRIBLE HEALTH RISKS?

Sources of Data:

1. University of Southern California (USC), Keck School of Medicine study (1993-2002), sponsored by Cal. EPA's Air Resources Board (ARB). Most recent results were published in *The Lancet* **359** (Feb 2, 2002). See e.g. Washington Post article by William Booth, "Study: Pollution May Cause Asthma" (Feb 1, 2002); or Fresno Bee article, "Every Breath We Take" (Feb 4, 2002). See also: Hricko, A. et al., "Air Pollution and Children's Health" in Health Atlas of Southern California, 1999 USC Document (www.usc.edu/schools/medicine/academic_departments/preventive_med/occ_environmental/scehsc/atlaschap.html).
2. Gina M. Solomon, M.D., M.P.H. et al., "Exhausted by Diesel, How America's Dependence on Diesel Engines Threatens Our Health," Natural Resources Defense Council (NRDC) Publication (April 1998).
3. US EPA, Office of Research and Development, Health Assessment Document for Diesel Emissions, Review Draft EPA/600/8-90/057C (Feb. 1998).
4. ARB, Draft Diesel Exposure Assessment (Feb. 1998).
5. Testimony of Peter M. Iwanowicz, Director of Environmental Health, American Lung Association of New York (Nov. 8, 2001).
6. Farleigh, A. and Kaplan, L., "The Danger of Diesel," USPIRG Publication (July 2000).
7. Morbidity and Mortality Weekly Reports, **41**(39), (Oct.2, 1992) p.733 and **45**(17), (May 3, 1996) p.350.
8. Shprentz, D., "Breathtaking: Premature Mortality Due to Particulate Air Pollution in 239 American Cities," NRDC, NY (May 1996).
9. Kun, V. et al., "Out of Breath: Children's Health and Air Pollution in Southern California," NRDC, Los Angeles (Oct.1993).
10. Brunekreef, B., Janssen, N.A.H., de Hartog, J., et al. "Air Pollution from Truck Traffic and Lung Function in Children Living Near Motorways," *Epidemiology* **8**(3),(1997) p.298.
11. Oosterlee, A., Drijver, M., Lebret, E., Brunekreef, B., "Chronic Respiratory Symptoms in Children and Adults Living Along Streets with High Traffic Density," *Occup. Environ. Med.* **53**(4), (Apr. 1996) p.241.
12. Venn, A.J., Lewis, S.A., Cooper, M., et al., "Living near a Main Road and the Risk of Wheezing Illness in Children," *Am. J. Respir. Crit. Care Med.* **164** (2001) p.2177.
13. Van Vliet, P., Knape, M., de Hartog, J., et al., "Motor Vehicle Exhaust and Chronic Respiratory Symptoms in Children Living Near Freeways," *Environmental Research* **74** (1997) p.122.
14. Wachtel, H., "Children Living Near Busy Streets Have Higher Cancer Risk," *Albion Monitor* (April 3, 2000); also in *J. Air and Waste Management* (Febr. 2000).
15. Kleinman, M., "Freeway Exhaust May Accelerate Lung Conditions" and Phalen, R., "Air Pollution May Affect Children More Harshly," both in *Irvine World News*, Online Edition, (Aug. 29, 2002).
16. Kleinman, M. and Mautz, W.J., "The Effects of Exercise on Dose and Dose Distributions of Inhaled Automotive Pollutants," Research Report, Health Effects Institute (Oct. 1991) p.1-50.
17. SANDAG 2020/2030 Regional Transportation Plans, San Diego (2000).

C176-35
(cont.)

Alan Russell

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Novels by Alan Russell:

POLITICAL SUICIDE
EXPOSURE
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MULTIPLE WOUNDS
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THE FOREST PRIME EVIL
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March 9, 2007

City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

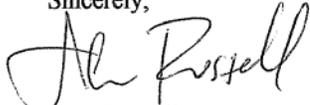
To City Council and those Concerned:

Please don't delay any longer in beginning construction on the multi-purpose sports park (yes, with lights) that Encinitas needs.

Encinitas is woefully lacking in providing adequate sports facilities for its citizens. Carlsbad and other coastal cities have made a point of seeing to these needs that Encinitas has not.

My two oldest children have found it necessary to travel outside the borders of our city in search of adequate sporting venues. Please act now so that my youngest child doesn't have to travel so far a field to play on a field.

Sincerely,



Alan Russell

C177-1

C177-1

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.

February 26, 2007

Scott Vurbeff
Environmental Coordinator
CITY OF ENCINITAS
Planning & Building Department
505 South Vulcan Avenue
Encinitas, CA 92024

SUBJECT: Hall Property Community Park
RE: Aesthetics and Lighting

Dear Mr. Vurbeff:

The EIR document prepared by EDAW is extensive, consisting of close to 2500 pages. I respectfully request that we be given at least 180 days to review this document that took over two years to prepare.

Clearly there is a lot of detail that took professionals a considerable amount of time to compile. Allowing only the required 45 days for a response is not being fair to the community that will be impacted.

I have reviewed the section in the Draft EIR listed under Aesthetics and Lighting and offer the following comments for your consideration.

Under the paragraph Surrounding Area, the report identifies the relatively new Cardiff Glen development and an older more eclectic neighborhood to the south. My property is too the north and there are several properties adjacent to mine and also to the west that are unidentified. It would appear that these areas have not been considered under this section.

The lighting proposed is identified for skate board parks and ball fields ranging from 40 feet to 90 feet in height. Any structure over 30 feet in height requires a variance and or story poles prior to approval.

The Significance after Mitigation is listed as Less than significant.

The effect of the lights at San Dieguito Academy and the Lake Facility are significant to my property which is over 1 mile from these facilities. It is amplified when there is fog/cloud cover. It is incomprehensible to understand that lights only 100 yards away will have a less than significant impact and that there will be no light trespass.

Light poles 90 feet high will have a significant effect compounded by the local climactic conditions of fog and low cloud. The local residents over a mile away will be negatively impacted and the freeway will now have a major distraction.

Under the section Timing (3.5-29) a monitoring program is required. Is there recourse if this is not done or the levels exceed the stated foot candles? If so what is the recourse?

C178-1

In compliance with CEQA, the 45-day public review period ended on March 12, 2007. The City determined that the length of the public review period was adequate.

C178-2

The environmental analysis considers land uses that surround the entire project site. These uses are described in Section 2.2 of the EIR.

C178-3

Section 2.8 of the EIR acknowledges that, if athletic field lighting is approved, amendments to the Encinitas General Plan, Local Coastal Program, and zoning ordinance would be required to allow light standards higher than 30 feet.

C178-4

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

C178-5

See responses to comments #C9-2, #C17-16, and #C17-18.

C178-6

The mitigation monitoring requirements provided in Section 3.5.5 of the EIR would ensure that luminaries are positioned and shielded in order to prevent significant light trespass on adjacent properties. If the light levels exceed the specified performance standards, the luminaries would be adjusted until the performance standards are satisfied. The mitigation monitoring requirements would be made a condition of project approval and the City would be legally responsible for their implementation.

See response to comment #C178-4.

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

C178-1

C178-2

C178-3

C178-4

C178-5

C178-6

When are these lights to be used? The intrusion of the lights and the accompanying noise and traffic will occur precisely when it is desirable to enjoy ones home, i.e. at the end of the day after work and when one is trying to enjoy family time. The lights will be intrusive and will facilitate noise well into the time homeowner's desire quiet time before going to bed. This local impact is very significant.

C178-6
cont.

Thank you for your consideration regarding these deficiencies in the report.



David Saacks
1291 Rubenstein Avenue
Cardiff by the Sea
CA 92007

Cc: Dan Dalager
Maggie Houlihan
James Bond
Jerome Stocks
Teresa Barth

March 5, 2007

Scott Vurbef
Environmental Coordinator
CITY OF ENCINITAS
Planning & Building Department
505 South Vulcan Avenue
Encinitas, CA 92024

SUBJECT: Hall Property Community Park
RE: Noise

Dear Mr. Vurbef:

The EIR document prepared by EDAW is extensive, consisting of close to 2500 pages. I respectfully request that we be given at least 180 days to review this document that took over two years to prepare.

Clearly there is a lot of detail that took professionals a considerable amount of time to compile. Allowing only the required 45 days for a response is not being fair to the community that will be impacted.

One of the Objectives as defined by the Council is to provide sound buffers to the residents.

This objective has not been met along the Sante Fe Alley Access. The Alley which is now going to be funneling hundreds of cars into the property does not have a sound wall indicated, and there are no buffers indicated at the North West section of the property.

The sound wall along the Access alley should be greater than 6 feet tall and consist of sound absorbing material in order to prevent an echo factor from the existing block walls. This should be analyzed to determine if it will keep the sound at the levels described in the EIR.

The buffer within the park should be a high deep berm in order to contain the sound within the park. This should be analyzed to determine if it will keep the sound at the levels described in the EIR.

Both sound buffers should be designed by an Acoustic Engineer in order to ensure that they will work.

Sincerely,



David Saacks
1291 Rubenstein Avenue

C179-1

See response to comment #C178-1.

C179-1

C179-2

As described in Section 2.3, one of the project objectives is provide a buffer to separate active park uses from the adjacent residential uses. With respect to proposed park uses, the northwestern driveway access is not located adjacent to athletic fields. Although a narrower landscape buffer (approximately ± 10 feet) would be provided adjacent to this driveway on city-owned property, the wider portions of the park buffer was intended to minimize land use compatibility effects related to the athletic fields. The entire park buffer was not designed with the intent to ensure that noise effects of the project are mitigated to acceptable standards. However, the proposed masonry wall in this area would ensure that park noise levels are attenuated to adopted performance standards for adjacent residential uses.

C179-2

Although berms may also serve to mitigate noise impacts, they are typically not used for this purpose when considering the amount of grading and land area necessary to construct them.

Regarding an echo factor, it is assumed the commentor is referring to reflected noise and the interactions of two parallel surfaces. Reflections of noise between two parallel plane surfaces, such as noise barriers or retaining walls on both sides of a roadway, can theoretically reduce the effectiveness of individual barriers. However, studies of this issue have found no problems associated with this type of reflective noise (2007 Highway Noise Barrier Design Handbook, FHWA 2007). Studies have suggested that to avoid a reduction in the performance of parallel reflective noise barriers, the width-to-height ratio of the roadway section to the barriers should be at least 10:1. The width is the distance between the barriers, and the height is the average height of the barriers above the roadway. This means that two parallel barriers 10 feet tall should be at least 100 feet apart to avoid any reduction in effectiveness. As the proposed project would not erect a wall along the park side of the development, the noise reflected off the wall along the residences yards would not be reflected back toward the residences and thus no reflective noise issues, or echoing, would occur as the noise would disperse into the park.

March 5, 2007

Scott Vurbeff
Environmental Coordinator
CITY OF ENCINITAS
Planning & Building Department
505 South Vulcan Avenue
Encinitas, CA 92024

SUBJECT: Hall Property Community Park
RE: Traffic Circulation Evaluation

Dear Mr. Vurbeff:

The EIR document prepared by EDAW is extensive, consisting of close to 2500 pages. I respectfully request that we be given at least 180 days to review this document that took over two years to prepare.

Clearly there is a lot of detail that took professionals a considerable amount of time to compile. Allowing only the required 45 days for a response is not being fair to the community that will be impacted.

