

**Tammy Cloud-McMinn**

All Receive - Agenda Item # 9

**From:** Steve Linke <splinke@gmail.com>  
**Sent:** Sunday, July 26, 2020 12:26 PM  
**To:** City Clerk  
**Subject:** 7/28/2020 City Council Item #9: Carlsbad Corporate Plaza Parking Structure

For the information of the:  
CITY COUNCIL  
Date 7/28 CA  CC   
CM  ACM  DCM (3)

Honorable Mayor and City Councilmembers:

I am not opposed to this project, but here are three questions that I think should be answered for the record (my rationale for the questions follows):

**Question 1: Did the traffic study include a cumulative conditions analysis, consistent with requirements in Carlsbad's Transportation Impact Analysis (TIA) Guidelines?**

**Question 2: To support the project's categorical exemption from CEQA, can you please describe the magnitude of the level of service (LOS) traffic impact on the Palomar Airport Road/Paseo Del Norte intersection?**

**Question 3: Is the TDM Plan for this project expected to achieve at least 32% alternative mode travel pursuant to the Climate Action Plan (CAP), and how will the owner of the parking structure (as opposed to the businesses that use the parking structure) be able to implement and monitor the success of the TDM Plan.**

The City determined that this project is categorically exempt from having to prepare an environmental document pursuant to CEQA Section 15332. However, Section 15332 does not apply if the project has a significant traffic impact—in this case based on LOS performance standards.

No information from the traffic study has been provided in the staff reports, beyond the estimated net increase of 2,219 average daily trips (ADT) to be induced by the project, which is substantial. At that ADT level, and because this project does not conform to the current Specific Plan, the TIA Guidelines require a so-called "Level V" traffic study, which includes a "Cumulative Conditions Analysis" (Question 1).

The nearest major intersection to the project is Palomar Airport Road and Paseo Del Norte—less than 0.5 miles to the north. That intersection is presumably already failing the City's LOS standard, because it has been exempted. Given the estimated net increase in ADT, the project is likely adding more than 100 new vehicle trips to that intersection in the peak hours (splitting 2,219 trips throughout the day with the majority using Palomar Airport Road). The City's General Plan, Growth Management Plan, Citywide Facilities and Improvements Plan, and each local zone plan all require intersection LOS analysis (Question 2).

In addition, staff indicated at the Planning Commission hearing that General Plan Policy 3-P.11 was triggered by the project, which is the policy that requires Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies when there is an impact on exempt facilities, like that intersection. The project's 2,219 ADT also far exceeds the 110 ADT threshold that triggers the Transportation Demand Management (TDM) Ordinance, creating a dual requirement for TDM. This all suggests that there is a potentially significant traffic impact.

Some minor infrastructure-related TDM measures are included as conditions of approval, including a location for bike repairs, 18 bike parking spaces, 8 car/van pool parking spaces, and a passenger loading zone. However, the more significant requirement for a TDM Plan is left for the future, and the CAP Measure K goal is to have at least 32% of commuters using modes of travel other than single-occupancy vehicles (Question 3).

Best regards,

Steve Linke  
Carlsbad, CA

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**Tammy Cloud-McMinn**

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**From:** Chris Norrdin <cnorrdin@yahoo.com>  
**Sent:** Sunday, July 19, 2020 10:25 AM  
**To:** City Clerk  
**Subject:** Public Hearing 3 p.m., July 28, 2020, Parcel 3 of Parcel Map No. 3415

Date 7/28 CA  CC   
CM  ACM  DCM (3)

I challenge approval of this amendment to the specific plan 23 (H). Please do NOT approve.  
As an Altamira 1 homeowner living on Camino del Parque, I do not want any more large structures, traffic and congestion in my area. Building another parking structure for this expanding medical complex will not only create an eyesore but will also provide a "bigger nest" for attracting traffic on Paseo del Norte, which is already not suitable for the amount of traffic in normal times. The situation on Paseo del Norte just south of Palomar Airport Road is already a disaster waiting to happen with cars swerving in and out of existing business parking lots. Adding more cars to the confusion/congestion there, which is in fact what increased parking capacity down the road will do, is against my community's safety and interests.  
Thank you.

Regards,  
Chris

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**Tammy Cloud-McMinn**

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**From:** Doris Schiller <dorisschiller55@gmail.com>  
**Sent:** Sunday, July 19, 2020 6:10 PM  
**To:** City Clerk  
**Subject:** Parking structure approval on Paseo del Norte

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For the Information of the:  
CITY COUNCIL  
Date 7/28 CA  CC   
CM  ACM  DCM (3)

Please make sure the parking structure planned for 6183 Paseo Del Norte has plenty of greenery around it so it is attractive. Also, as it is situated right next to one story homes, please limit the height to maintain the atmosphere of our neighborhood.

Thank you,  
Doris Schiller

carlsbad, Ca

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