

Tammy Cloud-McMinn

From:
Sent:
To:
Subject:

RECEIVED
AUG 27 2020
CITY OF CARLSBAD
CITY CLERK'S OFFICE

FARHAD SHARIFI <fhsharifi@gmail.com>
Wednesday, August 26, 2020 4:41 PM
City Clerk

All Receive - Agenda Item # 1
For the Information of the:
CITY COUNCIL
Date 8/27 CA CC
CM ACM DCM (3)

To whom it may concern,

I would like to add my comments as part of the document for public input for the City Council meeting tomorrow.

Dear Mayor Hall, Carlsbad City Council, and California Coastal Commission:

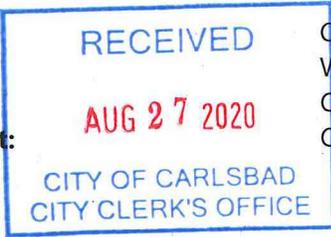
I am informed that

1. Carlsbad must consider on Planning Area F at Ponto the need for a public park at Ponto as part of the Draft Local Coastal Program Amendment.
2. There is no public park at Ponto even though City Park Standards requires a minimum of 6.5 acres of parkland for Ponto.
3. There is a current 6.6 acre park deficit in Coastal Southwest quadrant of Carlsbad, (south of Palomar Airport Road and west of El Camino Real).
4. There are no Coastal Parks in all of South Carlsbad. 64,000 South Carlsbad citizens have no Coastal Park.
5. Ponto is at the center of a larger 6-mile stretch of coastline in that has no Coastal Parks.
6. Ponto has a city documented 30 acre open-space standard deficit that a Coastal Park would help resolves.
7. And most importantly, I am informed that the City is currently ignoring these issues and in the Draft Local Coastal Program Amendment is proposing to eliminate the last opportunity to create a much needed Coastal Park at Ponto

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Tammy Cloud-McMinn

From: Cherie McLarty <cherie.mclarty@yahoo.com>
Sent: Wednesday, August 26, 2020 6:54 PM
To: City Clerk
Subject: City council agenda Aug 27



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For the Information of the:
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RE: Housing Sites Agenda

You may recognize my name as I email often regarding the vacant lot off Ponto and Ave Encinas. This is because my house is directly across the tracks from this lot. I believe strongly that Carlsbad deserves to make this beautiful piece of land, the gateway to our coastal city, of which there are few. Leucadia/Encinitas are destroying it from their side of our border with the building of an extremely large hotel in a very small, unstable location. We can still make this city of Carlsbad stand out not only for where it is, but how it exists. I understand business and taxes and revenue. But we also need open and usable space to come and enjoy why we live here.

This topic can be discussed for a very long time. I ask that you take your time, hear from your citizens (this are lacks direct representation at this time) and consider the long-term affects of changing the environment with no take backs..

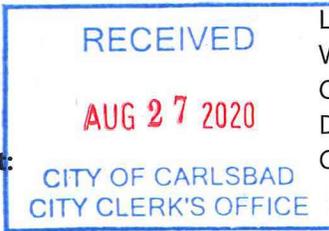
There are many of us who are willing to give our time and efforts to make this space the kind of place where people will come and enjoy and protect the environment for future generations.

Thank you for your time,
Cherie McLarty

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Tammy Cloud-McMinn

From: Linda Geldner
Sent: Wednesday, August 26, 2020 7:04 PM
To: City Clerk
Cc: Don Neu; Carolyn Luna
Subject: Comment on Agenda Item #1 Council meeting 8-27-2020



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For the Information of the:
CITY COUNCIL
Date 8/27 CA CC
CM ACM DCM (3)

Dear Council Members,

These comments are my personal opinions, however for transparency please note that I am a member of the Planning Commission.

1. The location/zoning for Ponto housing could be shifted from beachfront to several properties located near the intersection of Poinsettia and Avenida Encinas. Currently the Ponto property is zoned for up to 200 units (R-30), potentially more with the State mandated density bonus for inclusionary units. There are a number of advantages to moving the housing away from Ponto:
 - o It supports the community Vision to keep our beach community character, protect natural resources and support recreational uses.
 - o It would create a walkable neighborhood still close to the beach.
 - o The density and number of units can be increased so we get more units.
 - o It is closer to the freeway so it will minimize traffic impacts.
 - o It puts housing within 1 mile of the train station vs about 2 miles away.
2. I suggest we identify several transportation nodes in addition to train stations and locate the higher density housing near those nodes. They would ideally be located along the freeway to decrease the load on surface streets. Two examples are Poinsettia at I-5 and El Camino at Highway 78.
3. The General Plan currently allows housing on sites zoned Local Shopping Center (L), General Commercial (GC) and Regional Commercial (RC). See table 2-3 on page 2-18 of the General Plan. Unless the plan has been amended this table states that the density allowed on these sites is R-15 to R-30 and that the RHNA numbers assume an R-15 count. If we just change that assumption from R-15 to R-30, how many additional units do we get toward our RHNA count? Wouldn't that be a good place to start?

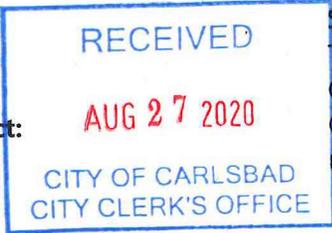
Please also forward a copy to the Housing Element Advisory Committee and thank you for the opportunity to participate.