I have spent some time reviewing the appendix and also the Access Alternatives prepared by Austin-Foust of May 14, 2002. I found no reference to this document in the LLG traffic study. This is surprising as Austin-Foust had indicated very clear problems with both LLG's proposed park access plans. These concerns need to be analyzed.

The study is clearly deficient in analyzing all the streets that would be used to access the property as was pointed out by numerous verbal comments at the March 1, 2007 meeting.

Boundaries of Access Roads

I have seen a complete absence of analyzing the broader boundaries of access to the property which will include the "Box" of streets bounded by Encinitas Boulevard to Birmingham on the North and South Ends and El Camino Real (Crest) and Vulcan on the East and West ends. There are a multitude of crossover points from Encinitas Boulevard including Vulcan, Westlake and Balour to name a few. All of these streets will become traveled by cars on their way to and from the Hall property. The impacts on these streets need to be analyzed.

C180-1

C180-1

See response to comment #C178-1.

C180-2

C180-2

The Austin-Foust Study (5/14/02) is noted for the record. This study considered a range of access alternatives to the project site, but did not rule out the access points as currently proposed. See responses to comments #C11-2, #C23-5, and #C39-14.

C180-3

C180-3

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

C180-4

C180-4

The study area defined by the traffic analysis includes the portion of the circulation system that would be most affected by the project. Although vehicle trips beyond the study area are expected to occur, these trips are not expected to be significant as addressed in Section 7.2 of the project's traffic study (Appendix B).

Alley access

No description is given of the legal width of the alley. It is constricted down to 26' from Wall to Fence at one point, but this is a physical dimension not a legal easement. The EIR does not discuss the legal width. If this width is in fact 24', there will be no way to include a sidewalk, gutter and two traffic lanes safely. This access point will then fail from this perspective alone. This needs to be investigated as part of the EIR process. This is the reason the Austin-Foust report analyzed alternates through the shopping center.

C180-5

C180-5

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

Parking

The project parking has been analyzed around soccer events and shows that these events will consume all the parking on site. The park consists of other activity areas. Where will visitors park to use these facilities? A restriction on parking for team events needs to be discussed and a management plan provided in the EIR in order to ensure parking for other events/activities.

C180-6

C180-6

See responses to comments #B2-16, #B2-17, #C35-2, #C66-6, #C69-35, and C81-2.

It is clear from the meeting on March 1, 2007, the Austin –Foust analysis and the deficiencies in this EIR that the RJM design will not work on this property. Please advise the City Council based upon this information that the design be amended to provide a lesser impact on the surrounding streets and freeway ramps.

C180-7

C180-7

See responses to comments #C180-1 through #C180-6. Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Sincerely,



David Saacks

1291 Rubenstein Avenue

February 19, 2007

Scott Vurbef
Environmental Coordinator
CITY OF ENCINITAS
Planning & Building Department
505 South Vulcan Avenue
Encinitas, CA 92024

SUBJECT: Hall Property Community Park
RE: Traffic Circulation

Dear Mr. Vurbef:

The EIR document prepared by EDAW is extensive, consisting of close to 2500 pages. I respectfully request that we be given at least 180 days to review this document that took over two years to prepare.

Clearly there is a lot of detail that took professionals a considerable amount of time to compile. Allowing only the required 45 days for a response is not being fair to the community that will be impacted.

That said here are my initial comments on Traffic Circulation:

1. The report does not take into account the other significant projects that are occurring on Sante Fe, i.e. San Dieguito Academy, Sunset School, Brown Property, etc.
2. The report does not appear to detail the significant impact of the Scripps facility
3. The major access from Sante Fe (Raspy Growers Alley) is constricted by property lines ranging in width from 26 Feet to 36 Feet. The structures on the East side are concrete block buildings. This clearly is extremely narrow and potentially very dangerous and is not a viable access for hundreds (thousands) of cars with pedestrian sidewalks.
4. The Alley currently has considerable daily use including cars, 18 wheeler delivery trucks, garbage trucks etc. This has not been considered.
5. The alley will need to have handicap access to the park. Has this been considered?
6. The original plan was to have the realigned Mackinnon Bridge be the major access with at least four lanes – If this is no longer feasible does the more economical plan really allow safely for a volume of traffic

C181-1

C181-1

See response to comment #C178-1.

C181-2

C181-2

These other projects are addressed as part of the cumulative traffic impacts analysis contained in Section 3.2 and 5.4.2 of the EIR.

C181-3

C181-3

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

C181-4

C181-4

The number of existing service vehicle trips using the alley access is not substantial. The alley access is anticipated to provide acceptable operating conditions for service vehicles and project traffic. Existing traffic counts were taken on the alley and these counts were fully included in the traffic analysis as part of the baseline condition to which project traffic was added.

C181-5

C181-5

C181-6

See response to comment #C181-3. The project would be required to comply will all applicable ADA standards.

C181-6

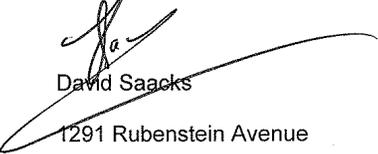
As addressed in Section 3.2 of the EIR, Mackinnon Avenue would have adequate capacity to serve project traffic.

without a reduction in usage at the property. I suggest reducing fields to reduce traffic.

- 7. Parking clearly is going to be a huge problem. Reduce it by reducing park demands
- 8. The report talks about average traffic flows. Local residents are concerned with peaks as that impacts us and our ability to conduct our lives. This needs to be detailed and clearly presented.
- 9. A park access from Sante Fe is going to create unsafe and very poor levels of service at all times of the day. Creating a new left turn into the alley just 150 feet from the existing traffic signal will encourage cars to "play tricks" to gain access creating unsafe conditions. U-turns on Sante Fe were frequent before the traffic circle. Now cars will try:
 - a. Traffic circle heading west and then a right turn into the alley
 - b. The existing signal and then into the alley
 - c. Left turn into the alley
 - d. Various options through the Vons lot to get into the alley either behind the buildings or past various stores.
 - e. The traffic circle has its own problems currently. Adding this volume of traffic, (plus Scripps) and getting onto and off Rubenstein and Devonshire will be unsafe.

These are my initial thought regarding traffic. As yet I have not had sufficient time to fully review and digest this section of the report, but clearly as detailed as the report is, it has glossed over some major issues that require more detailed review even from a lay perspective.

Sincerely,


David Saacks

1291 Rubenstein Avenue

C181-6
cont

C181-7

C181-8

C181-9

C181-10

C181-11

C181-7

See responses to comments #B2-16, #B2-17, #C35-2, #C66-6, #C69-35, and C81-2. 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.

C181-8

Section 3.2 of the EIR addresses the project's Average Daily Trips (ADTs) that would occur during the peak traffic hours. This methodology is a standard traffic engineering practice when conducting traffic impact analyses.

C181-9

Section 3.2.5 of the EIR indicates that the specified intersection improvements at the Santa Fe Drive access would mitigate traffic impacts below a level of significance. There is no substantial evidence that the proposed intersection improvements would result in unsafe operating conditions. See responses to comments #C17-10 and #C17-11.

C181-10

See response to comment #C181-9. It should be noted that the existing roundabout at Santa Fe Drive and Devonshire Avenue operates under acceptable (LOS A) operating conditions.

C181-11

See responses to comments #C181-1 through #C181-10.

Dear Chris and Scott-

I am resident of Cardiff by the Sea and have recently read the Hall Property EIR. I have concerns about the size and intended uses of the park as outlined in the EIR and believe that this park will have a significant negative impact to the quality of life in nearby neighborhoods. I'd like to point out two issues that I believe will have the largest negative impacts: hosting large regional sports events at the park and sports field lighting.

C182-1

C182-1

See responses to comments #C182-2 through #C182-7.

First, the idea of hosting large regional sporting events within the Cardiff by the Sea area of Encinitas is a completely unworkable idea. In my view, there is not enough street access or parking to accommodate regional sporting tournaments. I base this on my observations over the years of regional sporting events that are held at the polo fields off Via De La Valle in Del Mar. These events completely choke Via De La Valle and other surrounding streets with traffic. Via De La Valle is larger and has much better access to Interstate 5 than the proposed access to the Hall property.

C182-2

C182-2

Traffic impacts of the project are addressed in Section 3.2 of the EIR, which identifies significant traffic effects that would result from project implementation. 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. The EIR acknowledges that project traffic would result in significant impacts that are both mitigable and unmitigable.

Second – the proposed sports field lighting will have a large negative effect on surrounding neighborhoods. I used to live on Lower Lake Drive in Cardiff, near the lighted softball fields off of Lake Drive. My house was about a quarter mile from the fields and the light spillover from the fields was evident, especially when the fog rolls in and scatters the light. Moreover, the lighted fields extend the noise level until 10PM and also encourage more events to be held at the park.

C182-3

C182-3

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

C182-4

C182-4

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

Even the EIR points out the possibility of light trespass:

This glare would not result in the reduction of the ability to see or identify objects; however, it could cause discomfort for the viewer (i.e., discomfort glare). In addition, the project has the potential to result in light trespass onto adjacent properties. Although this potential is minimal under the current lighting plan as analyzed in the EIR,

C182-5

C182-5

See response to comment #C182-3.

there are areas in the northwest and southwest corners of the site where light could spill onto sensitive residential areas beyond the park property line. If not monitored, these lighting effects may result in significant impacts.

C182-5
cont.

The light poles themselves are an ugly visual impairment as well. I disagree with the EIR's assessment that "Because they [the light poles] are thin and do not consist of a mass that would block views, the poles would fade into the background and become less visible with distance. The height of the poles would result in a less than significant visual impact." I lived near a park with light poles and I can assure you they are ugly and ruin views.

C182-6

C182-6

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

I ask you to amend your plans for the park. Sports field lighting should be removed from the plan to preserve the quality of life for surrounding residents. I believe this park should serve the local community and large regional sporting events should not be hosted at the site. One way to ensure this is to reduce the number of sports fields on the park. I'd like to see a new, alternative plan for the Hall Property that would require minimal mitigation measures through a less intensive park design.

C182-7

C182-7

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

Thank you,
Barrett Saik
502 Sheffield Avenue
Cardiff by the Sea, CA 92007

March 10, 2007

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

Dear Mr. Vurbeff:

I have been a resident of Cardiff-by-the-Sea for almost 30 years. I've lived in the same house and neighborhood for the duration of that time. I, as are many of my long-time friends and neighbors, am concerned about the planned "Special Use Park" scheduled to be built on the former Hall property. When the original idea of a "community park" was first put forth before the community I considered it a wonderful use for this large parcel of land—a welcome addition to an area of primarily single family homes—former home to local flower-growing operations. I had assumed that the original ideas put forth by the City Council would be honored and we'd benefit from a mixed use park catering to the disparate needs of the residents of this community.

Suddenly, I find that the now proffered plan has seemingly been designated as a "Special Use Park" for sports teams with a potential for 6-12 soccer fields. How has the original plan metamorphosed from a balanced plan catering to the needs of the many to the needs of a select few? I know the majority of my neighbors envisioned it as a more natural park of walking paths, playgrounds, a sports field or two, a pool and feasibly a dog park and possibly a teen center as suggested in the original park discussions always keeping in mind the sensitive nature of the protected land that abuts the park to the West/Southwest.

