

HALL PROPERTY COMMUNITY PARK FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

Case No. 04-197 Coastal Development Permit/
Major Use Permit/Design Review Permit

SCH No. 2004121126

Volume 1

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LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|----------|----------------------------------------------------------|
| AB | Assembly Bill |
| ACM | asbestos-containing material |
| ADA | Americans with Disabilities Act |
| ADT | Average Daily Trips |
| AST | aboveground storage tank |
| ASTM | American Society for Testing and Materials |
| AWSC | all way stop controlled |
| BMP | Best Management Practice |
| CAA | Federal Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| Cal/EPA | California Environmental Protection Agency |
| Cal/OSHA | California Occupational Safety and Health Administration |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| Cardiff | Cardiff-by-the-Sea |
| CCR | California Code of Regulations |
| CDFG | California Department of Fish and Game |
| CEQA | California Environmental Quality Act |
| cfs | cubic feet per second |
| CHHSL | California Human Health Screening Level |
| CIWMB | California Integrated Waste Management Board |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| Court | County of San Diego Superior Court |
| CRHR | California Register of Historical Resources |
| CSA | Community Service Area |
| CWA | Clean Water Act |
| dB | decibel |
| dBA | decibel (A-weighted scale) |
| DEH | County of San Diego Department of Environmental Health |
| DPM | diesel particulates matter |
| DTSC | Department of Toxic Substances Control |
| EAC | Early Action Compact Area |
| EBS | Environmental Business Solutions |
| EFPD | Encinitas Fire Protection District |
| EIR | Draft Environmental Impact Report |
| ESD | City of San Diego Environmental Services Department |
| ETS | environmental tobacco smoke |

List of Acronyms

| | |
|------------------|-------------------------------------------------------------|
| EUSD | Encinitas Union School District |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| gpd | gallons per day |
| H ₂ S | Hydrogen Sulfide |
| HARP | Hot Spots Analysis and Reporting Program |
| hcf | hundred cubic feet |
| HCP | Habitat Conservation Plan |
| HRA | health risk analysis |
| I-405 | Interstate 405 |
| I-5 | Interstate 5 |
| I-710 | Interstate 710 |
| IESNA | Illuminating Engineering Society of North America |
| in/sec | inches per second |
| IPM | Integrated Pest Management |
| JURMP | Jurisdictional Urban Runoff Management Program |
| kV | kilovolt(s) |
| LCP | Local Coastal Program |
| L _{dn} | Day night level |
| L _{eq} | Equivalent Sound Level |
| LESA | California Agricultural Land Evaluation and Site Assessment |
| LLG | Linscott, Law & Greenspan |
| LOS | Level of service |
| mgd | million gallons per day |
| MHCP | Multiple Habitat Conservation Program |
| MMRP | mitigation monitoring and reporting program |
| mph | miles per hour |
| MS4 | municipal separate storm sewer system |
| MSL | above mean sea level |
| MWD | Metropolitan Water District of Southern California |
| NAAQS | National Ambient Air Quality Standards |
| NCCP | Natural Community Conservation Plan |
| NO ₂ | nitrogen dioxide |
| NOP | Notice of Preparation |
| NO _x | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| O ₃ | ozone |
| OEHHA | California Office of Environmental Health Hazard Assessment |
| OSHA | Occupational Safety and Health Administration |
| PCB | Polychlorinated biphenyl |

| | |
|-------------------|---------------------------------------------------------|
| Phase I | Phase I Environmental Assessment |
| Phase II | Phase II Environmental Site Assessment |
| PM ₁₀ | respirable particulate matter |
| PM _{2.5} | fine particulate matter |
| ppm | parts per million |
| ppv | peak particle velocity |
| PRC | Public Resource Code |
| PRG | Preliminary Remediation Goal |
| Protocol | Transportation Project-Level Carbon Monoxide Protocol |
| PVC | polyvinyl chloride |
| RAQS | Regional Air Quality Strategies |
| RCR | Regional Comprehensive Plan |
| RSL | risk screening level |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SAM | Site Assessment and Mitigation |
| SANDAG | San Diego Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego Air Pollution Control District |
| SDCWA | San Diego County Water Authority |
| SDG&E | San Diego Gas & Electric |
| SDUHSD | San Dieguito Union High School District |
| SDWD | San Dieguito Water District |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SO ₂ | sulfur dioxide |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TNM | Traffic Noise Model |
| TRO | temporary restraining order |
| TWSC | two way stop controlled |
| USDA | United States Department of Agriculture |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| UST | underground storage tank |
| V/C | volume to capacity |
| VAP | Voluntary Assistance Program |
| VOC | volatile organic compound |
| WDR | Waste Discharge Requirement |

List of Acronyms

| | |
|-----------|--------------------------------|
| West-Tech | West-Tech Contracting, Inc. |
| WRAP | Waste Reduction and Prevention |
| °F | Fahrenheit |
| μg/kg | micrograms per kilogram |

SUMMARY

INTRODUCTION

This Summary section of the Hall Property Community Park Program Environmental Impact Report (EIR) is provided in accordance with California Environmental Quality Act (CEQA) Guideline Section 15123 that states, "An EIR shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical." CEQA Guideline Section 15123(b) requires that, "The summary shall identify: (1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and (3) Issues to be resolved include the choice among alternatives and whether or how to mitigate the significant effects." Accordingly, this summary includes a brief description of the project and project site, environmental impacts and mitigation measures, areas of known controversy, alternatives to the proposed project, and issues to be resolved in the EIR. Table S-1 (at the end of this section) summarizes the potentially significant environmental impacts, mitigation measures, and level of significance with implementation of the mitigation measures.

PURPOSE OF THIS EIR

This Final EIR has been prepared to provide an assessment of the proposed Hall Property Community Park project. This assessment is designed to inform decision makers and the public of the environmental consequences of the proposed project. This Final EIR has been prepared in accordance with, and in fulfillment of, the CEQA and the State CEQA Guidelines. The City of Encinitas (City) is the lead agency for this project and, as such, has authority over whether to approve the proposed project.

This EIR is an informational document that is intended to inform decision makers, responsible agencies, and the public of significant environmental effects of the project; identify possible ways to minimize the significant environmental effects; and describe reasonable alternatives to the project.

PROJECT LOCATION AND SITE DESCRIPTION

The project site is a 44± acre parcel immediately west of Interstate 5 (I-5) in Encinitas. This project property is known as the Hall property and was previously used for agricultural flower cultivation operations. The project site is irregular in shape but is generally bounded by I-5 to the east, Santa Fe Drive to the north, Rubenstein Avenue to the west, and Warwick Avenue to the south. The project site is in the Encinitas community known as Cardiff-by-the-Sea (Cardiff).

The project site is generally undeveloped. There are remnants of old structures (both wood and metal framed) related to the previous agricultural use of the site remaining on the property. In addition, there are five residential structures located on the project site, two of which are occupied with tenants who have leased these residences from the City.

The project site gently slopes from north to south with elevations ranging from 180 feet above mean sea level (MSL) on the northern side of the site to approximately 220 feet above MSL on the southern side of the site. Site drainage flows generally towards the center of the property to a low point along the western boundary and then runoff enters Rossini Creek through a series of existing culverts and a drainage pipe as well as via sheet flow.

The surrounding residential areas are generally fully developed with a mixture of older developments as well as newly constructed homes. The shopping center to the north along Santa Fe Drive is a typical commercial development including retail stores, fitness facility, grocery store, fast food establishments, gas station, and other similar uses. Along the western boundary is a small cut flower operation, which is currently accessed via the property driveway.

PROJECT OBJECTIVES

The objectives of the project are as follows:

1. Provide a variety of recreational facilities that are predominately active park uses;
2. Maximize the number and use of athletic fields that help to offset the unmet needs of the City while preserving other desired features of the park site;
3. Provide multiple vehicular and pedestrian access points;
4. Provide adequate recreational facilities for all user groups;
5. Maximize use of recreational facilities during park hours; and,
6. Provide a buffer to separate active park uses from the adjacent residential uses.

PROJECT OVERVIEW

The City has developed a preliminary design for the proposed community park that includes a mixture of active and passive uses. Elements of the park that would accommodate active recreational uses include:

- softball/baseball fields
- multi-use turf fields
- teen center
- amphitheatre
- skate park
- ~~basketball courts~~
- dog park
- aquatic facility

Three softball/baseball diamonds would be developed in the middle portion of the property. The softball/baseball facilities would include two full-size fields and one smaller Little League/T-ball-sized field. Multi-use turf fields would be developed throughout the property. The rectangular turf fields would be used for sports activities such as soccer or lacrosse. The potential for an aquatic facility, including a municipal pool, has been incorporated into the proposed park, which would include two pools, a bathhouse, and shade structures. A teen center would be developed in the northwest corner of the property. An open air amphitheatre would be constructed near the center of the property on the west side designed to host special events, such as poetry readings or plays. A skate park would be located in the northern portion of the site near the proposed teen center. A dog park would be developed on a parcel that is not contiguous with the main property but would be connected by a pathway.

Passive elements incorporated into the proposed park design are described below and include:

- paths and trails
- picnic areas and shelters
- gardens

Trails would be located along the western boundary of the site and would loop around the athletic fields within the park. The landscaped buffer along the western and southern boundaries would include features such as individual water, herb, and flower gardens; benches; and picnic pads. Dry streambed features would be located along the western and eastern boundaries of the site. Other park amenities, including ~~two toddler play areas~~ one toddler play area and four covered picnic areas, would be located within the park.

Parking lots would be located throughout the park. Two vehicular access points would provide ingress and egress to the park. One public access point would be located off Santa Fe Drive at the

northwest corner of the property. The second vehicular access would be located off Mackinnon Avenue at the southern end of the park. Currently, Mackinnon Avenue is a through street that provides access across I-5. The project would eliminate through travel across I-5 from Mackinnon Avenue to Villa Cardiff Drive for all traffic except for emergency vehicles.