Kind Regards,
Linda Geldner

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Tammy Cloud-McMinn

From: Steve Linke <splinke@gmail.com>
Sent: Thursday, August 27, 2020 1:16 AM
To: City Clerk
Subject: Correspondence for Housing Element Location Methodologies (8/27/2020 City Council meeting)



AP Received Agenda Item # 1
For the Information of the:
CITY COUNCIL
Date 8/27 CA CC
CM ACM DCM (3)

Honorable Mayor and City Council:

As part of the decision-making process in choosing locations for future housing, please have staff incorporate at least high-level transportation impact analysis, including both vehicle miles traveled (VMT) and level of service (LOS). Ideally, new housing projects should be located in areas that minimize VMT impacts and do not add vehicle traffic to already congested streets. This presents some challenges, because the two metrics sometimes work against each other, but they are important considerations for many reasons, including the following.

In order to meet the City's growth management and General Plan requirements, housing projects in areas with heavy vehicle congestion will require mitigation in the form of street projects. And, in order to meet the State's environmental and the City's General Plan requirements, housing projects in areas with low VMT efficiency and/or streets with such heavy congestion that they have been exempted from the growth management standard will require mitigation in the form of measures to promote non-vehicle travel. All of these mitigation strategies can be expensive, so it may be challenging for developers to offer affordable housing in certain areas. Otherwise, taxpayers may have to pay the mitigation bills.

Several new developments subject to the new VMT law are currently under review, and they are relying heavily on residents using transit to move around the city to meet VMT requirements. However, transit service is inconvenient, and the ridership in Carlsbad is shockingly low. For example, of the 284 bus stops in Carlsbad 86% average 10 or less boardings per day, and 63% average two or less boardings per day (data for 7/2018-6/2019 obtained from the North County Transit District).

A typical approach is to require the developer to add a bench and trash can to the nearest bus stop(s), but that is unlikely to meaningfully boost ridership and reduce vehicle trips/congestion. Below is a photo of the bus stop on College Boulevard at Palomar Airport Road, which averages less than one boarding per day, which is typical of the entire Palomar Airport Road corridor. The City has only minimal influence over transit, and a major overhaul likely will be necessary to reach the cited VMT and LOS goals.



Another issue concerns the re-zoning of commercial or industrial properties to residential. The mixing of commercial with residential is being promoted as a key strategy to reduce the need for vehicle use and the resultant VMT. This strategy is further enhanced by affordable housing, because lower income residents are allegedly less likely to own a vehicle and more likely to use alternative transportation, which is more viable with shorter commutes. However, if there is not sufficient other commercial area nearby, converting current commercial land use to residential defeats the purpose of this strategy.

For example, the area of Robertson Ranch just south of Cannon Road and east of El Camino Real was supposed to be developed with a 66,000 square-foot office building, which could have provided jobs in close proximity to the many residents in Robertson Ranch and the surrounding large tracts of residences. However, the land use was changed to residential to build 98 more apartments in three three-story buildings. Now, there effectively will be no jobs there, and all of the new residents must travel on the streets in that area, which were just exempted from the growth management standard due to heavy congestion, to get to their destinations —creating a double-whammy.

In addition, some industrial and other sites are not necessarily close to a large number of jobs or other goods and services, such as grocery stores, other shopping, schools, parks/recreation, etc. If affordable housing is placed far away from these critical things, how are the residents going to be expected to utilize them without racking up huge amounts of VMT?

In any event, this is not intended to be a criticism, and I am not sure what the best answers are, but please take both VMT and LOS into consideration in the decision-making process.

Best regards,
Steve Linke
Carlsbad, CA

Tammy Cloud-McMinn

From: Mike Ferrante <mike.ferrante503@gmail.com>
Sent: Thursday, August 27, 2020 9:42 AM
To: City Clerk
Cc: Kate E Kessler
Subject: Against Proposal to Increase Zoning Density at Ponto

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For the Information of the:
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Dear Mayor and City Council

My name is Mike Ferrante and I have lived in Carlsbad for nearly 20 years. I love this City and want to ensure it remains a wonderful place to live and visit.

I am aware that there is a proposal to increase zoning density at vacant lots at Ponto and increase the allowable building height to accommodate up to 4 floors of apartment buildings. The city already has a deficit of 30 acres of open space and a deficit of 6.6 of parks in the southwest. **I ask that the City NOT approve plans to increase building density, and to budget money in their capital improvement program to purchase Planning Area F and build a park at Ponto to serve residents and visitors alike.** Planning Area F is currently for sale and I request the City contact the landowner to explore purchasing the site for a needed park.

This land is the entrance to Southern Carlsbad and one of the last remaining pieces of coastal open space, it is a treasure and should be developed into a space for all to enjoy, not squandered on high density residential development that would do best located closer to employment at the Center of Carlsbad.

I ask you to **Develop Ponto Right** – I ask you to build Ponto Park.

I request that my comments be put on record in the official public records for all things related to Planning of Ponto, Planning Area F, including the official public records for Carlsbad’s City’s Budget, draft Local Coastal Program Amendment, and Parks Master Plan Update; and the CA Coastal Commission’s consideration of Carlsbad’s draft Local Coastal Program Amendment.

Thank you,

Mike Ferrante
503 Rudder Ave
Carlsbad, CA 92011

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