This newest plan placed before the community has failed to adequately deal with the impact it would have—as a ridiculously large sports park—on this neighborhood in particular and the community in general—be it with traffic, lighting, noise pollution, and more. We, in this part of Cardiff, are already dealing with nightmarish traffic issues. Daily we must contend with traffic that backs up when there are accidents on the freeway and people frenziedly find their way into the neighborhood seeking shortcuts to work and the beaches. Parents taking their children to school daily pour through our neighborhood making it difficult to back out of our driveways. And there is the problem of all those people who take Birmingham and want a quick shortcut through our neighborhood —Glasgow north to Burkshire—rather than wait for the signal near the Fire Station on MacKinnon. We've found no remedy for this daily problem and now you propose drawing potentially thousands more into this small, formerly quiet, area of Cardiff. It is a formula for gridlock and will compromise the quality of life for the majority of local residents.

Please consider amending this plan and incorporating those ideas initially proposed for this large parcel of land. If only time and space would permit, I would also address the numerous other inadequately addressed portions of the plan as it now stands. Please make this a project that the entire community can benefit from with the least impact upon this formerly quiet, family and animal friendly neighborhood.

Sincerely,

Donna Sasso



Maxine Sasso



C183-1

C183-1

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

C183-2

Traffic impacts of the project are addressed in Section 3.2 of the EIR, which identifies significant traffic effects that would result from project implementation. These effects are identified in Section 3.2.4. A description of mitigation measures is provided in Section 3.2.5 for those impacts that can be mitigated below a level of significance. The EIR acknowledges that project traffic would result in significant impacts that are both mitigable and unmitigable.

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

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.

C183-2

C183-3

Chapter 7 of the EIR addresses 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.

C183-3

Encinitas Personal Healthcare, Inc.



285 N. El Camino Real, Suite 204
Encinitas, CA 92024
Phone: 760-436-7464
Fax: 760-436-6648

March 7, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As resident of Encinitas for 18 years and now as owner of a business and member of the Encinitas Chamber of Commerce since 2005, I have observed a most disturbing trend, namely the significant development of our community, in terms of housing, businesses, and traffic congestion, without proper provisions for outdoor recreational facilities to accommodate the multitude of children in our neighborhoods. I would like to express my deep concern in this regard and offer my wholehearted support of the subject venture named above, as outlined by the city. Our kids desperately need and deserve a safe place to play that is relatively close to home. Organized sports, on the whole, offer a wide variety of supervised activities for our children, and would give many parents tremendous peace of mind. The proposed lighted multi-use fields would be the ideal solution to a major problem which has been ignored for much too long a time. Please give this project your keen "stamp of approval", and begin building this complex as soon as possible. Thank you!

C184-1

C184-1

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,

Martin C. Schulman, M.D.

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

February 26, 2007

Re: Hall Property DEIR

Traffic and circulation problems caused by the proposed Special Use Park cannot be completely mitigated, as stated in the DEIR, and would completely overwhelm the small, residential community of Cardiff.

C185-1

C185-1

Traffic impacts of the project are addressed in Section 3.2 of the EIR, which identifies significant traffic effects that would result from project implementation. 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. The EIR acknowledges that project traffic would result in significant impacts that are both mitigable and unmitigable.

Because there is no solution to traffic caused by the proposed Special Use Park, the only option is to spread out the features of the park throughout the entire city instead of concentrating them all in one place.

C185-2

C185-2

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

The skateboard park does not belong in a quiet, residential area and would be better placed in an industrial area such as the property just purchased for the public works yard, surrounded by commercial activities.

C185-3

The city owns property it purchased for a park on Quail Gardens Drive—7 acres—plenty of room for a soccer field or two, a dog park or any of a number of other uses. The city owns other properties it can use to meet the recreational needs of its citizens, thus avoiding all the negative environmental impacts created by putting the facilities all in one place.

C185-3

Noise impacts of the project are addressed in Section 3.4 of the EIR. The noise analysis determined that the proposed skate park would not result in significant noise impacts. There are no other city-owned properties that, in conjunction with the property on Quail Gardens Drive, would feasibly accommodate the proposed park uses.

The Special Use Park serves only 10% percent of the population of Encinitas.

C185-4

C185-4

See responses to comments #C11-2, #C23-5, #C35-7, #C39-31, and #C39-14.

Instead of this inappropriate use of taxpayer money, (\$100,000,000.00 over the next 30 years), and its inappropriate location, let the city better serve its residents by building parks and fields throughout the entire city, thus easing traffic problems created by a Mega Sports Complex with no adequate access.

C185-4
cont.

Thank you,
Cerc Schwaebe

Scott,

I live on Glasgow Ave....My property is 2 doors away from the proposed Park...Many years ago They said an entrance and Exit was to be made on Mckinnion..No money forced Them into another Thing.. Now you want to build an entrance to the park on Glasgow...Why should I have to come home and find cars in my parking area ,plus trash that people will dump in our community...Why should I have to Stay up until the lights go out at nite... You will have a very big park and have 2 people Trying to watch all the problems you will have with drugs... I do not want peoplle walking on Glasgow after dark... This was a nice community ,now you walk all over peoples privacy to build a park, IS THAT WHAT THE PEOPLE WANT ?

Bernie Schwartz

C186-1

C186-1

The project does not propose to provide access from Glasgow Avenue.

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.

Date: March 8, 2007

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

From: Barbara Sedgwick-Billimoria
1710 Somerset Ave.
Cardiff, CA 92007

Re: Hall Property – Proposed Park

Please let it be noted that I object to the proposed Community Park as currently delineated by the Encinitas City Council due to the following reasons:

- 1) The EIR does not adequately address the following issues:
 - a. the environmental impact of increased traffic
 - b. the environmental impact of increased noise
 - c. the environmental impact of increased nighttime light

2) Please let it be noted, that I object to access, either pedestrian or car, from the south side of the property because of the huge environmental and quality of life impact that this increased traffic will have on the residents of Somerset Ave and other adjacent and/or adjoining streets. I will express my concern through a comparison. I was one of the few Somerset residents who did not object to the Cardiff Glenn development thinking it would have very little impact on my environment. Unfortunately, this is not true. Cardiff Glenn has had a huge negative impact on my life due to traffic. People speed well beyond 25 MPH down Somerset Ave. I shutter to think of how people will speed down Somerset Ave. looking for a alternative place to drop their kids off for a soccer or baseball game. This type of increased traffic problem is not adequately addressed in the EIR. We have 19 children who live on Somerset Ave. and we do not have sidewalks and we have narrow streets. Increased traffic will pose a huge safety issue to the children who live on Somerset Ave. How does the EIR address these issues in specific terms?

3) I have worked as an economic development officer for the State of California and the Federal government at the Small Business Development and International Trade Center for the past 13 years. Please note that it is my opinion and recommendation that the council needs to re-think (respectfully stated) their economic development assumptions regarding the proposed park pursuant to the following issues:

C187-1

C187-1

See responses to comments #C187-2 through #C187-7.

C187-2

C187-2

C187-3

See response to comment #C187-5.

C187-4

C187-3

The commentator does not state why the EIR does not adequately address noise impacts of the project, which 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.

C187-5

C187-4

The commentator does not state why the EIR does not adequately address lighting impacts of the project. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures.

C187-5

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

C187-6

C187-6

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. Under CEQA, social and economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

- a. If the community park that is currently proposed by the council comes to fruition quality of life will be severely impacted by those residents living around the park.
 - b. One can logically assume then that the a certain percentage of the current residents will leave. Their properties will be sold at a lesser value due to the quality of life impact that the proposed park will have on their properties. Hence, any positive income that the park generates from having the proposed five sports fields and from having people come to the region and use these sports fields (ie money spend on restaurants, shopping and motel/hotel use) will be negated because property values will be decreased and hence less property taxes will be collected.
 - c. Additionally, the logic flows then that people buying properties at lesser values will have lesser incomes and hence less disposable money to spend in our community in the form of shopping, eating out, the school et al.
- 4) If however, the council makes the proposed park the “jewel” of Cardiff, meaning a park that has three sports fields instead of five, increased buffer around the park limited access from residential streets, then the proposed park can have a positive economic development impact for the region. Because:
- a. property values will increase, hence tax revenues will increase and
 - b. higher property values will bring higher income people to the region who will spend their large disposal incomes within the region.

C187-6
cont.

In conclusion, I urge the City of Encinitas to change their existing plan and re-design a scaled down version of community park with 2 – 3 sports fields, zero lighting and make it absolutely impossible for people to access the park from the south end.

C187-7

Thank you so much for your kind consideration.

Sincerely,


Barbara Sedgwick-Billimoria

C187-7

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.

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

March 6, 2007

Re: Scope of Hall Property EIR

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

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

C188-1

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.

C188-2

C188-1 through C188-9

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

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

C188-3

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.

C188-4

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

C188-5

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

C188-6

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

C188-7

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

C188-8

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.

C188-9

Thanks for your consideration.



Jimi Sherman
1440 Crest Dr.
Encinitas

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Attorney at Law
1745 Rubenstein Drive
Cardiff by the Sea, CA 92007
ph 760.753.4726
fx 760.753.2796

March 12, 2007

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

RE: Comment on Hall Property EIR
Dear Mr. Vurbef;

Dear Mr. Vurbef:

I am a resident of Cardiff. I am writing this letter to comment on some of the deficiencies of the EIR on the proposed project on the Hall Property on which others may not have commented.

C189-1

C189-1

See responses to comments #C189-2 through #C189-11.

1. The property was purchased as a "community park," the surveys of the residents said they wanted a community park, the City advertised it as a community park in workshops and planning stages with the citizens, the bond issues stated the bonds were for a community park, and yet the EIR specifically says the plans are for a "special use" park, mostly dedicated soccer fields. The EIR says nothing of this glaring discrepancy and does not suggest any mitigation to benefit the rest of the community who are not included in the "special use" category.

C189-2

C189-2

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

2. The section on "noise" in the EIR is insufficient. It does discuss the average ambient noise levels and the expected average increase in noise levels. It does not acknowledge that the most difficult noise levels for the community of Cardiff and for the people who live nearby is the peak noise levels or the sudden outburst noise—the honking of 500 tired, frustrated motorists stuck in grid lock in the parking areas who are honking their horns repeatedly over 20 or 40 minutes, the jubilation at cheering a team on over an hour game which comes in periodic unified outbursts, the periodic, shrill whistles that have to be loud enough to stop the play over the outbursts of the crowd throughout a game, the loud speakers for big tournaments announcing the plays--to name but a few. These are the noises that startle, that interrupt one's thoughts and one's day and that make one want to scream. These peak, sudden outburst noises are not dealt with

C189-3

C189-3

See response to comment #C17-22.

adequately and they are the ones that are impossible to mitigate. How is one given back a peaceful afternoon in one's own home?

C189-3
cont.

3. The section on "lighting" in the EIR is deficient. Initially it tests our patience for the EIR to suggest that approximately 20 poles, 90 feet high with bulbs bright enough to read a program or see a field at night a quarter of a mile from the pole will have minimum impact. The whole point of a pole more than three times the height limits in the code is to dramatically increase the area that is illuminated. We all live with the lights at Lake Sports Park and we know what it means. We also see the lights at San Dieguito Academy for their night games. They affect our night sky. The only honest mitigation is to eliminate the night lights.

C189-4

C189-4

See responses to comments #C17-16 and #C17-18. An analysis of lighting impacts (including potential athletic field lighting) is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures. Chapter 7 of the EIR addresses three project alternatives that would not propose athletic field lighting, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

a. In addition the EIR does not mention Caltrans position on the lights. Caltrans policy states that a grouping of bright distracting lights right next to the freeway are tend to cause slow downs, delays, and accidents. They are a hazard. These lights will be higher than the freeway. This is a matter of public safety. No mitigation is possible here either.