This EIR considers the impacts of a lighting plan that includes athletic field lighting for the proposed park, which the City may decide to implement as part of the project. Athletic field lighting, with poles up to 90 feet tall, would serve organized resident sports leagues and other events into the evening hours. In addition to the potential lighting of the athletic fields, the park would include lights throughout the facility for safety.

SUMMARY OF ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

This EIR provides a detailed analysis of the issue areas that would have a potential to create significant environmental effects if the project were to be implemented. Table S-1 (at the end of this section) summarizes those impacts that have been found to be potentially significant, mitigation proposed to reduce those impacts, and the level of significance after implementation of the proposed mitigation measures.

SIGNIFICANT UNAVOIDABLE IMPACTS

The evaluation in this EIR found multiple traffic impacts to be significant and unavoidable. There are mitigation measures available to mitigate these traffic impacts to less than significant; however, these measures are prohibitively expensive and would require significant action on property located within California Department of Transportation (Caltrans) right-of-way. Moreover, the mitigation measures are also being independently implemented and funded by Caltrans and FHWA as part of the planning for the I-5 widening project that is currently underway.

AREAS OF KNOWN CONTROVERSY

Several issues have been brought forward by some members of the community as areas of controversy. The major areas of known controversy are listed below and followed with a brief explanation of the general issue. As with most large projects, there are many small points of disagreement concerning project development; however, only the larger areas of controversy are discussed here. These smaller points of disagreement are discussed in Section 1.2 of this EIR.

General areas of known controversy include:

- Type of park to be developed
- Lighting of the athletic fields
- Appropriateness of Hall property for park use
- Previous site cleanup

The first area of controversy concerns the type of park to be developed. The project site could be developed as a passive use park with mainly gardens and open space areas or it could be developed as an active park with the majority of the site used for athletic fields and other active recreation facilities. This basic planning issue has been a topic of discussion since public workshops first began in 2002. There continues to be a division in the community regarding the desired type and intensity of the park. This issue is addressed in Chapter 7, which discusses project alternatives.

Another known area of controversy surrounding the park development is related to the possible use of night lighting for the athletic fields. Illumination of the athletic fields would allow play to continue into evening hours and extend the amount of time the fields could be used. However, there is concern that the lights would negatively affect the dark night sky and light up the surrounding neighborhoods and homes. This issue is addressed in Chapter 7, which discusses project alternatives. The potential impacts of lighting are evaluated in Chapter 3.5 of this EIR.

Another area of controversy that has been brought to the City's attention is the appropriateness of the Hall property for use as a park. This controversial issue stems from public health concerns related to the past use of the site for agricultural operations and the associated use, storage, and application of chemicals. There is concern that the potential presence of these chemicals in the site soils could impact the health of recreational park users. Also, there is concern about the proximity of the proposed park site to I-5 and potential health risks to park users from vehicle emissions. The environmental issues of concern are addressed in Chapter 3.

The Hall property underwent cleanup activities in 2003 to remove the debris field left from previous greenhouse activities (a full description of cleanup is provided in Section 1.4 and Chapter 4 of this EIR). These cleanup activities became a controversial issue and the City was sued for lack of full environmental review. As a result of the lawsuit, environmental evaluation of the previous cleanup activities is included in this EIR.

PROJECT ALTERNATIVES

The CEQA Guidelines direct lead agencies that the “range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects” (Section 15126.6l). Based upon this guidance, this EIR evaluates alternatives that would lessen or avoid significant impacts that have been identified in Chapter 3. The alternatives analysis evaluates each issue area in comparison to the proposed project. The alternative analysis also discusses the relative ability of each alternative to achieve the project objectives as outlined above.

The following seven alternatives to the proposed project are considered in this EIR:

- Through Access on Mackinnon Avenue Alternative
- Reduced Intensity Alternative
- Citizens for Quality of Life Alternative
- No Athletic Field Lighting Alternative
- No Project-Development of Residential per Zoning Alternative
- No Project-No Build Alternative
- Offsite Location-Strawberry Fields Alternative

In Chapter 7, each alternative is first described and then analyzed in consideration of the proposed project, according to whether it would have a beneficial or adverse effect.

The No Project-No Build Alternative would result in the fewest environmental impacts based on the comparison of the proposed project and the potential alternatives. However, CEQA requires that an EIR identify the environmentally superior alternative from among the alternatives (other than the No Project Alternative) and the proposed project. The environmentally superior alternative causes the fewest or least significant environmental impacts. To comply with that requirement, the ~~Through Traffic on Mackinnon Avenue Alternative is~~ Reduced Intensity Alternative and the Citizens for Quality of Life Alternative both reduce an equal number of potential environmental impacts as compared to the proposed project and thus are identified as the Environmentally Superior Alternative as detailed in Section 7.8.

The Reduced Intensity Alternative and the Citizens for Quality of Life Alternative both reduce the potential traffic, air quality, noise, and aesthetic environmental impacts of the proposed project in a similar manner. Both of these alternatives are designed with a limited use of active park features, such as reduced athletic fields and no athletic field lighting. This shows that potential impacts of the proposed project could be reduced through park design with less intense uses. For these reasons, the

Reduced Intensity Alternative and the Citizens for Quality of Life Alternative are considered equal as an Environmentally Superior Alternative. However, these alternatives do not meet the project objectives to the same degree as the proposed project, as detailed in Chapter 7.

ISSUES TO BE RESOLVED

There are various issues regarding the development and design of the Hall Property Community Park project that need to be resolved by the decision-making body. One issue that requires resolution is the option to have night lighting of the athletic fields. This is an area of controversy among the Encinitas community. The use of athletic field lighting is analyzed in this EIR. One project alternative is the development of the park without the athletic field lighting. The City Council will decide whether to adopt the project with athletic field lighting. If the project were to be adopted with athletic field lighting, the City would also be required to approve a General Plan Amendment, Local Coastal Plan Amendment, and Zoning Amendment to allow the light poles to be installed as they would exceed the current regulatory height restrictions.

Another issue to be resolved is the closure of Mackinnon Avenue to through traffic as proposed in the project. One project alternative is to maintain through traffic on Mackinnon Avenue. This alternative was considered as the closure of the roadway would result in significant traffic impacts to multiple intersections and street segments that would not occur if the road was left open for through traffic. The closure of Mackinnon Avenue would result in unacceptable operating conditions at the following intersections under existing conditions: Villa Cardiff Drive/Windsor Road, and Villa Cardiff Drive/Birmingham Drive. Closure of Mackinnon Avenue would result in significant impacts to the street segment of Santa Fe Drive between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive. Cumulatively, (years 2010 to 2030) the closure of Mackinnon Avenue would result in the failure of the Villa Cardiff Drive/Windsor Road intersection; Scripps Hospital Driveway/Santa Fe Drive intersection; and the segment of Birmingham Drive between the I-5 northbound ramps and Villa Cardiff Drive. These significant impacts would not occur if the roadway was left open to through traffic. The closure of Mackinnon Avenue would eliminate park users traveling on local residential streets to access the park from the south. However, the decision makers must determine if these traffic impacts that are directly attributable to the closure of Mackinnon Avenue outweigh impacts due to park-related travel on local streets.

Decision makers must also resolve the issue regarding the density and intensity of park use. As described previously, the type of park to be developed has been an area of controversy among the community. The park has been designed with the majority of acreage designated for active uses, with passive uses included throughout. However, there are multiple alternatives to the project that would reduce the intensity of the park design and create a more passive use park. The City Council must

determine if the appropriate type of park is the proposed project or one of the less intense project alternatives.

Another issue needing resolution by the decision-making body is the option to include an aquatic facility in the park. The park has currently been designed and is evaluated in this EIR with an aquatic facility in the northeast corner of the site. However, an optional north zone overlay design has been prepared for this area and shows the location as open space with landscaping in the event that the aquatic facility is not constructed.

Table S-1. Summary of Significant Project Impacts and Recommended Mitigation Measures

| IMPACT | MITIGATION MEASURE | SIGNIFICANCE AFTER MITIGATION |
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| <p>Traffic-1: Existing + Project Intersections Under existing plus project conditions, the project would cause significant impacts at six intersections: (a) Devonshire Drive/Rubenstein Drive/Santa Fe Drive; (b) I-5 Southbound Ramps/Santa Fe Drive; (c) Villa Cardiff Drive/Windsor Road; (d) Villa Cardiff Drive/Birmingham Drive; (e) I-5 Northbound Ramps/Birmingham Drive; and (f) I-5 Southbound Ramps/Birmingham Drive.</p> | <p>Mitigation Measure Traffic-1: The following measures shall be implemented:</p> <ul style="list-style-type: none"> a. <u>Devonshire Drive/Rubenstein Drive/Santa Fe Drive intersection</u>: A roundabout was recently installed at the Devonshire Drive/Rubenstein Drive/Santa Fe Drive intersection. With this improvement in place, the resultant LOS with the project is LOS A at this intersection in the Existing + Project scenario. b. <u>I-5 Southbound Ramps/Santa Fe Drive intersection</u>: Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Santa Fe Drive intersection. c. <u>Villa Cardiff Drive/Windsor Road intersection</u>: Install an all-way stop control or a roundabout at the Villa Cardiff Drive/Windsor Road intersection. d. <u>Villa Cardiff Drive/Birmingham Drive intersection</u>: Provide a traffic signal or roundabout that serves the Villa Cardiff Drive/Birmingham Drive intersection. If a traffic signal is installed, a dedicated right-turn lane at the southbound approach shall be installed at the new signal. e. <u>I-5 Northbound Ramps/Birmingham Drive intersection</u>: Install either a traffic signal or roundabout at the I-5 Northbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the westbound approach and a dedicated through and left-turn lane at the eastbound approach shall be installed. f. <u>I-5 Southbound Ramps/Birmingham Drive intersection</u>: Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the eastbound approach and a dedicated through and left-turn lane at the westbound approach shall be installed. | <ul style="list-style-type: none"> a. Less than significant b. Significant¹ c. Less than significant d. Significant¹ e. Significant¹ f. Significant¹ |
| <p>Traffic-2: Existing + Project Street Segments Under existing plus project conditions, the project would cause significant impacts to street segments on Santa Fe Drive between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive.</p> | <p>Mitigation Measure Traffic-2: <u>Santa Fe Drive street segment between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive</u>: Provide a dedicated eastbound right-turn lane on Santa Fe Drive at Windsor Road.</p> | <ul style="list-style-type: none"> Less than significant |
| <p>Traffic-3: 2010 Intersections Under the 2010 study scenario, the project would cause significant impacts at six intersections: (a) Alley/Santa Fe Drive; (b) I-5 Southbound Ramps/Santa Fe Drive; (c) Villa Cardiff Drive/Windsor Road; (d) Villa Cardiff Drive/Birmingham Drive; (e) I-5 Northbound Ramps/</p> | <p>Mitigation Measure Traffic-3:</p> <ul style="list-style-type: none"> a. <u>Alley/Santa Fe Drive intersection</u>: To address substandard conditions at the Alley/Santa Fe Drive intersection, either install a traffic signal at this intersection and dedicated right-turn and left-turn lanes on the northbound approach, or provide a roundabout that would service the Scripps Hospital driveway, the shopping-center driveway, and the park. <u>modify the intersection to allow for right-</u> | <ul style="list-style-type: none"> a. Less than significant |