C189-5

C189-5

See response to comment #C9-2.

b. The EIR states that there will be no view blockage. This is just inaccurate. Lights for games are turned on at the first hint of darkness descending. The views from the houses located east of the freeway see spectacular sunsets to the west. The residents will be looking directly at the lights on the 90 foot poles which would spoil the magnificence of our sunsets for them. This needs to be addressed and mitigated.

C189-6

C189-6

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

c. The EIR does not mention the effect of the lights on the nocturnal activity of wild life in Rossini Canyon. Part of the Canyon located in Cardiff Glen has been set aside as a nature preserve. Some of the Smith portion of the canyon is also pristine. There are raptor, coyotes, foxes, owls, falcons and hawks, to name but a few, all of which feed and breed at night. The EIR only deals with the nesting of the raptors, not the long term effect of night lights disturbing their year round hunting, raising young, feeding and sleeping habitat.

C189-7

C189-7

See response to comment #C136-15.

d. The EIR does not mention the magnifying effect of the lights on all of Cardiff and Encinitas during the low marine layer clouds and fog which we have much of the year here, especially in the evenings.

C189-8

C189-8

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

4. The EIR is deficient in the public safety issue of pedestrian access from off-site parking all of the neighborhoods. But of particular concern is the parking that will certainly occur on the east side of I-5 on the neighborhood streets. The only access to the park and then back to their parked cars for the pedestrian is across the freeway 2 access ramps and under the freeway bridge on Santa Fe where a death of a teenager recently occurred. There is currently no provision for hundred of pedestrians walking that way. It is extremely unsafe. The EIR need

C189-9

C189-9

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

to explain how this problem can be fixed NOW and what the position of Caltrans is regarding this since it impacts the freeway access.

C189-9
cont.

5. The EIR is deficient in addressing the macro-planning of the area. This area of planning is particularly important since several large projects are either in the process of being developed or are in the pipe-line. This includes a large expansion at Scripps Hospital increasing the number of beds available and substantially increasing the size of the emergency facilities, which require efficient vehicular access. It also includes a new theatre and other buildings at San Dieguito Academy which will also bring cars and people. Others include the Sanderling expansion, Bracero Road T.M and the Ades & Gish property on Balour. The general plan and the policy of the City is to make sure the infrastructure is in place BEFORE projects are approved. The infrastructure is not in place for the development of the Hall Property as a "special use" park with high intensity standing alone. On a macro level with all of the other projects, it is disastrous. The EIR has failed to address the issue.

C189-10

C189-10

Cumulative traffic impacts are addressed in Section 3.2 and 5.4.2 of the EIR. With exception of the Gish Tentative Map, the cumulative traffic analysis addressed other projects referenced by the commentor. Traffic analyses conducted for the Gish TM (city case #06-005) determined that, with elimination of the active greenhouse operation and employee trips at the Gish project site, the residential project would be expected to generate less vehicle trips than existing trips generated by existing on-site operations.

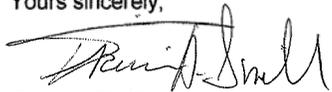
Most of these issues could be mitigated by developing the property as a community park instead of a sports park. This would decrease the intensity of use, take out the traffic problems, the night light, the noise and the congestion. I request that the Planning Commission make this recommendation to the City.

C189-11

C189-11

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.

Yours sincerely,



Tricia A. Smith

TAS/mhay

Dear City Council,

Please build the park area as currently designed with fields and lights to play after dark.

Our children have been playing on school turf that is in terrible shape. Our kids deserve better fields! The kids in Carlsbad and Carmel Valley enjoy this luxury our kids need this also.

This land was purchased for residents to enjoy. Please don't take longer and weed through red tape due to residents who are leery of traffic, and lights, to keep you from making the best decision for all of us.

I have faith in the City Council's leadership to make the correct decision, and follow through with this project.

Regards,

Jean Smith, Mom of Griffin (12) and Spencer Smith (9).

C190-1

C190-1

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.

07 MAR -8 PM 3:03

Comments on the Hall Property Draft EIR

Land Use and Public Safety

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

C191-1

C191-1

See responses to comments #C17-3 and #C22-1. The proposed project would provide recreational uses, including competitive sports activities.

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

C191-2

C191-2

The underlying zoning designation (R3) conditionally allows the proposed use with approval of a Major Use Permit. No rezone of the property would be required.

Aesthetics and Lighting

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

C191-3

C191-3

See response to comment #C101-4.

The measures proposed for checking light pollution are inadequate with inspection too infrequent. Measurements every six months the first two years and then every two years afterwards would subject neighbors to long periods of pollution if adjustment of lights were necessary. There is no mechanism for citizen complaint on light pollution and prompt resolution of any problem (Vol. 1, Page 3.5.28 and 29).

C191-4

C191-4

See response to comment #C101-5.

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

C191-5

C191-5

See response to comment #C101-6.

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

C191-6

C191-6

See response to comment #C101-7.

The goals of the City of Encinitas General Plan are not supported (Volume 1, Page 3.5-3). Goal 6 to maintain "existing desirable character of the communities" is violated. Goal 9 to "maintain the sense of spaciousness and semi-rural living within the I-5 View Corridor and within other view corridors, scenic highways, and vista/viewsheds..." is greatly violated.

C191-7

C191-7

As addressed in Table 3.1-1 of the EIR, the park project would contribute to the sense of spaciousness and semi-rural living of the area. No scenic views would be obstructed by the project, which would generally preserve the desirable open space character of the subject property. **See responses to comments #C101-8, and #C101-9.**

Noise

Park hours of 7:00 am to 10:00 pm (some days until midnight) would subject the neighbors up to 17 hours of noise impacts. There is no discussion of peak noise levels. Peak noise measurements vs. average noise measurements are insufficiently considered.

It is the peak noise that is perceived by the public as most significant. It is unrealistic to hide these impacts in average noise measurements. Public perception must be taken into consideration.

C191-7
cont.

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

C191-8

C191-8

See responses to comments #C101-10 and #C101-11.

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

C191-9

C191-9

See response to comment #C101-12.

Traffic and Circulation

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

C191-10

C191-10

See response to comment #C101-13.

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

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

C191-11

C191-11

See response to comment #C101-14.

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

- San Dieguito Academy
- Ada Harris School
- Cardiff Elementary School
- Sanderling/Waldorf School
- Ocean Knoll School
- Sunset Continuation School
- Oak Crest School

C191-12

C191-12

See response to comment #C101-15.

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

C191-13

C191-13

See responses to comments #C101-16 and #C101-17.

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

C191-14

C191-14

See response to comment #C101-18.

No traffic studies were done on many surrounding streets. All will be impacted with cut-through traffic and traffic trying to find a way to the park and a place to park. All streets in the area bounded by Crest, Birmingham, San Elijo, and Encinitas Blvd. need to be studied for impact. When I-5 suffers congestion (every Saturday and Sunday in the summer) drivers will use Highway 101 as an alternative. This needs to be considered.

C191-15

C191-15

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

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

C191-16

C191-16

See response to comment #C101-19.

C191-17

C191-17

See response to comment #C101-20.

Alternative Analysis

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

C191-18

C191-18

See response to comment #C101-21.

Project objectives (Volume 1, Page 3-2) are contradictory. Objective 4 to provide “adequate recreational facilities for all user groups” contradicts Objective 1 to provide “a variety of recreational facilities that are predominately active uses” and Objective 2 to maximize “the number and use of athletic fields that help to offset the unmet needs of Encinitas....” Objective 4 is barely addressed in the park design, while Objective 1 and 2 are already met in the Cardiff area by active use areas of Lake Drive fields and fields at

C191-19

C191-19

The opinion that the project objectives contradict each other is not clearly supported in this comment. The commentator argues that the project design is not consistent with the project objectives nor provides an adequate amount of non-active uses. However, after excluding areas considered active uses (including project infrastructure such as parking areas, driveways, etc.), approximately 31% of the park area would consist of passive uses (buffer, garden, and open space areas). The *variety* of recreational facilities provided by the project is predominately active. See responses to comments #C35-7 and #C39-31.

Ada Harris and Cardiff Elementary Schools. Cardiff Elementary School District has a joint use agreement with the city of Encinitas to run active uses on these fields.

Draft EIR Volume 1 and Volume 2

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

Hazardous Materials

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

The city says that concentrations of DDE, DDT, toxaphene, and dieldrin exceeded residential CHHSL and PRG levels. "Toxaphene's 95 percent upper confidence level for the sample populations exceeded the published toxaphene CHHSLs and PRGs." (Volume 1, Page 3.6-10). And "...the potential for the release of airborne contamination and the discovery of unknown contamination is...a significant impact of project construction."

When assessing the risk to human receptors (the public), EBS says that, "we judge that patrons of the park could potentially come into direct contact with residual pesticides present in shallow soils via inhalation (of fugitive dust), ingestion, or dermal exposure." (Volume 2, Appendix H, Page 31 EBS). This raises an important question about the safety of our children if heavily contaminated soil is not removed. "Flipping" the soil is a bad idea, as it does not guarantee that contamination will not leak out and move down Rossini Creek to the lagoon and ocean.

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

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

C191-20

See response to comment #C101-22.

C191-21

It is standard practice in the field of human health risk assessment to evaluate chemical-related risks at a property based on the expected future use of the property. The expected future use of this property is not residential uses, it is recreational. Hence, exposure parameters consistent with a recreational use were used. Unlike the residential and commercial use exposure settings, no state or federal agency has standardized the human exposure assumptions for a recreational use in any formal, published guidance document. In the absence of formalized guidance, the risk assessor must make reasonable assumptions about the likely exposures occurring to individuals on the site. To do this the risk assessor may rely on information obtained from published scientific articles or unpublished information available from state agencies. This approach for developing recreational use risk estimates is standard practice until such time as a set of standardized recreational use exposure parameters are issued by USEPA or state agencies.

The residential use CHHSL and PRG levels are not a relevant standard for comparison at this site because the site will be used for recreational not residential purposes. Unfortunately a standard set of recreational-use based soil cleanup standards analogous to the CHHSLs or PRGs is not available at this time. Comparison of site soil contaminant levels to the residential use CHHSLs and PRGs is only a starting point for the screening risk assessment and was done only to provide an indication of the degree of contamination.

C191-22

The screening risk assessment used appropriate risk assessment methods to determine that risks associated with human exposure (including children) to residual levels of contaminants in soil via inhalation, ingestion or dermal exposure would be negligible. Based on the results of our human health risk assessment, flipping the soil would be a conservative measure that would add an extra level of protection to users of the property, but would not be required to address any potentially significant impact related to project implementation and operation.

C191-23

As stated in the comment, it is correct that a preliminary grading plan was provided for use in the hazardous materials analysis. The proposed park is still in a conceptual design stage and specific, final grading plans have not been completed at this time. A detailed and ultimate grading plan and specification will not be prepared until the design and all project components have been finalized. The preliminary grading plan used in the analysis provides sufficient detail to understand the basic recontouring and soil excavation that would be required for construction of the park.

C191-24

Arsenic is an unusual chemical in that it occurs naturally throughout the United States (including California) at levels that virtually always exceed risk-based soil cleanup levels (e.g., PRGs or CHHSLs) and that are also associated with some cancer risk. Still, the maximum arsenic level at this site is quite low. The maximum level of arsenic at this site of 3 mg/kg is at the low end of naturally occurring mean levels in the western United States (2.8-10.9 mg/kg) as noted in the report, and typical of naturally occurring levels in California. For example, in the most extensive study of naturally occurring levels of metals in California, arsenic levels were measured in 50 soils in California (Bradford et al., 1996). The mean arsenic level in 50 soils was 3.5 mg/kg with a maximum of 11 mg/kg. It is national and state policy not to require cleanup of chemicals below background levels. The maximum arsenic level at this site of 3 mg/kg is below background.

C191-19
cont.

C191-20

C191-21

C191-22

C191-23

C191-24

C191-25

(chromated copper arsenate), which was chipped on site by the city during cleanup before removal, and possibly the use of the pesticide lead arsenate on the site.

C191-25
cont.

And yet EBS says, "Please note that only the samples from 1 foot below grade were analyzed for Selected Toxic Metals." (Volume 2, Appendix H, Page 18 and 21 EBS). These metallic ions are readily soluble and can easily leach down in the soil to emerge in Rossini Creek at lower points in the canyon. At least one sample of creek water in the annual sampling by the city at the Bach bridge showed high arsenic. Yet no samples of groundwater were taken in spite of its shallowness. This needs to be done to show that no toxic metals are leaching down to the lagoon and ocean.

C191-26

EBS says, "Based on our research, and the potential presence of shallow groundwater beneath the site (approximately 25 to 30 feet bgs with possible shallower perched groundwater), additional sampling would be needed to assess the presence of TPH in the soil and ground water beneath the Site." (Volume 2, Appendix H, Page 2 EBS). And then later in the report, "Please note that petroleum hydrocarbon-bearing soil was encountered at depths of up to 19 feet below grade in boring B33." (Volume 2, Appendix H, Page 11 EBS). And further, "...the precise location of the former UST in the vicinity of boring B33 remains unknown..." (Volume 2, Appendix, Page 24 EBS.) Most samples were only taken to a 10-foot depth. Ground water must be checked for metallic ions and TPHs, as well creek water at the foot of Sheffield. This is where ground from the Hall property emerges to flow to the lagoon.

C191-27

There is the unanswered question of the "missing" UST. It is revealing that the city never asked the one person who knows the location of the "lost" underground diesel tank. This is Robert Hall himself. There are enough landmarks still on the site to pinpoint its location. Hint: it is very close to Boring B33 and was leaking for many years. There are several people in Encinitas who know the history of this tank. One lives at the south end of the Hall property. Multiple boring with samplings at various depths need to be done around Boring B33 to resolve this question.

C191-28

As a recommendation ESB says, "If excavation is to be conducted as part of Site development, soil in the vicinity of those borings shown to have detectable concentrations of petroleum hydrocarbons should be screened and segregated for proper disposal/reuse." (Volume 2, Appendix H, Page 48, ESB.) ESB recommends the city develop a soils management plan (SMP). Where is it? And ESB then says, "...if Site grading calls for soils export to balance soil conditions at the Site, much of the upper shallow soils would likely be classified as a waste, possibly even a hazardous waste, and require disposal (upon excavation) at an appropriately permitted waste facility." (Volume 2, Appendix H, Page 48 ESB.) And then add, "If no soil export is anticipated, you may wish to consider re-grading the Site to limit exposure to constituents of concern (CoCs) by "flipping" the CoC-bearing shallow soil and placing it beneath deeper soils." (Volume 2, Appendix H, Page 48 EBS.) I don't think the Coastal Commission is going to like this because it won't prevent leachates from going into the protected wetlands of Rossini Creek in Cardiff Glen.

C191-29

C191-30

C191-31

C191-25

If the chipping of chromated copper arsenate-treated wood on the site or the use of the pesticide lead arsenate had contributed significantly to the levels of arsenic in soils, this would be reflected in levels of arsenic much higher than background. This is not observed at this site. In fact, the maximum concentration of arsenic at the site is below the naturally occurring average arsenic level in 50 California soils as discussed above.

C191-26

The levels of metals in soil are all within the range considered acceptable for residential use. Significant impacts to groundwater would not be expected associated with naturally occurring metals and California oversight agencies, in our experience, would not require a groundwater evaluation based on such low levels of metals. Please also refer to Response B3-9.

C191-27

Please refer to Responses C191-21 and C191-26.

C191-28

SCS advanced a soil boring (B33) in the vicinity of a former UST. Based on the reported presence of concentrations of TPH in soil samples collected at 15 and 19 feet below grade, additional soil borings were advanced in the vicinity of this former UST (borings B53 through B59). Based on these data, it appears that, although the precise location of the former UST in the vicinity of boring B33 remains unknown (i.e., the UST backfill was not intercepted by the borings or native soils were used to backfill the UST excavation and were undifferentiable from surrounding soils), there is a high likelihood that boring B33, and borings B53 through B59, were drilled and sampled in the vicinity of the former UST. Further, given the depth to which borings B53 through B59 were sampled (27 to 30 feet), there is a high likelihood that any sizeable potential releases from a UST in this area would have been intercepted by the borings. Therefore, it can be inferred that the petroleum hydrocarbons in soil in the vicinity of boring B33 are limited in both lateral and vertical extent (less than 24 feet below grade), have not migrated to groundwater.

C191-29

As discussed in Section 3.6 of the EIR, the preparation of a Soils Management Plan would be required prior to the initiation of demolition, grading, and construction operations (Mitigation Measure Hazardous Materials-1).

C191-30

Hazardous waste criteria are only applicable if the material is a waste (i.e., the soil would have to be excavated and disposed of off-site) (see responses to B3-3 and B3-4). Based on the concentrations of organochlorine pesticides in the shallow soil at the site, the soil may be considered a regulated or hazardous waste from a landfill profiling and disposal point of view. However, if soil is not exported from the site, hazardous waste criteria are not applicable, and instead, site specific risk criteria are applicable. If the shallow soil is not excavated and exported from the site, a conservative option would be to flip or cap the soil, although this would not be required to address any potentially significant impact.

C191-31

As discussed in Response #B3-9, elevated concentrations of pesticides at the site are limited to 5 feet below grade. It is not evident that pesticides have migrated or leached past this depth. Therefore, based on these data and the interpreted depth to groundwater beneath the site (30 to 40 feet below grade), CoCs would not migrate or leach into groundwater.

The city says that elevations of the site are between 180 feet above sea level at the northern side and 220 feet above sea level at the southern side. The city doesn't say that the lowest elevation at the edge of Cardiff Glen in the middle is 166 feet above sea level. That's a 54-foot difference, yet the city says, "The preliminary grading plan for the project indicates that finish grades would be generally consistent with the existing grades, although some excavation below ground level may be required." (Volume 1, Page 3.6-12.) That is an understatement, unless the soccer fields are planned to have a pronounced slope. And what is the final grading plan? CEQA does not allow a project to be piecemealed. The city must make the final grading plan available now.

My recommendations:

- Remove the most contaminated soil.
- Do absolutely minimal grading on the site to prevent soil disturbance that will increase risk to neighbors and park users.
- Daylight Rossini Creek across the park. The city did this correctly at Cottonwood Creek Park.
- Put a large, permanent retention basin at the lowest point of the site to serve as a biofilter. A marsh is nature's best natural filter. It needs to be large to handle the runoff from heavy downpours. A smaller biofilter would fail as it did at Cottonwood Creek Park and spill pollution down the creek.
- Make Rossini Creek from I-5 to Cardiff Glen protected wetlands to join with the protected wetlands of Cardiff Glen.

Gerald Sodomka
105 Mozart Avenue
Cardiff by the Sea, CA 92007
760-753-0052
gsbotanico@dslextrême.com



C191-32

Section 3.8 of the EIR includes a discussion of the general elevations at the proposed project site. Based on the Limited Geotechnical Evaluation prepared for the project, elevations on the site range between 180 and 220 feet above mean sea level. As the commentor notes, the center of the site tends to have some lower elevations when compared to the northern and southern edges of the property. The conceptual grading plan also includes lower elevations in the center of the site when compared to the northern and southern edges of the properties. For reference, the conceptual grading plan shows elevations of 170 and 175 feet above mean sea level in the areas referenced by the commentor. Regarding grading, Section 3.8 of the EIR states that areas such as the athletic fields and areas where structures are proposed would require level grading. The preliminary grading plan was generated to evaluate the potential impacts related to geology and soils of the proposed project. As the proposed project has not been approved for development, the creation of a final grading plan is premature. It is feasible that the proposed project is not approved, is not approved as proposed, or one of the alternatives is selected. Final grading plans will be prepared based on the approved project. This action would not be considered piecemealing as defined by CEQA. Piecemealing generally refers to segmenting a single project into smaller projects to avoid identifying significant adverse impacts. The proposed project has included a full analysis of the potential impacts related to grading.

C191-33

The recommendations given are noted for the record. These comments do not address the adequacy of the EIR and, therefore, no further response is required.

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.

C192-1

C192-1

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

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.

C192-2

C192-2

See response to comment #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.

C192-3

C192-3

See response to comment #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?

C192-4

C192-4

See response to comment #C96-4 and #C96-5.

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.

Thank you again for responding to my concerns.

Thank you.

Name

Vicor Soraal

Address

759 Munevar Rd Cardiff CA 92027

Signature



Tatiana T. Southard

1752 Gascony Road
Encinitas, CA 92024
(760) 753-5801
richandt0@lycos.com



March 9, 2007

Planning Department
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Re: Hall Property Community Park Program EIR comments

Dear Planning Commissioners:

I am writing to express my support of the planned Hall Property Community Report as written. I have read the Program EIR and find it to be well written and comprehensive. The City of Encinitas bought this property six years ago for over \$17 million and I am anxious for the City to begin construction on the park. While I did not attend the March 1 forum for public comment, I have heard that there were a number of negative comments expressed from community members. I feel that residents that do not support the park as planned have not fully read the Program EIR.

The Hall property will be the largest public park in Encinitas. The project objectives are consistent with typical park uses, and identify the need to maximize the number of athletic fields and other recreational facilities while buffering the active park uses from adjacent residential uses. Upon examination of the conceptual landscape plan by RJM Design Group, the adjacent residential areas appear to be extremely well protected by extensive landscaping and masonry walls on the edges of the park. Further, the parking areas are completely across the park from residences, and I think it is a great design feature to put the parking adjacent to the freeway.

The summary of environmental impacts is the most important part of any CEQA document. All of the concerns raised by residents (at least those mentioned in the SD Union Tribune article) are identified as impacts in the EIR and **all save one are considered impacts that, after mitigation measures are put in place, will be reduced to less than significant.** According to the EIR, only traffic impacts will remain a significant impact after mitigation. Traffic is a very important issue in all of San Diego County, but I feel the benefit to the residents of Encinitas of a 44-acre park will outweigh the problems associated with loss of service at a couple of intersections. I feel the Encinitas City Council should approve this project with over-riding considerations for traffic.

Sincerely,


Tatiana T. Southard

C193-1

C193-1

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.

C193-2

C193-2

See response to comment #C193-1.

March 8, 2007

Mr. Scott Vurbef
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA

Dear Mr. Vurbef,

I have recently spent several hours reviewing The "Hall Property Community Park Draft Environmental Impact Report" and have several concerns that I wish to bring to your attention for appropriate action:

1. Sports Complex. Of major concern is the vast amount of the park being devoted to athletic fields. While sports are an important activity, the proposed plan puts far too much emphasis, and dedicates far too much space to organized sports. This is to the detriment of smaller open play areas and picnic areas. In fact I could only find mention of four picnic areas and those appear to be along the west side of the park and not in proximity to parking lots and/or children's play areas. Clearly a reduction of athletic fields for organized sports is called for so that we may have a park, not a sports complex.