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| Birmingham Drive; and (f) I-5 Southbound Ramps/Birmingham Drive. | <p><u>in, right-out, and left-in movements only. The intersection shall include a stop sign for northbound traffic. North to west movements from the access driveway shall be accommodated by the U-turn movement at the Scripps Hospital Driveway/Santa Fe Drive intersection.</u></p> | |
| | <p>b. <u>I-5 Southbound Ramps/Santa Fe Drive intersection:</u> Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Santa Fe Drive intersection. <u>Prior to construction of the future I-5/Santa Fe Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 southbound/Santa Fe Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 6.2 percent of the cost of surface street intersection improvements.</u></p> | b. Significant ¹ |
| | <p>c. <u>Villa Cardiff Drive/Windsor Road intersection:</u> Install an all-way stop control or a roundabout at the Villa Cardiff Drive/Windsor Road intersection.</p> | c. Less than significant |
| | <p>d. <u>Villa Cardiff Drive/Birmingham Drive intersection:</u> Provide a traffic signal or roundabout that serves the Villa Cardiff Drive/Birmingham Drive intersection. If a traffic signal is installed, a dedicated right-turn lane at the southbound approach shall be installed at the new signal. <u>Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 northbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 2.6 percent of the cost of surface street intersection improvements.</u></p> | d. Significant ¹ |
| | <p>e. <u>I-5 Northbound Ramps/Birmingham Drive intersection:</u> Install either a traffic signal or roundabout at the I-5 Northbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the westbound approach and a dedicated through and left-turn lane at the eastbound approach shall be installed. <u>Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 northbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 2.6 percent of the cost of surface street intersection improvements.</u></p> | e. Significant ¹ |
| | <p>f. <u>I-5 Southbound Ramps/Birmingham Drive intersection:</u> Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the</p> | f. Significant ¹ |

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| | <p>eastbound approach and a dedicated through and left-turn lane at the westbound approach shall be installed. Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 southbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 1.5 percent of the cost of surface street intersection improvements.</p> | |
| <p>Traffic-4: 2010 Street Segments Under the 2010 study scenario, the project would cause significant impacts to street segments at Santa Fe Drive between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive.</p> | <p>Mitigation Measure Traffic-4: Santa Fe Drive street segment between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive: Provide a dedicated eastbound right-turn lane on Santa Fe Drive at Windsor Road.</p> | <p>Less than significant</p> |
| <p>Traffic-5: 2030 Intersections Under the 2030 study scenario, the project would cause significant impacts at seven intersections: (a) Alley/Santa Fe Drive; (b) I-5 Southbound Ramps/Santa Fe Drive; (c) Villa Cardiff Drive/Windsor Road; (d) Villa Cardiff Drive/Birmingham Drive; (e) I-5 Northbound Ramps/Birmingham Drive; (f) I-5 Southbound Ramps/Birmingham Drive; and, (g) Scripps Hospital Driveway/Santa Fe Drive.</p> | <p>Mitigation Measure Traffic-5:</p> <ol style="list-style-type: none"> Alley/Santa Fe Drive intersection: To address substandard conditions at the Alley/Santa Fe Drive intersection, either install a traffic signal at this intersection and dedicated right-turn and left-turn lanes on the northbound approach, or provide a roundabout that would service the Scripps Hospital driveway, the shopping center driveway, and the park. modify the intersection to allow for right-in, right-out, and left-in movements only. The intersection shall include a stop sign for northbound traffic. North to west movements from the access driveway shall be accommodated by the U-turn movement at the Scripps Hospital Driveway/Santa Fe Drive intersection. I-5 Southbound Ramps/Santa Fe Drive intersection: Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Santa Fe Drive intersection. Prior to construction of the future I-5/Santa Fe Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 southbound/Santa Fe Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 6.2 percent of the cost of surface street intersection improvements. Villa Cardiff Drive/Windsor Road intersection: Install an all-way stop control or a roundabout at the Villa Cardiff Drive/Windsor Road intersection. Villa Cardiff Drive/Birmingham Drive intersection: Provide a traffic signal or roundabout that serves the Villa Cardiff Drive/Birmingham Drive intersection. If a traffic signal is installed, a dedicated right-turn lane at the southbound approach shall be installed at the new signal. Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution | <ol style="list-style-type: none"> Less than significant Less than significant Less than significant Less than significant |

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| | <p>for future surface street improvements at the intersection of the I-5 northbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 2.6 percent of the cost of surface street intersection improvements.</p> <p>e. I-5 Northbound Ramps/Birmingham Drive intersection: Install either a traffic signal or roundabout at the I-5 Northbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the westbound approach and a dedicated through and left-turn lane at the eastbound approach shall be installed. Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 northbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 2.6 percent of the cost of surface street intersection improvements.</p> <p>f. I-5 Southbound Ramps/Birmingham Drive intersection: Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the eastbound approach and a dedicated through and left-turn lane at the westbound approach shall be installed. Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 southbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 1.5 percent of the cost of surface street intersection improvements.</p> <p>g. Scripps Hospital Driveway/Santa Fe Drive intersection: If the Scripps Hospital Master Plan (Case #06-066) is approved, the City shall provide a 5.9% fair-share contribution towards the cost of a future roundabout that would serve the intersection of Scripps Hospital Driveway/Santa Fe Drive or other future intersection improvements deemed future signal modification deemed acceptable to the Engineering Services Department.</p> | <p>e. Less than significant</p> <p>f. Less than significant</p> <p>g. Less than significant</p> |
| <p>Traffic-6: 2030 Street Segments Under the 2030 study scenario, the project would cause street segment impacts at Santa Fe Drive between (a) Santa Fe Plaza Driveway and I-5 Southbound Ramps, (b) between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive, and (c) Birmingham Drive between I-</p> | <p>Mitigation Measure Traffic-6:</p> <p>a. Santa Fe Drive street segment between Santa Fe Plaza Driveway and I-5 Southbound Ramps: (1) Install either a traffic signal or roundabout at the I-5 Southbound Ramps/Santa Fe Drive intersection. Prior to construction of the future I-5/Santa Fe Drive interchange, the City shall provide a fair-share contribution for future surface street</p> | <p>a. Less than significant</p> |

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| <p>5 Northbound Ramps to Villa Cardiff Drive.</p> | <p>improvements at the intersection of the I-5 southbound/Santa Fe Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 6.2 percent of the cost of surface street intersection improvements.</p> <p>(2) If the Scripps Hospital Master Plan (Case #06-066) is approved, the City shall provide a 5.9% fair-share contribution towards the cost of a future roundabout that would serve the intersection of Scripps Hospital Driveway/Santa Fe Drive or other future intersection improvements deemed future signal modification deemed acceptable to the Engineering Services Department.</p> <p>b. Santa Fe Drive street segment between Mackinnon Avenue/Nardo Road and Windsor Road/Bonita Drive: Provide a dedicated eastbound right-turn lane on Santa Fe Drive at Windsor Road.</p> <p>c. Birmingham Drive street segment between the I-5 Northbound Ramps and Villa Cardiff Drive:</p> <p>(1) Provide a traffic signal or roundabout that serves the Villa Cardiff Drive/Birmingham Drive intersection. If a traffic signal is installed, a dedicated right-turn lane at the southbound approach shall be installed at the new signal.</p> <p>(2) Install either a traffic signal or roundabout at the I-5 Northbound Ramps/Birmingham Drive intersection. If a traffic signal is installed, an additional through lane at the westbound approach and a dedicated through and left-turn lane at the eastbound approach shall be installed.</p> <p>(3) Prior to construction of the future I-5/Birmingham Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 northbound/Birmingham Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 2.6 percent of the cost of surface street intersection improvements.</p> | <p>b. Less than significant</p> <p>c. Less than significant</p> |
| <p>Traffic-7: Special Events Traffic During special events at the park, such as large soccer tournaments, traffic impacts may occur at two intersections: (a) I-5 Southbound Ramps/Santa Fe Drive and (b) Alley/Santa Fe Drive.</p> | <p>Mitigation Measure Traffic-7:</p> <p>a. I-5 Southbound Ramps/Santa Fe Drive intersection:</p> <p>(1) Install a traffic signal or roundabout at the I-5 Southbound Ramps/Santa Fe Drive intersection. Prior to construction of the future I-5/Santa Fe Drive interchange, the City shall provide a fair-share contribution for future surface street improvements at the intersection of the I-5 southbound/Santa Fe Drive ramp to the satisfaction of Caltrans. Based upon the project's proportion of total peak hour traffic affecting the intersection, the fair-share contribution would be 6.2 percent of the cost of surface street intersection improvements.</p> <p>(2) The City of Encinitas Department of Engineering Services, Traffic Engineering</p> | <p>a. Significant¹</p> |