In addition, there are sports fields located at the three schools and the park on Lake St. that are all within 1/2 mile of the Hall Property. We do not need nor desire another "sports park."

2. Warwick Ave. No where in the report could I find where the current unacceptable situation regarding Warwick Ave. is addressed. Warwick on the south end of the park had been closed as a through street for years and years until someone in the city had it recently reopened. The current proposed park entrance from MacKinnon fails to address the nightmare traffic scene that would result from leaving this street open to MacKinnon. It would result in two ingress/egress roads onto MacKinnon within approximately 30ft. of each other. Such a scenario is a receipt for nothing but congestion and accidents. In addition, the increased traffic on Glasgow Ave. as people use it as a shortcut to and from the park is completely unacceptable and would ruin our residential neighborhood. WARWICK MUST BE CLOSED at the intersection with MacKinnon.

3. Cost of Maintenance & Operation. Although perhaps not an objective of this report, it does make some vague mention of cost of maintenance. The report makes reference to the city's practice of contracting out park maintenance services, but then on page 2.22 the report states "Maintenance of the park would require a three – to five person grounds crew, and page 3.11.11 states "It is estimated that the proposed project would require some additional city parks and recreation personnel to administer and operate the park...." Which is it to be, contracted services or more city employees? No where could I find an analysis of the annual cost to tax payers for the additional services and/or employees, nor could I find any reference as to budgeting for the additional cost. Adding new employees only increases our long term financial obligations, and increases the bureaucracy. New employees should only be added as a last resort. In addition, no mention is made of potential capital outlays for park maintenance equipment.

In summary, the current plan for the Hall Property is unacceptable and in need of substantial revisions in order to meet the needs of the citizens of Encinitas, and particularly the citizens in proximity to the proposed park.


Kenneth H. Stahl
1665 Glasgow Ave.
Cardiff

C194-1

C194-2

C194-3

C194-4

C194-5

C194-1

See responses to comments #C194-2 through #C194-5.

C194-2

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.

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

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

C194-3

These comments on Warwick Avenue pertain to an action separate from the proposed project and are therefore noted for the record. See responses to comments #C17-7, #C17-14, and #C17-15.

C194-4

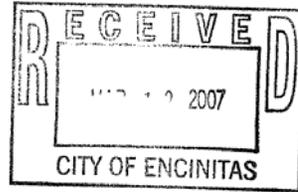
Under CEQA, the economic impacts of a project are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)]. Therefore, the operational costs of the project are not included in the EIR.

C194-5

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.

February 26, 2007

City of Encinitas
Planning Commission
505 Vulcan Avenue
Encinitas, CA 92024



To the Chairman and Commissioners,

As a citizen of both the City and the specific neighborhood most impacted by the proposed Regional Sports Development Facility on the Hall property, I want to express to you the following concern:

The traffic, noise, and light impacts upon the surrounding neighborhoods and the larger community -- as clearly specified in the draft E.I.R. -- are the direct result of the proposal to create a "special use sports park" instead of the "community park" proposed by the citizens during the city-sponsored workshops in 2004.

I ask that you direct the Planning Department to respond in detail to the following questions:

1. By what process and by what authority did the City substituted a "special use sports park" for the citizen-requested "community park"?

The community park proposal was specified as the preferred alternative by the more than 300 participating citizens during the planning workshops ("charettes") in 2004.

2. By what process and by what authority did the City arrive at the list of specific park "objectives" on page 2-4 of the draft EIR?

This list of "objectives" is clearly designed to lead to the construction of a special use sports park, not the community park requested by the citizens at the 2004 planning workshops.

C195-1

C195-1

See responses to comments #C17-3, #C22-1, and #C194-2 through #C195-4.

C195-2

C195-2

See responses to comments #B1-13, #C4-1, #C17-3, #C22-1, and #C39-29.

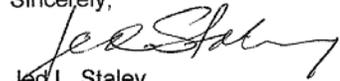
3. By what process did the City arrive at the conclusion, stated on page 2-4 of the draft EIR, that there are “unmet needs” requiring more sports fields?

The unsubstantiated and unsupported claim of “unmet needs” is used to justify the specific objectives mentioned in 2 above.

The Planning Commission should require the City to provide a study of existing sports field numbers, locations, conditions, and actual usage prior to allowing the construction of additional fields.

Finally, I ask that you schedule a follow-on public hearing at least 30 days after the Planning Department’s response to this first round of written and oral public comments. This will allow for a full discussion of the response, and will help assure that the process is open and transparent.

Sincerely,



Jed L. Staley
1371 Rubenstein Avenue
Cardiff, CA 92007

C195-3

C195-3

See response to comment #C17-6.

C195-4

C195-4

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

March 10, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbef

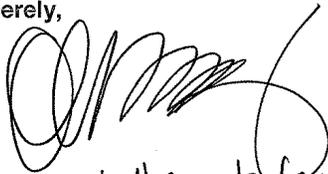
Re: Hall Property Community Park Project

To Whom It May Concern:

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

The city has concentrated its park construction on neighborhood pocket parks, such as Sun Vista. With just two soccer fields, no teen center and one under utilized skate park, Encinitas is at a recreational deficit. These long promised fields and other amenities are sorely needed in our growing community. I'm certain that the traffic flow and parking issues can be adequately addressed and that the fields, teen center, skate park, etc. can come on line in the near future.

Sincerely,



Collette Stefanek
1540 Calle Pensamientos
Encinitas CA 92024

C196-1

C196-1

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.

March 12, 2007

CITY OF ENCINITAS
CITY CLERK

07 MAR 12 PM 3: 50

Dear Scott Vurbeff,

Thank you for taking our comments on the Hall Property Community Park draft EIR.

My family lives in Cardiff, we have two young sons, and we strongly support having a community park at the Hall property location.

However, the current proposed design of this park project has too many negative impacts on the surrounding area. A more appropriate park design is a reduced intensity mixed-use community park with no light towers for night park use.

Below I have listed my comments on the Draft EIR.

Sincerely,



William Stern

P.O.Box 1167

Cardiff, Ca. 92007

C197-1

C197-1

See responses to comments #C197-2 through #C197-38.

Comments, issues and negative impacts in relation to the Hall Property Community Park draft EIR:

Traffic

The traffic impacts for the current park design will be too significant to mitigate:

Impact on surrounding neighborhood, including hospital access: The EIR does not address traffic & parking impacts on all of the side streets surrounding the park. The report must address these streets on both the east & west sides of I-5. At a minimum the following streets should be studied: Rubenstein, Devonshire, Warwick, Sheffield, Caretta Way, Starlight, Bach, Vivaldi, Sommerset, Glasgow, Ocean Crest, Cathy, Kings Cross, & Munevar. The idea that shuttles will mitigate the traffic problem when overflow parking is required probably won't work - it is human nature to try & park as close as possible & walk to one of the pedestrian or vehicular access points to the park. These traffic & parking impacts must be addressed.

The EIR Report does not address the cumulative effects of the traffic mitigation proposed for Santa Fe. There may be too many traffic treatments in a row, causing backups. This configuration of traffic controls must be analyzed in detail including impacts to emergency hospital traffic.

Questionable estimated peak traffic: The Analysis for traffic under Tournaments & Special Events doesn't seem right to me. It assumes 1,500 cars will access the site with one trip in & one trip out for a total of 3,000 average daily trips. This vastly understates the traffic load.

The peak analysis for traffic under Tournaments & Special Events figures 300 trips during the peak afternoon hour. This is understated. The EIR indicates 380 trips per hour during a typical Saturday afternoon. How can a Tournament that draws 3,000 people produce less peak hour traffic than a typical Saturday Afternoon? The EIR needs to re-evaluate peak traffic & its impacts for tournaments.

Also it implies that the 3000 ADT will be evenly spread over more than 10 hours – this doesn't seem right – many of the people will arrive and leave around the same time, depending on the time of their event. I request justification of the peak volume and the resulting conclusions.

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

- o San Dieguito Academy Improvement #03-152
- o Scripps Hospital expansion
- o Brown property at Lake and Santa Fe

It is necessary to consider improvements pedestrian safety, especially since limited parking will force many users to walk or bicycle to the park, whether they wish to or not. The recent death of a student on Santa Fe Drive and I-5 points out the existing dangers.

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

	C197-2	Section 3.2 of the EIR acknowledges that the project would have significant traffic impacts that area unavoidable.
	C197-3	See responses to comments #C17-7, #C17-14, and #C17-15.
	C197-4	See response to comment #C115-3.
	C197-5	See response to comment #C17-10 and #C17-11.
	C197-6	See response to comment #C197-5.
	C197-7	See responses to comments #C17-12 and #C17-13.
	C197-7	The peak event which was chosen for analysis was a soccer tournament which will generate constant activity throughout the day. It is estimated that the traffic will occur over a 12-hour period on a peak Saturday. This translates to about 8.3 percent per hour. An increase of 20 percent was applied to this average amount which was the genesis of the 10 percent peak assumption (8.34 x 1.2 = 10%).
	C197-8	The other projects referenced in this comment are addressed in the cumulative traffic analyses of the EIR (Section 3.2 and Chapter 5).
	C197-8	The project would provide pedestrian improvements at the proposed access points (see responses to comments #C11-2, #C23-5, and #C39-14). However, off-site pedestrian improvements are not proposed for the project. See responses to comments #C17-7, #C17-14, and #C17-15.
	C197-9	
	C197-10	Section 3.2 of the EIR addresses the project's Average Daily Trips (ADTs) that would occur during the peak traffic hours. This methodology is a standard traffic engineering practice when conducting traffic impact analyses.
	C197-10	

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

The EIR Lists a left turn lane & left turn signal stoplight into the access alley off Santa Fe as possible mitigation. This needs to be given further consideration to see if it is even possible. Currently there is queuing in the left turn lane for two to three cars. At peak use there probably needs to be queuing for 10-14 cars, if not more. During normal usage probably 6-8 is required. There is no room to expand the left turn lane with out removing queuing spaces from the left turn lane into the hospital. If the turn lane overflows, it will block traffic, cause delays, & cause blockages at the hospital/Santa Fe intersection. This condition needs to be studied & if it is not a feasible mitigation measure, it should be deleted from the report.

Insufficient parking. The park plan has 419 parking spaces. A realistic appraisal of park use with several events happening at the same time would suggest 2-4 times this number of spaces as the absolute minimum. Park users will look for parking on surrounding streets and overwhelm them. There is likely to be substantial impact on traffic, but the EIR's evaluation after mitigation is "less than significant." Request explanation of how parking and traffic will not be impacted, even with suggested mitigation. I'm not suggesting adding additional parking, I'm suggesting having less intensive use of the park.

Lighting & Visual Aesthetics

The EIR does not address the visual impacts of the lit up sky due to lighting of fields. It does address the issue under lighting & dark sky regulations, but not the **visual impacts**. It only addresses these impacts during daytime. The report needs to address what the sky above the park will look like at night with the lights on.

The EIR dismisses the visual impacts of the ninety-foot high poles saying they are slender & will not be very visible. It omits mention of the 3-9 light fixtures mounted at the top of the pole. These are not slender & will impede & interfere with ocean views from hundreds of residents to the east of I-5. These impacts must be considered & mitigated. The 90-foot pole heights will create a huge visual impact when the lights are turned on. This will impact heavily on the adjacent Interstate 5. These towering poles when lit will be the most visible structure in the whole city. It is incorrect to say that they will have a less than significant visual impact (Vol. 1, Page 3.5.27).