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| | <p>Division shall review all Special Event Permits that are filed to determine if the application would require a traffic management plan dependent upon event size, timing, and other appropriate factors. If determined necessary, a traffic management plan shall be developed and implemented to address traffic congestion. The traffic management plan shall be required as part of the City's Special Event Permit or Athletic Special Event Permit process.</p> <p>The traffic management plan shall require traffic control measures to address potential congestion. These measures may include, but are not limited to, lane control features such as cones, use of flagmen to direct traffic, involvement of the Sheriff's Department to direct traffic, management through event timing restrictions, or other measures. These measures must be deemed feasible and adequate by the City of Encinitas Department of Engineering Services, Traffic Engineering Division.</p> <p>If necessary based on the size and timing of the event, the traffic management plan shall require the event applicant to establish offsite parking areas in existing parking lots to which visitors would be directed and provide a shuttle to the project site. Two potential locations include the park and ride located at the corner of Villa Cardiff and Birmingham Drive and the student parking lots at San Dieguito Academy on Santa Fe Drive. These two sites are located within a 5-minute drive of the project and other nearby sites may also be available as options. Offsite parking lot availability would require confirmation and coordination with private property owners, if necessary, during the Special Event Permit process.</p> <p>b. <u>Alley/Santa Fe Drive intersection:</u> (1) Install a traffic signal or roundabout at <u>Modify</u> the Alley/Santa Fe Drive intersection <u>to allow for right-in, right-out, and left-in movements only. The intersection shall include a stop sign for northbound traffic. North to west movements from the access driveway shall be accommodated by the U-turn movement at the Scripps Hospital Driveway/ Santa Fe Drive intersection.</u> (2) Implement a Traffic Management Plan for each special event as outlined in Mitigation Measure Traffic-7a(2).</p> | <p>b. Less than significant</p> |
| <p>Traffic-8: Special Events Parking During special events at the park, such as large soccer tournaments, it is possible that there may not be adequate parking within the park to accommodate all vehicles. The lack of parking availability within the park during large special events may result in spectators</p> | <p>Mitigation Measure Traffic-8: <u>a.</u> The City of Encinitas Department of Engineering Services, Traffic Engineering Division shall review all Special Event Permits that are filed to determine if the application would require a traffic management plan dependent upon event size, timing, and other appropriate factors. If determined necessary, a traffic management plan shall be developed and implemented to address traffic</p> | <p>Less than significant</p> |

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| <p>searching for parking offsite, resulting in additional negative traffic impacts.</p> | <p>congestion. The traffic management plan shall be required as part of the City's Special Event Permit or Athletic Special Event Permit process.</p> <p>The traffic management plan shall require traffic control measures to address potential congestion. These measures may include, but are not limited to lane control features such as cones, use of flagmen to direct traffic, involvement of the Sheriff's Department to direct traffic, management through event timing restrictions, or other measures. These measures must be deemed feasible and adequate by the City of Encinitas Department of Engineering Services, Traffic Engineering Division.</p> <p>If necessary based on the size and timing of the event, the traffic management plan shall require the event applicant to establish offsite parking areas in existing parking lots to which visitors would be directed and provide a shuttle to the project site. Two potential locations include the park and ride located at the corner of Villa Cardiff and Birmingham Drive and the student parking lots at San Dieguito Academy on Santa Fe Drive. These two sites are located within a 5-minute drive of the project and other nearby sites may also be available as options. Offsite parking lot availability would require confirmation and coordination with private property owners, if necessary, during the Special Event Permit process. If a shuttle service were to be necessary, as part of the Special Event Permit process, the applicant shall provide evidence to the City that the shuttle service information has been provided to special event attendees. The information shall include a map to the shuttle pick-up and drop-off points, service times and frequency of shuttle runs, and other details to ensure attendees understand how to use the shuttle service.</p> <p>b. The Parks and Recreation Department shall ensure that a traffic and parking consultant monitors the first large special event of its kind once the park is operational. The traffic and parking consultant shall assess the traffic and parking conditions during the special event. Monitoring shall take place both within the park site as well as on surrounding residential streets. The consultant's evaluation shall determine if the special event results in any deficiencies in parking availability. The consultant shall prepare a study with the findings of the special event monitoring that would be reviewed by the City's Traffic Engineering Division and the Parks and Recreation Department. If parking deficiencies are identified, the study shall also provide recommendations and specific measures that the City could implement as part of future recurring Special Event Permits and/or any traffic management plan required in measure "a" above to mitigate secondary traffic impacts associated with special event parking.</p> | |

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| <p>Air Quality-1: Exposure to Soil Contaminates During grading and excavation activities, construction workers at the site and residents in the immediately surrounding community could potentially be exposed to residual contaminants (pesticides, petroleum hydrocarbons, VOCs) present in shallow soils via inhalation (of fugitive dust), ingestion, or dermal exposure. Additionally, the transport and disposal of excavated materials could result in exposure of the public to hazardous contaminants through the exposure of the residual contaminants present in transported soils.</p> | <p>Mitigation Measure Air Quality-1: Grading, excavation, and onsite soil transport activities could potentially expose construction workers and local residents to hazardous substances through the inhalation of contaminated soil in the form of fugitive dust. Due to the potential of releasing hazardous chemicals from the soil during construction activity, the following mitigation measures are required to be included on grading plans to prevent this from occurring:</p> <ul style="list-style-type: none"> a. Minimize land disturbance to active construction areas and stabilize exposed soil in any area not currently under active construction that has been disturbed through use of hydroseeding, soil stabilizers, or similar method. b. Minimize onsite storage of soil; contaminated soil shall be disposed of properly in accordance with all applicable regulations. c. Stabilize the surface of soil stockpiles if not removed immediately; when temporary stockpiling is necessary, cover the stockpile with plastic sheeting or tarps. d. Use watering trucks or chemical soil stabilizers to control fugitive dust; watering/stabilization shall be sufficient to prevent visible dust plumes from occurring. e. Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes. f. Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the truck bed. g. Install gravel beds and wheel shakers in all dirt construction access roads to remove soil from tires of vehicles exiting the project site; gravel beds shall be designed to extend 5 feet beyond the width of the roadway with a minimum length of 20 feet. Wheel shakers shall be installed at both ends of gravel beds and will extend the full width of the roadway. h. Sweep and rinse paved streets at least twice per day or more often when there is evidence of dirt that has been carried on to the roadway. i. Revegetate disturbed land as soon as feasible; revegetation shall include vehicular paths created during construction to avoid future off-road vehicular activities. j. Install project landscaping as soon as construction in an area is complete to minimize exposed soils. | <p>Less than significant</p> |
| <p>Noise-1: Park Operation - Noise Associated with Dog Park Park activities would result in an anticipated combined noise level of up to 54 dBA L_{eq} in the residential neighborhood directly east of the proposed dog park.</p> | <p>Mitigation Measure Noise-1: The City shall construct a solid 6-foot-high wall along the eastern boundary of the proposed dog park. The wall will be constructed with material with a surface weight of at least 4 pounds per square foot and will have no gaps between the ground and the top of the wall. The noise wall shall be constructed of natural-appearing materials and</p> | <p>Less than significant</p> |

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| <p>This noise level would be in excess of the City's Daytime Performance Standard for residential zones of 50 dBA L_{eq}. The greatest noise source attributable to this noise impact is the proposed dog park.</p> | <p>generally landscaped with vines, trees, and shrubbery. With the implementation of this noise wall into the proposed project, the projected noise level at the nearest residential receptor would be 49 dBA L_{eq}, which would be below the City's performance standard for residential neighborhoods</p> | |
| <p>Noise-2: Noise Associated with Landscaping Activities Prior to 7:00 AM Landscaping maintenance prior to 7:00 AM would generate noise levels in excess of nighttime noise level standards at properties south of the project site adjacent to Warwick Avenue.</p> | <p>Mitigation Measure Noise-2: Noise-generating landscaping maintenance shall be prohibited prior to 7:00 AM and after 8:00 PM Monday through Saturday and prohibited on Sundays and holidays. Non-noise-generating landscaping activities include irrigation, trash pick-up, restroom service, and similar activities that do not include the use of any power equipment/tools would be permitted. With the limitation on noise-generating landscaping maintenance prior to 7:00 AM and after 8:00 PM, associated noise levels at the nearest residence would not exceed the City's performance standards for residential land uses.</p> | <p>Less than significant</p> |
| <p>Noise-3: Amplification at the Mixed-Use Fields The use of amplification devices for special events any event at the proposed athletic fields park could result in sound levels that exceed the City's performance standards for residential zones.</p> | <p>Mitigation Measure Noise-3: If amplification of events any event at the athletic field proposed park is to be allowed, it must be demonstrated to the City's satisfaction that use of portable amplification equipment will not result in a significant noise impact to the nearest residential receptors, which is defined as not exceeding 50 dBA L_{eq} at the nearest residential property line. This measure could be attained through one of the following methods:</p> <ol style="list-style-type: none"> a. The City shall purchase a sound amplification system for leasing to organizations for special events any event proposing the use of sound amplification at the park. The sound system would have the volume controls preset to specific levels and be equipped with an acoustical attenuator to reduce noise levels to comply with the City's performance standards and Noise Ordinance. The location of the sound amplification will be of primary concern in complying with the noise levels limits and the City would be required to develop specific locations where the equipment will be allowed. Settings, attenuator effectiveness, and allowable locations would be determined through an acoustical study. b. The City shall allow event sponsors to provide their own amplification equipment, which must be accompanied by an event-specific noise study prepared by a qualified acoustical consultant. The event-specific noise study will identify specific equipment locations, predicted noise levels from the portable amplification equipment at adjacent residences and, if necessary, specify measures to reduce noise levels to comply with the City's performance standards and Noise Ordinance. If impacts are identified, event-specific measures shall be required prior to issuance of the special use permit to ensure that surrounding residences are not adversely affected by noise. Event-specific measures could include | <p>Less than significant</p> |