The EIR does not consider the effects of the marine layer/fog on the dynamics of the lights. The report should have clearly identified that for many days in a typical year (120 or more) this area is **socked in** under the marine layer at night due to its proximity to the ocean. The resultant fog / water molecules in the air will disperse the light in an uncontrollable manner. It will cause the sky to light up in an area much larger than the immediate park area & will cause light spillage at unacceptable levels to the surrounding residential area. The report must explain how it will mitigate these effects.

C197-11	C197-11	See responses to comments #C11-2, #C23-5, and #C39-14. The project's access points would be designed to comply with the city's street standards and ADA standards.
C197-12	C197-12	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.
C197-13	C197-13	Chapter 7 of the EIR addresses the Through Access on Mackinnon Avenue Alternative, which would avoid several significant traffic 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.
	C197-13	
		See response to comment #C17-10.
C197-14	C197-14	See responses to comments #C35-2, #C79-3, and #C81-2.
C197-15	C197-15	See responses to comments #C17-16 and #C17-18.
C197-16	C197-16	See responses to comments #C17-17, #C17-19, and #C20-6.
C197-17	C197-17	See response to comment #C9-2, and #C17-17, #C17-19, and #C20-6. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures.
C197-18	C197-18	See responses to comments #C17-16 and #C17-18.

The EIR does not account for how the lights will impair sunset views for the hundreds of residents to the east. The lights will be turned on prior to the sun setting lighting up the darkening sky. This ambient lighting plus the physical presence of the light poles & fixtures will directly impair the beauty of the setting sun. This is not an issue that can be taken lightly. Views to the Ocean & the setting sun are a treasured cultural resource of any Beach Community and the EIR must show how it will mitigate this significant impact.

C197-19

C197-19

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

The EIR does not address the impacts the lights will have on the wildlife in the riparian setting adjacent to the park. There is no mention of this under the Lighting & Visual Aesthetics or Biological Resources. This important issue must be addressed.

C197-20

C197-20

As addressed in Section 3.4 of the EIR, potential athletic field lighting would be shielded and directed on the athletic fields. All other project lighting would also be shielded. Project lighting would not be directed onto off-site wetland habitat within Rossini Creek. Therefore, lighting impacts within this area are not anticipated to have a significant impact on any wetland species.

The measures proposed for checking light pollution are inadequate with inspection too infrequent. Measurements every six months the first two years and then every two years afterwards would subject neighbors to long periods of pollution if adjustment of lights were necessary. There is no mechanism for citizen complaint on light pollution and prompt resolution of any problem (Vol. 1, Page 3.5.28 and 29).

C197-21

C197-21

The mitigation monitoring requirements provided in Section 3.5.5 of the EIR would ensure that luminaires are positioned and shielded in order to prevent significant light trespass on adjacent properties. If the light levels exceed the specified performance standards, the luminaires would be adjusted until the performance standards are satisfied. The mitigation monitoring requirements would be made a condition of project approval and the City would be legally responsible for their implementation. Any public complaints regarding project lighting and conformance with related mitigation measures can be addressed at any time through the City's Code Enforcement Division. Therefore, the mitigation monitoring requirements would be adequate.

The report does not address how lighting will be enforced as well...timers or are the softball coaches going to have control? If the lights stay on for an additional 15 minutes to finish a game, the noise goes w/ it producing unmitigated **significant** impacts.

C197-22

C197-22

Eliminating the lighting will help the project come in under budget, while greatly reducing its impacts on the community.

Noise

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

C197-23

As stated in Section 2.5.12, the athletic field lighting, if approved, would be turned off at 10 PM. The lighting associated with the athletic fields at the proposed project would be controlled on by a software system. The system would be programmed to shut the lights off at 10:00 PM. However, the system would allow for shut down of the lights prior to 10:00 PM in those instances that the lights are not needed until 10:00 PM. This type of software system has been successfully implemented at other parks within the City (Cardiff Sports Park and Paul Ecke Sports Park).

C197-23

The report doesn't distinguish the **quality** of noise impacts, i.e. the difference between the steady drone of the highway & the shrillness of a whistle. Obviously these different types of sounds even at equal sound levels have quite a different impact.

In the stated project objectives (item 6), to provide buffers to residential uses, why are there no buffers along the northern portion of the project? There should be a buffer along the northern portion of the park as well as sound walls along the access alley off Santa Fe to protect the residences adjacent to the alley.

C197-24

See response to comment #C17-22.

C197-24

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

C197-25

See responses to comments #C17-21, #C39-3, #C39-25, #C39-26, and #C179-2.

C197-26

C197-25

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

C197-27

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. Section 3.4 of the EIR evaluated the potential noise impacts of the dog park and determined that with installation of a noise wall, such effects would be mitigated below a level of significance. With implementation of mitigation measures, relocation of the dog park would not be warranted.

C197-26

See response to comment #C24-8.

The noise source for mixed-use sports fields must be re-evaluated & accurately stated with both average & peak noise levels considered. The EIR can then determine accurate noise levels at the park boundaries & provide appropriate mitigation measures.

C197-27
cont.

C197-27

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. The loudness, timing, and frequency would be determined as part of each future evaluation.

Why is no monitoring required to verify the sound levels under actual use conditions & no mitigation proposed? What if sound levels exceed those anticipated? This is required in the lighting section to verify anticipated light levels. Required monitoring is quite common in EIRs. This EIR must require that monitoring take place for a couple of years from full operation of the park as a way of verifying that mitigation measures are actually working.

C197-28

See response to comment #C17-22.

C197-28

See response to comment #C17-27.

Hazardous Materials

The majority of users of this park will be kids. Let's get this part right and not expose them to any health risks. The consultant Environmental Business Solutions (EBS) uses a "recreational" standard for risk screening levels. However, EBS says that, "standardized risk assessment exposure parameters for recreational receptors are not available." (Volume 2, Appendix H, Page 40 EBS). They should instead use the stricter residential standards, to minimize the impact of pollutants that exceed the residential standard.

C197-29

C197-29

Please refer to Response C191-21.

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

C197-30

C197-30

Please refer to Response C191-21.

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

C197-31

C197-31

As stated in the comment, it is correct that a final grading plan was not provided for use in the hazardous materials analysis. The proposed park is still in a conceptual design stage and specific, final grading plans have not been completed at this time. A detailed and ultimate grading plan and specification will not be prepared until the design and all project components have been finalized.

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

C197-32

C197-32

Please refer to Response C191-24.

Land Use and Public Safety

The city is now describing the park as a Special Use Park (Vol. 1, Page 3.1.2). We were told we were going to have a Community Park for recreational use. The Lease Revenue Bonds used to buy the property were sold to develop a park for recreational use. The proposal is currently for lighted fields to be used for tournaments. The Summary (page s4) indicates that the park will be used for organized **resident** sport leagues & other events. Why are they addressing regional tournaments if it is for resident leagues? What are the other events?

C197-33

C197-33

Please refer to Response C191-25.

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

C197-34

C197-34

See responses to comments #C17-3, #C17-5, #C22-1, and #C136-3.

Alternative Analysis

C197-35

C197-35

The underlying zoning designation (R3) conditionally allows the proposed use with approval of a Major Use Permit. No rezone of the property would be required.

C197-36

C197-36

See response to comment #C17-6.

Under project alternatives, *less intense alternative*, why did they pick a park design that stripped away everything (see section 7) so that the project would not meet the stated objectives? The EIR could have analyzed a similar park with only 3 playing fields instead of 5 & no lights. This would have been the environmentally superior alternative in that it would reduce impacts meet the project objectives including providing the room to add a buffer along the north side, which is a stated objective. There is no basis to make a determination that a three field park would not fulfill the unmet needs of the city. This determination of unmet needs has never been established. The City refused to do a study to determine this need. The EIR itself supports the contention that five fields are for regional requirements not to meet the city of Encinitas's needs. The EIR must objectively evaluate alternatives.

C197-36
cont.

C197-37

C197-37

See response to comment #C17-6.

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

C197-38

C197-38

See response to comment #C101-21.

PETER STERN
1232 RUBENSTEIN AVE.
CARDIFF, CA. 92007-2408
760-944-9355

February 20, 2007

Planning Commission
City of Encinitas
505 S. Vulcan Ave.
Encinitas, Ca. 92024

FAXED

Re: Hall Property Case # 04-197 MUP/CDP/EIR

Dear Planning Commissioners,

After reviewing the Draft EIR I submit the following comments.

The two greatest concerns with project are the TRAFFIC CIRCULATION and the LIGHTING AND GLARE and rejection of the NO ATHLETIC FIELD LIGHTING.

TRAFFIC CIRCULATION: The report acknowledges that the impact on Santa Fe Drive would be significant and deleterious. Moreover, I do not believe that the report thoroughly explores the impact of the Scripps Memorial Hospital expansion on Santa Fe Drive other than the acknowledge it. The report suggests that the impact on Santa Fe Drive would be "mitigated" by the addition of either two additional traffic lights or roundabouts between the current round about at Santa Fe Drive and Rubenstein Ave. and the southbound freeway access off Santa Fe Drive. This distance on Santa Fe Drive is two tenths of a mile. I drive this stretch of road five to ten times a day as I live off Rubenstein Ave. The addition of either two more traffic lights or roundabouts (or a combination of both) would neither "mitigate" the impact to Santa Fe Drive or cause Santa Fe Drive to be more safe and reasonable to drive. In fact, I believe that this would cause Santa Fe Drive to be less safe and more noisy.

The current round about is dangerous and noisy. It is a weekly occurrence that I am almost hit by another vehicle which fails to yield to cars in the round about. This has caused the round about to be nicknamed the "Circle of Death" and the Circle of Truth." It is unsafe. I have not experienced cars slowing much to negotiate the round about and upon two occasions I have had unpleasant angry confrontations with other drivers. I know that the Fire Department does not like the round about and considers it an impediment to answering emergency calls in a safe and fast manner.

The roundabouts are noisy due to the fact that cars frequently sound their horn to alert another car of a near impact. One afternoon we counted eleven horn soundings at the round about which kept my sick friend from a nap. Installation of more roundabouts will cause more near misses and cause more noise.

My odometer measured the distance between the existing round about and the southbound freeway exit to be two tenths of a mile. To install two additional traffic "controls" in such a short distance will not only make Santa Fe Drive ugly; but also will cause it to be unsafe and noisy as mentioned above. One need only drive Santa Fe Road in Olivenheim to realize the effect of too many stop signs. While slowing traffic, the fairly recent addition of the stop signs has made traffic on that road horrible and the amount

C198-1

C198-1

See responses to comments #C198-2 through #C198-16.

C198-2

C198-2

Traffic volumes from the Scripps Hospital Master Plan Expansion were included in the cumulative traffic analysis. See Section 5.4.2 and Appendix B of the EIR.

C198-3

C198-3

See responses to comments #C17-10 and #C17-11.

C198-4

C198-4

There is no substantial evidence to support the commentor's opinion that roundabouts are unsafe. Although drivers may use their horns at the roundabouts, there is no substantial evidence that these noise effects are significant. Roundabouts are constructed for the purpose of calming traffic while improving operating conditions at street intersections. This is consistent with the EIR's determination that operating conditions would improve with the roundabout at Devonshire Drive/Rubenstein Drive/Santa Fe Drive intersection. More recent traffic studies (City case #05-091) confirm that the roundabout operates acceptably under LOS A conditions during the AM and PM peak hours.