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| | <p>specifying equipment settings, attenuator devices, or the use of temporary acoustical barriers to reduce the projected noise to acceptable levels.</p> <p>The requirement for use of standardized City equipment or the preparation of an acoustical study shall be made a condition of approval for the Special Event Permit, which will be required for any event requiring amplification.</p> | |
| <p>Impact Visual-1: Light and Glare from Park Lighting The walkway, parking lot, and potential athletic field lighting for the proposed park would result in a new source of light and potential glare. There may be locations where a pedestrian within the park or offsite may view directly onto the athletic field lighting (FKA 2006). 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, 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.</p> | <p>Mitigation Measure Visual-1: To ensure that discomfort glare and significant light trespass do not occur on adjacent properties as a result of potential park lighting, the following measures shall be implemented:</p> <ol style="list-style-type: none"> Adjustments to the park lighting shall be made once lighting is in place to address potential glare effects. Alterations shall include the installation of glare shields or readjusting and fine-tuning of the aiming or position of the luminaire. Light trespass of 0.5 horizontal foot-candles or more, shall not occur 25 feet beyond the property boundaries of the park. Light shall be shielded within the proposed project site by the location, mounting, and aiming of luminaires; the use of shielding; and or the use of cutoff reflectors and refractors. Prior to park construction, a light meter shall be used to determine the ambient light condition at the park boundaries. This measurement shall be used as the baseline against what post-operation is compared to. To ensure that no more than 0.5 horizontal foot-candles of light trespass onto adjacent properties beyond existing light levels does not occur, inspection of the luminaires shall occur immediately after light installation, and every 6 months for the first 2 years of operation and every 2 years thereafter, to ensure that no starbursts (direct views into light resulting in a visual pattern of lines or rays radiating from the source of light) or significant light trespass occurs beyond the park property boundary. If starbursts are present that would be obtrusive to nearby residences or roadways, the lights shall be manually adjusted (e.g., through the use of the special aiming and locking gear adjustments that each luminaire shall be equipped with) or with the use of shielding or other cutoff mechanisms. Similarly, luminaires shall be adjusted to ensure no light trespass occurs 25 feet beyond the park boundary. A light meter shall be used to measure, at grade, the amount of horizontal foot-candles obtained around a 25-foot perimeter from at the project property line to ensure a quantitative measure of light trespass. To minimize the overall illumination and perceived brightness of the project, the use of reflective surfacing shall be minimized. Buildings/structures and parking lot | <p>Less than significant</p> |

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| | <p>surfaces surrounding light sources shall have matte or dull finishes, with reflectance values at or below 20 percent. The reflective values shall be obtained from the material manufacturer.</p> <p>f. <u>To ensure that no more than 0.5 horizontal foot-candles of light trespass on adjacent properties beyond existing light levels does not occur, the City's Code Enforcement Division will be responsible for investigating any complaints pertaining to the implementation of the project's conditions of approval (i.e., adopted mitigation measures) and would ensure the enforcement of such conditions.</u></p> <p>g. <u>An optional method that can be used to ensure that the City is meeting the performance standards outlined in this mitigation measure is the creation of a 3D computer model of the site that includes the athletic field lighting fixtures to help ascertain the potential impacts from lighting and glare of the proposed project to the surrounding community. This measure would be implemented in addition to measures a-f, but is not necessary to reduce impacts to less than significant levels.</u></p> | |
| <p>Hazardous Materials-1: Health Risks during Construction Construction of the Hall Property Community Park could result in temporary exposure to residual contaminants (pesticides, petroleum hydrocarbons, VOCs) present in shallow soils via inhalation (of fugitive dust), ingestion, or dermal exposure.</p> | <p>Mitigation Measure Hazardous Materials-1: Prior to initiating demolition, grading, and construction operations, <u>several construction plans shall be developed and implemented by qualified environmental professionals to ensure health and safety precautions are being met. These are:</u> a soils management plan, worker health and safety plan, and a community health and safety plan shall be prepared by a qualified environmental professional. The <u>construction</u> plans shall include measures to ensure the health and safety of workers and the surrounding community, and shall be implemented during construction of the project.</p> <p><u>These plans are not able to be prepared at this stage of the planning process because a grading plan and other design documents have not been finalized. Design concepts and the preliminary grading concept are not of sufficient detail to develop effective construction plans. Details from to-be-developed construction documents, are necessary to determine the exact specifications to be included in the soils management plan, worker health and safety plan, and the community health and safety plan.</u></p> <p>At a minimum, the plans shall meet the following standards:</p> <p>a. The objective of a soils management plan is to minimize impact to human health and the environment through the establishment of protocols for soils management during demolition, grading, and construction. The soils management plan shall include detailed plans for excavating, stockpiling, and hauling soils; a description of the dust control measures to be implemented for the construction phase of the project, consistent with the measures identified in Mitigation Measure Air Quality-1;</p> | <p>Less than significant</p> |

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| | <p>specifications for grading operations to ensure that contaminated soils are buried below surface levels to ensure no contact with future park uses; and best management practices (BMPs) for all grading and construction operations. The protocols and actions required by the soils management plan shall meet the following criteria:</p> <ul style="list-style-type: none"> • All contaminated soils shall be buried below surface levels to ensure no contact with future park users. The soils management plan shall include specifications for grading operations to demonstrate how this performance criterion will be met. • A qualified environmental professional (e.g., environmental scientist, geologist, or engineer with a minimum of 3 years of professional experience in the field) shall be required to observe soils disturbance activities (including excavation), and use field screening procedures and other indicators (visual, olfactory) to guide the construction contractor in segregating the excavated materials for proper stockpiling, management, and hauling/disposal. • Excavated soils will be required to be sorted in temporary stockpiles during soil characterizing activities based on the type and concentrations of the contaminants of concern. The stockpiles shall be managed such that there is no threat of release of contaminants or soils from the stockpile (e.g., through dust dispersion, or runoff during rainfall events). The stockpiling shall be performed in accordance with current San Diego County Site Assessment and Mitigation (SAM) guidelines and RWQCB regulations regarding the management of temporary stockpiled soils. The contractor shall be required to implement BMPs to protect the temporary stockpiles from erosion and stormwater run-on and run-off, as specified in a site-specific SWPPP. • Stockpile sampling shall be completed in conformance with the USEPA SW-846 requirements. Materials stockpiled for on-site reuse shall be approved by a qualified environmental professional based on an evaluation of the stockpile sample results against Title 22 CCR hazardous waste criteria and Title 40 CFR criteria. • Site and activity-specific measures to control the generation of fugitive dust, such as wet suppression, temporary surfacing for entrances and exits, washdown areas, haul truck covers, and activity scheduling to minimize exposed surfaces, shall be implemented to ensure that no public health risks exist. • Waste transportation operations for disposal and recycling shall be performed in accordance with Department of Transportation Hazardous Material Transportation regulations, where applicable, and the waste material shall be shipped under the appropriate hazard class. Vehicles entering the site for loading of wastes slated for disposal shall be tracked using the appropriate waste | |

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| | <p><u>manifest and decontaminated prior to their departure off-site.</u></p> <ul style="list-style-type: none"> • <u>Protocols for the discovery of unknown contamination that may be encountered shall be included to ensure that the potential discovery of unknown conditions does not present a threat to human health or the environment.</u> <p><u>In addition, the soils management plan shall include the measures described in Mitigation Measure Air Quality-1 and site-specific BMPs for all grading and construction operations. Exact specifications and requirements of the soils management plan shall be determined based on the final grading plan and site design.</u></p> <p>b. <u>The worker health and safety plan shall include a summary of the soil sample results from the <i>Subsurface Investigation and Limited Health Risk Assessment</i> prepared by EBS in 2005; procedures to mitigate potential hazards, including <u>the use of personal protective equipment (PPE)</u>, protection from physical hazards, protection from chemical hazards that may be present at the site, and decontamination procedures; and worker and health and safety monitoring criteria to be implemented during construction. The worker health and safety plan shall <u>include protective measures and PPE that are specific to the conditions of concern and meet the requirements of OSHA's construction safety requirements and Hazardous Waste Operations and Emergency Response Standard (29 CFR 1910.120)</u>. Required PPE shall include safety boots and hard hats at a minimum for entry into and work on the site. <u>In addition, safety glasses, respiratory protection, gloves, and other PPE may be required for specific tasks or activities.</u> <u>In accordance with OSHA requirements, appropriate training and record keeping shall also be a part of the health and safety program. The worker health and safety plan shall be developed by a California Certified Industrial Hygienist in accordance with OSHA regulations</u>and be certified by the authorized health and safety officer. <u>The worker health and safety plan shall be explained to the construction workers and all workers shall be required to sign the plan, which will be kept on the construction site at all times.</u></u></p> <p>c. <u>The community health and safety plan shall include a description of the dust control measures to be implemented for the construction phase of the project, consistent with the measures identified in Mitigation Measure Air Quality-1; storm water BMPs for all grading and construction operations; and a description of emergency containment and response procedures to be followed in case of an unforeseen accident or upset conditions. <u>The emergency response procedures shall be developed to address impacts on the site and to adjacent areas. The specific procedures will need to be developed at the time of an incident to address the specific concerns and risks, but shall include site security, risk assessment, and</u></u></p> | |

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| | <p>public notification processes. The plan shall include contact information for the City project manager, EFPD, and DEH contact person who would shall be notified immediately in the event that a hazardous object/feature was-is discovered onsite during construction activities.</p> <p>Worker safety training shall occur prior to initiation of construction activities, which will. Training shall include the review of all health and safety measures and procedures. All workers and engineering inspectors at the site shall provide written acknowledgement that the soils management plan, worker health and safety plan, and community health and safety plan were reviewed and training was received prior to commencement of construction activities.</p> | |
| <p>Hazardous Materials-2: Hazardous Building Materials Asbestos containing material (ACM) and other hazardous building materials (e.g., lead-based paint) could be present in or on the wooden structures that remain onsite. Inhalation or ingestion of these materials could pose a danger to workers and the surrounding community. For these reasons, demolition of these buildings could cause significant health hazards.</p> | <p>Mitigation Measure Hazardous Materials-2: The City shall conduct surveys for the presence of lead-based paint, asbestos, and PCBs. Surveys shall be conducted for all of the wooden buildings remaining onsite. Specifications for the safe removal and disposal of asbestos, lead-based paint and PCBs, if present, shall be prepared by a qualified environmental professional based on the results of the survey. The specifications shall include proper testing, packaging, manifesting, and transport of demolition wastes by trained workers to a permitted facility for disposal, in accordance with local, state, and federal requirements. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with Title 8, California Code of Regulations Sections 1532.1 and 1529 for the removal of materials containing lead-based paint and asbestos.</p> | <p>Less than significant</p> |
| <p>Hazardous Materials-3: Presence of Unknown Underground Storage Tanks (USTs) The limited geophysical survey completed for the proposed project cannot entirely rule out the potential for unknown USTs to be present on the project site. The potential presence of an unknown UST on the project site could result in contamination if encountered during construction operations.</p> | <p>Mitigation Measure Hazardous Materials-3: The construction contractor shall prepare an Emergency Action Plan based on the potential for unknown buried hazardous objects/features (i.e., USTs, pipelines) to be located on the project site. The Emergency Action Plan shall address the procedures and response actions that must occur immediately if a potentially hazardous feature is encountered below ground during construction activities. All DEH requirements regarding emergency procedures related to the discovery of a potentially hazardous feature shall be included in the plan, including spill response actions should an impact cause a potentially hazardous materials release. The plan shall include contact information for the City project manager, EFPD, and DEH contact person who would be notified immediately in the event that a hazardous object/feature was discovered onsite during construction activities.</p> | <p>Less than significant</p> |
| <p>Hydrology-1: Increased Soil Exposure, Erosion, and Sediment During Construction Construction of the proposed Hall Property Community Park would result in an increase in soil exposure, which</p> | <p>Mitigation Measure Hydrology-1: As required by the City's JURMP (Construction Component) and Municipal Permit (Order No. 2001-01, §F.2.) requirements, which also include requirements of the State of California's Construction General Permit (99-08-DWQ), a Storm Water Pollution</p> | <p>Less than significant</p> |

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| <p>could lead to the potential for increased erosion and sediment entering the flow of runoff during a storm event. Additional erosion and sedimentation could result in impacts to the wetland areas of Rossini Creek and eventually into San Elijo Lagoon, which is a 303(d)-listed water body.</p> | <p>Prevention Plan (SWPPP) shall be developed and implemented. The SWPPP has two major objectives: (1) to identify sources of pollution that affect the quality of construction storm water discharges, and (2) to describe and ensure the implementation of BMPs to reduce or prevent pollutants in construction storm water discharges. The project SWPPP shall comply with all of the above requirements. The following construction BMPs are examples of proper storm water management principles and practices that shall be implemented (as well as additional measures required by the project's SWPPP) prior to the commencement of construction:</p> <ul style="list-style-type: none"> a. Planning and Scheduling: Grading shall be scheduled during the dry season (May through September). If grading must occur during the wet season (October through April), the site shall be graded in segments to minimize areas where soil disturbance is occurring. Active areas where soil-disturbing activities have not occurred within 21 days shall be immediately protected by temporary erosion and sediment control devices as defined in this mitigation measure. b. Erosion Control: Erosion control on all exposed soil shall be maintained through the use of hydraulic mulch, hydroseeding, erosion control blankets, or similar applicable BMPs. c. Sediment Control: Sediment control shall include the use of appropriate BMPS such as silt fences, fiber rolls, check dams, and/or sand bag barriers. All sediment control BMPs shall be installed as described in the project SWPPP. | |
| <p>Hydrology-2: Increased Runoff and Downstream Impacts Resulting from Project Development Development of the proposed Hall Property Community Park as proposed would result in increased runoff after completion of the project as a result of the addition of 4.5 acres of impervious surfaces (roadways and parking lots). This increase in impervious surfaces would result in an increase of 7.5 cfs from Basin 1 of the project site, which would flow into the existing storm drain inlet receiving flows from Basin 1. Although this increase in flow can be accommodated by a 54-inch pipe that directly ties to the inlet, the increased flow would eventually reach Rossini Creek. The increased runoff to Rossini Creek resulting from project development could potentially cause downstream scouring and erosion.</p> | <p>Mitigation Measure Hydrology-2: Consistent with the City's JURMP (Land-Use Planning for New Developments and Redevelopments Component) and the Municipal Permit (Order No. 2001-01), the following measures shall be implemented to minimize post-development park storm water runoff impacts:</p> <ul style="list-style-type: none"> a. The existing storm drain inlet shall be adjusted to grade and the cover replaced with an opening more compatible to the park, such as a curb opening inlet or bicycle-compatible grate. b. A detention basin shall be installed to detain flow within Basin 1 to maintain runoff discharge rates below 25.4 cfs (pre-project levels). The detention basin shall be placed in a location adjacent to the southeast of the existing storm drain inlet that would be functional with the proposed landscaping. c. The proposed parking lots shall be graded to allow surface runoff to sheet flow into infiltration strips designed as part of the park landscaping. Parking lots shall be bordered by a 1-foot-thick strip of gravel on all downslope sides to reduce velocities, disperse flows, and potentially capture pollutants. | <p>Less than significant</p> |

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| | <ul style="list-style-type: none"> d. The dry stream feature along the southwest border of the project site shall be designed to be approximately 10 feet wide, 30 inches deep, and triangular in shape with a minimum channel slope of 1 percent. e. Water-efficient irrigation systems shall be used and shall include automatic shutoff devices to prevent irrigation during and after precipitation. Irrigation systems shall be designed to meet each landscaped area’s specific water requirement. Flow reducers or shutoff valves shall be used to control water loss and low-flow sprinkler heads, and drip systems shall be installed where practicable to make efficient use of irrigation water and minimize overwatering. f. Overall drainage of the park shall be designed so that the runoff generally sheet flows into the proposed dry stream features or rock-lined channels on the project site. g. All drainage facilities shall be designed by a California registered civil engineer. h. Post-construction BMPs shall be delineated on public record drawings as a condition of project approval. i. The City shall be required to execute a storm water maintenance agreement, or similar mechanism, which shall obligate the City to the maintenance and/or replacement of the project BMPs as necessary into perpetuity. j. All drainage designs and features shall comply with City JURMP requirements. | |
| <p>Hydrology-3: Increased Pollutants Resulting from Park Operations Project development would create surface parking lots, which can result in polluted runoff from this use, including heavy metals, trash and debris, and oil and grease. In addition, the project would require the use of pesticides, fertilizers, and chemicals for swimming pool maintenance, which would result in an increase in nutrients, oxygen-demanding substances, and pesticides in site runoff. The use of the dog park could also increase runoff pollutant loads (e.g., fecal coliform bacteria) from dog waste.</p> | <p>Mitigation Measure Hydrology-3: To minimize pollutant loads in runoff generated from the proposed park, the following measures shall be required:</p> <ul style="list-style-type: none"> a. Hazardous materials shall be placed in approved cabinets, sheds, or similar structures to prevent contact with precipitation or runoff. To provide spill protection, secondary containment structures such as berms, dikes, or curbs shall be installed. The storage area shall be paved and sufficiently impervious to contain leaks and spills, and shall have a roof or awning to minimize direct precipitation within the secondary containment area. b. Trash storage areas shall be paved with an impervious surface, designed not to allow runoff from adjacent areas and screened or walled to prevent offsite transport. All trash containers shall have attached lids that exclude rain or be covered by a roof or awning to minimize exposure to direct precipitation. c. Runoff from parking areas shall be directed into gravel filtration strips adjacent to the downstream side of each parking lot. See Figure 3.7-2 for the location of the proposed filtration strips. The filtration strips shall have a minimum travel time of 5 minutes, requiring 100 to 200 feet based on the final grade to maximize | <p>Less than significant</p> |

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| | <p>infiltration. Filtration strips shall accept storm water in a sheet flow state to maximize infiltration and avoid short-circuiting. Discharge or overflow from parking lot filtration strips shall not cause concentrated flows into surrounding grassy fields.</p> <ul style="list-style-type: none"> d. The resulting sheet flows shall be directed into rock-lined channels to reduce velocities and allow the remaining particles to settle out prior to releasing waters into Rossini Creek. e. Concrete stamping, or the equivalent, of all storm water conveyance system inlets and catch basins within the project with prohibitive language (e.g., “No Dumping – I Live Downstream”) shall be implemented. Signs shall be posted with prohibitive language and/or graphic icons prohibiting illegal dumping at public access points along channels and drainages within the project site. f. The dog park shall be designed to direct runoff from the dog-use area into biofiltration areas to maximize infiltration. Undulations in grassy areas shall be incorporated to reduce dog park runoff and promote onsite retention of potential runoff. g. The dog park shall include waste stations (including waste bags and waste receptacles) and information requiring dog owners and park patrons to immediately pick up and properly dispose of dog waste. h. The operations and maintenance program for the park shall include daily cleanup of dog waste and stocking of waste stations that are fully contained. | |
| <p>Geology-1: Potential impacts due to unstable soil Some onsite soils may be subject to settlement under additional loads creating an unstable environment if structures were to be located on these soils. Unsafe conditions caused by soil instability could result in a potentially significant impact.</p> | <p>Mitigation Measure Geology-1: A building-specific soils report shall be prepared that provides standards to address the surface and subsurface materials present, including addressing the potential for differential settlement. Building and site engineering shall include requirements for the removal of substandard soils and the replacement with compacted engineered fill for planned structures. The final engineering and development of the park facilities shall be required to adhere to soil engineering standards and recommendations, such as building foundation requirements, soil compaction specifications, etc., made through the building-specific investigation so that site-specific soil conditions are taken into account in the final engineering and development of park facilities.</p> | <p>Less than significant</p> |
| <p>Paleontology-1: Potential impacts to unknown paleontological resources Geologic strata found onsite are known to potentially contain fossils. Development of the site would include some ground disturbance, which may extend beyond the modern soil horizon into the weathered bedrock of the</p> | <p>Mitigation Measure Paleontology-1: The following measures shall be included on project grading plans to avoid potential direct impacts to paleontological resources:</p> <ul style="list-style-type: none"> a. A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is | <p>Less than significant</p> |