C198-5

C198-5

See responses to comments #C17-10 and #C17-11.

of gas wasted by each car that must stop at all of the stop signs is a pity (not to mention wear on a car's brakes). While this would not occur with roundabouts, it would occur with the installation of traffic lights.

C198-5
cont.

C198-6

Another EIR "mitigation" proposal is to add turn lanes to Santa Fe Drive for the alleyway to the park. This would require a widening of Santa Fe Drive and make it even less attractive. Ironically about ten years ago it was suggested that the alleyway be used as access to the "Cardiff Glen" development off Rubenstein Ave. At that time the developer balked at this "solution" and the Planning Commission agreed that to do so was impractical. It is today still impractical and inappropriate.

C198-6

See response to comment #C17-10.

C198-7

LIGHTING AND GLARE: The notion of placing 90 foot light towers behind a residential neighborhood is in direct contravention of General Plan Goal Six that: "every effort *shall* (emphasis added to indicate mandatory language) be made to ensure...existing character of the community is maintained." The light poles scheduled for the park range from forty feet at the "noisy" skate park to ninety feet at the ball fields. The lights suggested are high pressure sodium lights which emit a red hue.

C198-7

See responses to comments #C17-17, #C17-19, and #C20-6. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures.

C198-8

See response to comment #C198-7. Under CEQA, economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

One need only look at the Lake Street Sports Park to know that this is a mistake of profound proportions. On a personal note, I determined not to purchase a house on Crest Drive specifically due to the glare and lights of the Lake Street Sports Park. (From this one can argue that the lights will cause of diminution of property values in the neighborhood). So severe is the reflection of the lights on Lake Street when the marine layer is in that it can be seen as far away as Solana Beach. The proposed lights for the Hall property would be much more intense, cover more field, be more visible, cause greater glare and distress to the adjacent neighborhood. Further, the reflection is likely to be more frequently as the Hall Property is closer to the coast and marine layer than Lake Street.

C198-8

C198-9

See response to comment #C198-7.

C198-9

C198-10

C198-10

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

Lighting manufacturer's calculations and representations as portrayed in the EIR are designed to sell product. The best measurement of the effect of tower lights is the Lake Street experience. The City would be wise to learn from its Lake Street Sports Park mistake and not replicate the lights or the glare. Indeed, the EIR concedes at page 3.5-26 that the Northwest and Southwest corners of the Park would suffer a "significant impact" as light would "spill beyond the Park property line." As such the lights should be banned and the Park should be down to dusk. Indeed, if this was a sewage "spill" beyond the property line no one would suggest that this was acceptable and embrace required monitoring at six month or two year intervals as the EIR recommends. Moreover, the EIR suggests that the Parks & Recreation Department should monitor this condition and make appropriate adjustments. This job is beyond the expertise and capacity of the Parks Department. Evidence is the Lake Street Sports Park. No person in the Department is a "lighting" expert. Instead of trying to shoehorn an excuse to have lights, the EIR should acknowledge that the lights are a significant unacceptable impact to the community and a violation of abovementioned Goal #6 which cannot be adequately mitigated. The EIR should suggest the removal of light towers. This alone as well as other items in the EIR demonstrate the authors predisposition to avoid an honest appraisal of this Park and their determination to design "mitigations" which will allow this park to proceed despite the legitimate concerns of the neighborhood.

C198-11

C198-11

The lighting analysis conducted for the EIR was prepared by a qualified lighting consultant and not by a lighting manufacturer. The lighting conditions at the Cardiff Sports Park are not identical to those analyzed for the subject project. Therefore, the EIR's lighting analysis did not use Cardiff Sports Park as a basis for the photometric evaluation.

C198-12

C198-12

C198-13

See response to comment #C198-7.

C198-14

C198-13

Monitoring of lighting levels would be conducted by a qualified lighting consultant.

NO ATHLECTIC FIELD LIGHTING: As said immediately above, the EIR is predisposed to promoting the Park as designed regardless of the impact upon the neighborhood. This is demonstrated in the peculiar finding that the "no athletic field lighting" would not affect traffic to the park. The EIR concedes that this alternative would "mitigate" the light, glare and aesthetics issue, page 7-21. Yet the

C198-15

C198-14

See response to comment #C198-7.

C198-15

See responses to comments #C35-7, #C39-31, and #C198-7. The EIR does not promote the project design nor discount mitigation measures of the project. As stated in Section 7.4.2 of the EIR, the No Athletic Field Lighting Alternative would not substantially reduce significant traffic impacts of the project. When determining whether a project alternative meets the project objectives, CEQA does not require an EIR to take adopted land use policies into consideration.

EIR discounts this mitigation by claiming that "certain user groups and adults would not be served." Page 7-23. This is short cited and trumped by Goal #6 which recognizes the importance of preserving community character. Indeed, evening sports can be scheduled at the already lit Lake Street Sports Park or the Ecke YMCA.

C198-15
cont.

Further the EIR discounts the obvious saving of electricity if the Park sports fields were not lit. It discounts the lack of noise that would occur if the fields were silent after dark. Finally the EIR discounts the lack of traffic to the fields if they were not used after dark. Again, this demonstrates the EIR's predisposition against embracing alternatives to the Park design. It is absurd not to recognize that one hand an "adult driver" group is the primary beneficiary of the evening lighted athletic fields, as the EIR does; and, then to claim on the other hand, that to eliminate this groups' traffic due to no lit fields would not significantly cause 1) diminution in the traffic to the Park, 2) the use of fossil fuels and 3) the noise generated by such use. It is State and City policy to save energy. Every new home built in Encinitas must submit and pass an energy efficiency audit. There should be no less effort with regard to this Park. The No Field Lighting is consistent and supports Goal Six. The No Lights Alternative hardly and equally affects any and all user group(s), saves electricity and diminishes noise, traffic and completely resolves the lighting and glare issue. The NO ATHLETIC FIELD LIGHTING should be ratified by this Planning Commission. Santa Fe Drive should not be considered as an entry way to the Hall Property as well for the preservation of safety and aesthetics of Santa Fe Drive.

C198-16

Thank you in advance for considering my thoughts.

Cordially,

Peter Stern

C198-16

It is acknowledged that the No Athletic Field Lighting Alternative would result in a reduction of energy use, however, if athletic field lighting is approved, the energy expended to power the field lighting would not result in a significant environmental impact.

With respect to the reduction in noise impacts without athletic field lighting, see response to comment #C39-32. 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. No significant noise impacts would be associated with normal use of the athletic fields during all park operating hours.

As stated in Section 7.4.2 of the EIR, the No Athletic Field Lighting Alternative would not substantially reduce significant traffic impacts of the project.

The EIR recognizes adult user groups as one of the beneficiary of athletic field lighting, along with other user groups such as youth sports that may hold practices after school hours and into early evenings.

The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

March 1, 2007

Scott Vurbeff
Environmental Coordinator
City of Encinitas, CA 92024

Dear Scott:

I have lived in the same house in Cardiff since 1970, and have seen many changes in our neighborhoods. I want to be noted that I am NOT against a “community park” but what I am concerned about is the large impact the park will have in our neighborhood with increased traffic, especially if tournament play is allowed. The EIR study omitted the impact the traffic will have on Windsor, Munevar, Ocean Crest, and Cathy Lane. These streets have already been impacted with parents now having to take their children back and forth to school, Ada Harris, Cardiff School, and San Dieguito Academy, also when the freeway is backed up going South which happens quite often these streets have even more traffic.

I know this park is going in and again I am not against this park, but there has to be more planning on how to handle the traffic, but again I reiterate we want a “community park” for our local neighborhood not tournament play where the park could and would be used until and after 10 PM.

I strongly suggest and so does the EIR that Mackinnon remain open; we will need the support of all the local streets to take the traffic impact. There needs to be safe walking sidewalks on both sides of Mackinnon because people will be parking in our neighborhood with only 419 parking spaces.

I also would like to comment on the article that was in the Union Tribune this morning, the last paragraph comment: “Most people

C199-1

C199-1

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.

C199-2

C199-2

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

C199-3

C199-3

See response to comment #C199-1.

C199-4

C199-4

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

C199-5

C199-5

See response to comment #C199-1. 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.

would jump at a change to have a 44 acre park in their neighborhood” Please be my guest I will move into your home and you can move into mine.

All I am interested in is to continue to enjoy where I live and have lived for over 35 years. Please take a look again at the impact of the traffic and night use in this park the way it is designed now, and consider the changes several of us are asking.

Sincerely,

Constance R Stevenson
705 Ocean Crest Rd
Cardiff, CA 92007

C199-5
contd.

March 11, 2007

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

Dear Mr. Vurbeff,

I have been reading the Hall Property Draft EIR and wish to state some of my present concerns. I have been a resident of Cardiff for 25 years and have lived on Somerset Avenue south of the Hall Property for 19 years.

I feel that one of the main attractions that has disappeared over the last 20 years in coastal North County is open space. I was thrilled initially that the City had purchased the Hall Property for a Community Park believing some of this open space would be retained.

My impression was the park would be for the residents of the city of Encinitas but the Summary leads me to believe there may be regional soccer events there. This does not address the needs or wishes of the majority of local residents. If these tournaments occur where are the potential 1500 cars going to park? I can imagine cars roaming the neighborhood looking for spots to park such as in front of my house on my property.

There are a total of 419 parking spaces shown on the current park project plan. I am opposed to more parking on the Hall Property but it is an insufficient number of spaces to accommodate the vehicles expected during a tournament. The proposed mitigation plan (Mitigation Measure Traffic: 8) to use the Park and Ride and San Dieguito High School Academy lots is an unrealistic and unsatisfactory solution. It does not address the added congestion on our narrow neighboring residential streets. It also states that this mitigation plan is "less than significant" to offset the impact of off site parking.

The possibility of field lights 90 feet tall is alarming and of great concern to me. I have not heard this issue brought up before. This will greatly impact my neighborhood and quality of life. The 90 foot pole heights will create a huge visual impact when the lights are turned on. The impact will heavily effect the neighborhoods surrounding the park. The measures proposed for checking light pollution are inadequate with inspection too infrequent. There is no mechanism for citizen complaint on light pollution or prompt

C200-1

C200-1

See responses to comments #C200-2 through #C200-4. Section 2.5.10 of the EIR describes anticipated park users, the majority of which would consist of city residents.

C200-2

C200-2

See responses to comments #C17-7, #C17-14, #C17-15, #C35-2, #C66-6, #C69-35, #C81-2, and #C115-3.

C200-3

C200-3

See responses to comments #C17-17, #C17-19, #C20-6, #C101-5, and #C178-6. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that such impacts would be mitigated below a level of significance with implementation of mitigation measures.

Chapter 7 of the EIR considers three project alternatives without athletic field lighting. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

resolution to any problem (Vol. 1, Page 3.5.28 and 29). A more reasonable solution would be to limit the number of fields to three to avoid the need for this type of lighting.

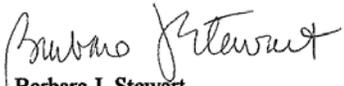
C200-3
contd.

I strongly encourage the city to amend the park plans by reducing the number of athletic fields.

C200-4

C200-4

Sincerely,



Barbara J. Stewart
1641 Somerset Avenue
Cardiff, Ca. 92007

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.