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| <p>Bay Point Formation and potentially disrupt fossils.</p> | <p>defined as an individual with an MS or PhD in paleontology or geology that is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the county for at least 1 year.</p> <p>b. If unweathered strata within the Bay Point Formation are exposed, work shall halt immediately, and a qualified paleontologist shall be called to inspect the exposures. If unweathered strata are exposed, the qualified paleontologist shall identify a monitoring plan, which shall include, at a minimum, a paleontological monitor onsite on a part-time basis to inspect the exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. All monitoring work shall be directed by a qualified paleontologist.</p> <p>c. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover the fossils. In most cases this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the site. If resources are discovered and the above salvage activities are executed, the following measures shall also be implemented:</p> <ul style="list-style-type: none"> ▪ Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program. ▪ Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support for initial specimen storage. ▪ A final summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. | |
| <p>Biology-1: Potential indirect impacts to riparian habitat The potential exists for runoff and erosion associated with construction of the proposed project to enter riparian scrub habitat adjacent to the site. Damage to</p> | <p>Mitigation Measure Biology-1: Erosion of the project site during construction and post-construction phases shall be controlled through the use of BMPs. BMPs shall be outlined in a SWPPP produced by the contractor prior to any construction activity onsite. BMPs shall be established to</p> | <p>Less than significant</p> |

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| <p>the riparian habitat would be considered a significant indirect impact.</p> | <p>protect fill material from entering the riparian scrub habitat that exists directly adjacent to the project site. Examples of BMPs that may be implemented include, but are not limited to, sediment control measures such as silt fences, fiber rolls, check dams, and/or sand bag barriers; erosion control measures including hydraulic mulch, hydroseeding, erosion control blankets, or similar treatments; and permanent measures such as a vegetated detention basin, dry streambed, and infiltration strips. Further detail concerning mitigation measures to control potential erosion and runoff is discussed in Section 3.7, Hydrology and Water Quality (Mitigation Measure Hydrology-1).</p> | |
| <p>Biology-2: Potential direct and indirect impacts to nesting raptors The removal of trees and visual and noise disturbances during project construction have the potential to disturb nesting raptors.</p> | <p>Mitigation Measure Biology-2: Mitigation Measure Biology-2 shall be included on the grading plans. The breeding/nesting season for raptors is February 1 through August 30. If construction activities take place outside of the breeding/nesting season, no additional measures shall be required.</p> <p>If construction is planned or desired during the breeding season, raptor nest surveys shall be conducted within a week prior to tree cutting or grading near mature trees to ensure that active nests are not present. A qualified biologist shall conduct the surveys and prepare a survey report. If no raptor nests are discovered in the trees to be removed, no further mitigation shall be required.</p> <p>If any active raptor nests are discovered during pre-construction surveys, the biologist shall mark all occupied trees and delineate a 50-foot buffer area around each occupied tree. A 50-foot buffer is considered sufficient because of the adjacent urban development. No construction activity shall occur within the 50-foot buffer until the young have fledged, as determined by a qualified biologist.</p> | <p>Less than significant</p> |
| <p>Biology-3: Potential indirect impact to sensitive wildlife species Visual and noise disturbances during project construction could disturb sensitive riparian bird species on or adjacent to the project site during nesting season.</p> | <p>Mitigation Measure Biology-3: Mitigation Measure Biology-3 shall be implemented and included on grading plans. The breeding/nesting season is February 1 through August 30. If construction is planned or desired during the breeding season within 50 feet of the riparian area, pre-construction surveys for sensitive migratory birds shall occur 1 week prior to the beginning of construction. If sensitive riparian bird species are found to be present, a biological monitor should visit the site once a week during the breeding/nesting season to determine if the species are being adversely affected by the construction activities. If the monitor finds adverse impacts, construction activity shall cease within 50 feet of the riparian area until nesting is complete. Potential locations where construction may be within 50 feet of the riparian area include the southeast corner of the dog park and along the western boundary, northeast of Bach Street as shown in Figure 3.9-1.</p> | <p>Less than significant</p> |

| IMPACT | MITIGATION MEASURE | SIGNIFICANCE AFTER MITIGATION |
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| <p>Cultural-1: Potential Impacts to Unknown Cultural Resources Previously undiscovered cultural resources may be encountered during grading and construction related to implementation of the Hall Property Community Park. Damage or destruction to these unknown resources prior to the assessment of their importance and development of resource-specific mitigation measures would be considered a potentially significant impact.</p> | <p>If construction activities within 50 feet of the riparian area take place outside of the breeding/nesting season, no additional measures shall be required.</p> <p>Mitigation Measure Cultural-1: Mitigation Measures Cultural-1 shall be implemented and included on grading plans. To ensure that no unrecorded historic or prehistoric resources are impacted by grading and construction activities, a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards shall be required to conduct field visits during periods when ground-disturbing activities are scheduled to occur. In the event that a potential feature or intact archaeological deposit is encountered during development, work shall be halted in that area, and the resource assessed for significance.</p> <p>If significant resources are identified, a data recovery plan shall be implemented by a qualified archaeologist. The purpose of the data recovery plan is to identify the steps for excavating the site and analyzing the collected data, thereby mitigating impacts to the site. The data recovery plan shall include, but is not limited to details regarding recovery techniques; any need for special studies; research questions and data needs; any specific procedures for collecting, documenting, and processing material; procedures for cataloging and analyzing material recovered; and procedure for the curation of any recovered artifacts. Once the site has been excavated according to the plan, the site would be considered mitigated to a level less than significant.</p> | <p>Less than significant</p> |

¹ It is not feasible for the City to implement the mitigation measure necessary to address this significant traffic impact. This determination is based on the fact that the process of implementing these measures has already been initiated by other agencies for planned improvements associated with the I-5 North Coast Corridor project. The process of planning, designing, and funding the I-5 improvements that would mitigate this significant impact is currently underway. Caltrans, SANDAG, and the U.S. Department of Transportation have initiated this process, which is anticipated to provide improvements at the Santa Fe Drive and Birmingham Drive interchanges by 2015. Although the improvements associated with the I-5 North Coast Corridor project would fully mitigate the project’s significant impacts at these interchanges, the City cannot ensure that they would be in place by the time the park was operational. Therefore, this impact would be significant and unavoidable.

CHAPTER 1

INTRODUCTION

This Final Program Environmental Impact Report (EIR) has been prepared to provide an assessment of the proposed Hall Property Community Park project, which is a recreational park development proposed on a 44± acre site located adjacent to, and west of Interstate 5 (I-5), between Santa Fe Drive and Warwick Avenue in the City of Encinitas (City). The park would include multi-use turf fields, a teen center, an amphitheatre, a skate park, an aquatic facility, a dog park, trails, and other park amenities.

This assessment is designed to inform decision makers and the public of the environmental consequences of the proposed project. This Final EIR has been prepared in accordance with, and in fulfillment of, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City is the lead agency for this project and, as such, has authority over whether to approve the proposed project.

1.1 PURPOSE OF THIS EIR

This EIR is an informational document that is intended to inform decision makers, responsible agencies, and the public of significant environmental effects of the project; identifies possible ways to minimize the significant environmental effects; and describes reasonable alternatives to the project. CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This EIR provides information that is to be used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project.

Prior to approval of the project the City, as lead agency and decision-making entity, is required to certify that the EIR has been completed in compliance with CEQA, that the information in this EIR has been considered, and that the EIR reflects the independent judgment of the City. CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental consequences. If environmental impacts are identified as significant and unavoidable, the City may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. The City would then be required to state in writing the specific reasons for approving the project based on information in the EIR and other information sources in the administrative record. This reasoning is called a “statement of overriding considerations” (CEQA Guidelines §15093).

In addition, public agencies, when approving a project, must also adopt a mitigation monitoring and reporting program (MMRP) describing the measures that were made a condition of project approval in order to mitigate or avoid significant effects on the environment (Public Resource Code [PRC] §21081.6). The MMRP is adopted at the time of project approval and is designed to ensure compliance during and after project implementation. If the City decides to approve the proposed project, it will be responsible for implementation of the MMRP for this project.

1.2 COMMENTS RECEIVED ON THE SCOPE OF THE EIR

The City received approximately 50 comment letters during the 30-day comment period following the Notice of Preparation (NOP) filing. The following paragraphs briefly summarize comments received during the NOP comment period. The NOP is included in Appendix A.

Aesthetics. Commentors indicated that the project may have the potential to negatively impact the views from nearby residential areas. The loss of existing vegetation would increase this potential impact. Commentors expressed that there should be adequate buffering along the boundaries of the parks adjacent to residential areas.

Air Quality. Commentors noted that the project site has been used for commercial agriculture and has been exposed to pesticide use for many years and the EIR should analyze the potential for toxic airborne contaminants during construction activities. Commentors expressed that the project site is located adjacent to I-5 and recreationalists, specifically children, using the park would have the potential to be impacted by inhalation of toxic diesel emissions and particulates.

Biological Resources. Commentors expressed that the EIR should address the potential impacts to the sensitive wetlands areas and the associated wildlife that use the wetland areas. The project could potentially degrade Rossini Creek through impacts such as contaminated runoff. Comments stated that the wildlife associated with Rossini Creek and the offsite wetland areas could potentially be impacted through construction noise, lighting, and polluted runoff.

Cultural Resources. Commentors expressed that the EIR should evaluate the potential impacts to any existing onsite features or resources, such as the Hall House.

Cumulative Impacts. Commentors indicated that the project would be in addition to proposed projects in the area. Comments noted that some of these projects include the I-5 widening project, the Mackinnon Avenue bridge modifications, shopping center additions, Scripps Hospital expansion, and San Dieguito Academy expansion.

Hazardous Materials. Comments noted that because the site has been used for agricultural operations, many chemicals have been used on the site and further testing to determine the presence of agricultural chemicals in the soils and groundwater, and an assessment of human risk must be done. Commentors expressed that the presence of toxic chemicals in the soil would have a potential impact to children and other park users.

Land Use. Comments stated that the project site is currently zoned R-3 and any change to this or increase in intensity of use would result in potential impacts.

Lighting. Commentors stated that the proposed park includes lighting that would have the potential to impact the surrounding community. Commentors noted that light would potentially spill over into neighboring communities and ruin the dark night sky. 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.

Noise. Commentors indicated that the proposed park would potentially result in noise impacts to the surrounding residential neighborhood through crowds or sports participants yelling, referee whistles, loudspeakers, and other typical park noises. Comments noted that landscaping may help to reduce the noise and the EIR should provide a complete analysis.

Traffic, Access, and Parking. Commentors expressed that traffic from the proposed park could potentially impact the surrounding roadways and local residential and commercial areas. Comments indicated that the influx of traffic to the area, particularly if the park is used for large regional tournaments, would potentially increase traffic on already crowded roadways such as Santa Fe Avenue, Birmingham Avenue, and Mackinnon Avenue. Commentors noted that increased traffic congestion may potentially impact beach access and that traffic may increasingly use local residential streets. Commentors concluded that if the park does not provide enough parking, then parking by park users would potentially spill over into the commercial center and nearby residential streets. Comments stated that access to the park must be adequate for disabled people and compatible with the planned I-5 widening project. Commentors expressed that the pedestrian access at the end of Bach Street would potentially bring safety and parking problems to the area.

Water and Hydrology. Commentors stated that the EIR must evaluate the potential water quality impacts that would result from the park, including a potential for contaminated runoff resulting from the past use of the park, the use of fertilizers and other chemicals on the new turf and landscaping, and contaminants from the dog park. Comments stated that the drainage of the park is very sensitive as it would impact Rossini Creek and eventually the ocean. Commentors expressed that further testing is needed to determine if there is groundwater contamination resulting from the historic agricultural use of the site.

1.3 FOCUS OF THIS EIR

Pursuant to Section 15063 of the CEQA Guidelines, the scope of the analysis in this EIR was determined based on the results of public workshops that were conducted for the proposed project and comments received during the NOP comment period, which are summarized in the previous section. The NOP and list of public workshops are included in Appendix A. The EIR addresses those environmental issues known to the site and those issues identified to be of community concern as expressed at the workshops and scoping process. These environmental issues are identified below:

- Land Use and Public Policy
- Traffic and Circulation
- Air Quality
- Noise
- Aesthetics and Lighting
- Hazardous Materials
- Hydrology and Water Quality
- Geology and Paleontology
- Biological Resources
- Cultural Resources
- Public Services and Utilities
- Agriculture
- Population and Housing

1.4 PREVIOUS LITIGATION OF THE PROJECT

In May of 2001, the City purchased the 44± acre parcel of land known as the Hall property. The property had been owned by the Hall family since the 1950s. The property was historically used for greenhouse agricultural operations and flower cultivation. Commercial nursery operations continued for approximately 1 year after the City purchased the site and ceased in May of 2002.

In late January of 2003, the City executed a contract with West-Tech Contracting, Inc. (West-Tech) to provide cleanup and debris removal at the project site, including cleanup of the debris field left from the greenhouse operations, and other agricultural activities. All cleanup activities were completed by May 21, 2003.

During that time, a lawsuit was filed in the County of San Diego Superior Court (Court) against the City concerning the cleanup activities on the project site as described above. The petitioners objected to the City's failure to prepare environmental review, either an Initial Study or EIR, prior to conducting the cleanup activities on the Hall property.

The Court found that implementation of the contract with West-Tech might have resulted in a direct physical change in the environment and could be deemed a project under CEQA, thus requiring environmental review.

It was also argued against the City that the first step in the development of the site for future use was to tear down existing structures and clean the debris, and that these actions should be considered part of the overall project of redeveloping the site. The Court found that the clearing of the debris could not be separated from the future development of the site for other uses. Therefore, the project as a whole included both cleanup activities and any future development.

The Court ruled against the City on April 29, 2004. The ruling stated that "recognition of the work done on this initial phase of the project—and the environmental effect of this work—must be included in the environmental analyses to be completed by the City on the project as a whole" (San Diego Superior Court Case Number GIN027489).

To address and fulfill the legal obligation mandated by the Court, the potential environmental effects of the previous cleanup activities are included in this EIR. To accomplish this, this EIR considers two separate baseline conditions. The first baseline considers the site conditions that currently exist. This is the baseline for the environmental analysis of the proposed project with the current site conditions and is addressed in Chapter 3. Chapter 4 provides an analysis of cleanup activities that occurred previously on the site. The pre-cleanup baseline is defined as including all site features existent prior to the implementation of the contract with West-Tech and/or any cleanup or deconstruction activities. This EIR uses this baseline to determine impacts that may have resulted from the cleanup and deconstruction activities. The cumulative analysis in this EIR (Chapter 5) addresses the cumulative impacts of the cleanup activities and park development, as well as other projects that have occurred or could occur in the project area.

1.5 REPORT ORGANIZATION

This Final EIR is organized into the following chapters:

- **Summary.** This section summarizes the environmental consequences that would result from the proposed project, provides a summary table that denotes anticipated significant environmental

impacts, describes recommended mitigation measures, and indicates the level of significance of impacts after mitigation implementation.

- **Chapter 1: Introduction.** This chapter provides an introduction and overview describing the purpose of the EIR and the CEQA process, a description of the focus of this EIR, and a summary of the previous litigation and court ruling concerning this project.
- **Chapter 2: Project Description.** This chapter details the project components including the environmental setting, surrounding land uses, project objectives, project features, construction, and previous cleanup activities onsite.
- **Chapter 3: Environmental Analysis.** This chapter evaluates the potential environmental impacts of the proposed project. This chapter also presents recommended mitigation measures to reduce the significance of any potential impacts.
- **Chapter 4: Environmental Evaluation of Cleanup Activities.** This chapter considers environmental impacts that may have occurred during the cleanup activities at the project site and mitigation measures to reduce those potential impacts.
- **Chapter 5: Cumulative Impacts.** Chapter 5 analyzes the potential impacts of the project in combination with past, present, and future projects.
- **Chapter 6: Other CEQA-Related Discussions.** Other CEQA-required analyses are provided in this chapter, including unavoidable significant impacts, significant irreversible impacts that would be caused by the proposed project, and growth-inducing impacts.
- **Chapter 7: Alternatives Analysis.** This chapter considers additional alternatives to the project that could reduce one or more of the significant environmental impacts identified in Chapter 3. This chapter includes the No Project Alternative, as required by CEQA.
- **Chapter 8: References.** The references are provided in this chapter.
- **Chapter 9: List of Preparers.** The persons consulted and preparers of this EIR are identified in this chapter.

1.6 ENVIRONMENTAL REVIEW PROCESS

Consistent with the requirements of CEQA, a good faith effort has been made during the preparation of the Final EIR to contact affected agencies, organizations, and persons who may have an interest in

the project. This included the circulation of an NOP on December 20, 2004, which began a 30-day comment period.

Consistent with PRC Section 21083.9, an agency scoping meeting was held on January 25, 2005, at the City offices. The purpose of this meeting was to seek input and concerns from public agencies regarding the environmental issues that may potentially result from the proposed project. No agencies attended this meeting. In addition, multiple public workshops were held beginning in 2002 to solicit community input and ideas concerning issues such as design, buffer areas, project components, landscaping, public art, and other project features.

The City filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that the Draft EIR had been completed and was available for review and comment by the public. A Notice of Availability of the Draft EIR and the date, time, and location for the public workshop, which was held to discuss the Draft EIR, was published concurrently with distribution of the Draft document. The public workshop was held on March 1, 2007, at 6:00 PM in the Encinitas City Council Chambers at City Hall, located at 505 South Vulcan Avenue, Encinitas, California. The Draft EIR was circulated for 45 days for public review and comment. The duration of the public review was from January 25 to March 12, 2007. During this period, comments from the general public, organizations, and agencies regarding environmental issues raised in the Draft EIR and concerning the Draft EIR's accuracy and completeness were submitted to the lead agency at the following address:

Attn: Scott Vurbeff, Environmental Coordinator
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024
760.633.2692

Comments were made on the Draft EIR either in writing before the end of the comment period, or orally during the public workshop.

The City has prepared written responses to comments made in writing and orally at the public workshop. Volume 3 of the Final EIR includes the comments on the Draft EIR received during the formal public review period and responses to those comments. Any resulting major revisions to the Final EIR have been made with textual deletions indicated by ~~strikeout~~ and additions indicated by underline. Major revisions generally include corrections or additions to analyses, expanded mitigation measures, and revisions made in response to a public comment.

A large number of the public comments focused on potential adverse health impacts to park users due to exposure to air contaminants generated by traffic on Interstate 5. In response, the City conducted additional studies regarding this topic as well as a supplemental analysis on climate change and greenhouse gas emissions. In accordance with CEQA Guidelines Section 15088.5, this supplemental information to the Draft EIR was circulated for public review and comment from May 2 to June 16, 2008. The supplemental information packet included the Air Toxics Risk Evaluation, Children's Health Risk Analysis, revised Draft EIR Section 3.3, Air Quality, and the Greenhouse Gas Emissions Analysis (new Section 5.5 of the Draft EIR). The City has prepared written response to comments specific to the new information. The comments received and responses to those comments are provided in Volume 3 of this Final EIR. Any resulting textual changes to the Final EIR or the supplemental information based on public comment are indicated with strikeout/underline as described above.