

Michael Lam

From: Deborah Shulman <debshul950@gmail.com>
Sent: Monday, August 22, 2022 6:54 PM
To: Stephanie Hansen
Cc: Manu Koenig; Michael Lam; Patti Brady; SustainabilityUpdate
Subject: Re: Vehicular easement petition

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Relieving congestion on Portola Drive by increasing congestion in a quiet, residential area is unacceptable! Please note that this “reduced congestion on Portola” would only be for a few blocks from 38th to 30th. Even though the easement is not currently being studied, we would like the easement to be withdrawn from consideration.

Sent from my iPad

On Aug 22, 2022, at 6:26 PM, Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us> wrote:

Good evening,

The concept of this easement (and the language referenced) was developed during the community meetings for the Pleasure Point Corridor Vision and Design Principles, a study which was accepted by the Board of Supervisors in 2018. This language is carried forward into Appendix B of the proposed Design Guidelines as it appeared in the Vision document. The purpose of the easement would be to open up east-west circulation in the area and relieve congestion along Portola Drive so that motorists have more than one option available to them. Currently the right-of-way does not appear on our GIS and the project does not appear as a proposed transportation improvement, but the connection would be encouraged/studied with newly proposed development. The Board would not be approving such an easement at this time.

Here is the language, which “encourages” connections that improve circulation in the area:

3.Cross Easement Coordination. Encourage property owners to create connections behind and between adjacent parcels by adding new easements, and to better coordinate existing easements to provide more alley access and site access through the back side or middle of larger blocks or sites. Encourage vehicular access between parcels to reduce on-street congestion. Specifically, when Assessor’s Parcel Number 032-041-68 is redeveloped, a vehicular cross easement is desired to extend Avis Drive through the parcel to connect with 35th Avenue on the western boundary of the site.

Regards,
Stephanie

From: Manu Koenig <Manu.Koenig@santacruzcounty.us>
Sent: Monday, August 22, 2022 4:44 PM

To: Deborah Shulman <debshul950@gmail.com>; Michael Lam <Michael.Lam@santacruzcounty.us>;
Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Patti Brady <patriziaf1960@gmail.com>
Subject: Re: Vehicular easement petition

Deborah,

Received. Thank you for sharing this. Stephanie, could you clarify the status of this easement? My understanding is that it does not currently exist; is not scheduled to come before the Board of Supervisors for a vote and that is not a part of the proposed Sustainability Update. Presumably this design guideline is something that would be considered if and when the parcel at 3501 Portola Dr submits a development application. Is that correct?

Best,
Manu



Manu Koenig

Supervisor, First District

County of Santa Cruz

701 Ocean St, Room 500

Santa Cruz, CA 95060

(831) 454-2200

manu.koenig@santacruzcounty.us

From: Deborah Shulman <debshul950@gmail.com>
Sent: Monday, August 22, 2022 12:33 PM
To: Michael Lam <Michael.Lam@santacruzcounty.us>; Manu Koenig <Manu.Koenig@santacruzcounty.us>; Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Patti Brady <patriziaf1960@gmail.com>
Subject: Vehicular easement petition

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August 22, 2022

Santa Cruz County Commissioners:

In Appendix B of the Portola Design guidelines (Internal circulation and access), there is a section on Cross Easement Coordination. This section cites Avis Drive (also know as Avis Lane) as a vehicular cross easement to connect 38th with 35th Avenue. Many of the resident of Roland Drive, 35th Avenue and the adjoining streets strongly oppose this easement since it could greatly increase the traffic in our quiet, residential streets. Therefore, please vote NO on the proposal to extend Avis from 38th to 35th Avenues. And vote NO to vehicular access making the streets in our residential neighborhood a thoroughfare/shortcut to Portola Drive and 30th Avenue.

Please consider the attached petitions. There are 60 signatures and some will be attached in a second email.

Respectfully submitted by:

Deborah Shulman
3331 Roland Drive
Santa Cruz, Ca 95062

PETITION

Do NOT allow Avis Lane to extend to 35th Avenue

As part of the Portola Design Guidelines, Santa Cruz County is proposing a vehicular easement which will extend Avis Lane to connect with 35th Avenue. This could greatly impact the traffic on our streets.

Therefore, we, the neighbors of 35th Avenue and Roland Drive, oppose the proposed vehicular easement to extend Avis Lane from 38th to 35th Avenue. NO to vehicular access making our residential neighborhood a thorough fare/shortcut to both Portola Drive and 30th Avenue.

Date: August 19, 2022

Print your name & signature
street address & email

1. Deborah Shulman Deborah Shulman
3331 Roland Drive, Santa Cruz debshul950@gmail.com
2. Bruce Shulman Bruce Shulman
3331 Roland Drive, Santa Cruz
3. Kai Schmidt Kai Schmidt
2230 Roland Dr, Santa Cruz
4. STEVE Gillman Steve Gill
159 FIVE W S.C.
5. Sara Wright Sara Wright
955 29th Ave, S.C.
6. Spencer Wright Spencer Wright
955 34th Ave, S.C. spencerwright@gmail.com
7. Kimberly Bermudez Kimberly Bermudez
3299 Roland Dr, S.C. petition@imagine.com

Over

8. Kimberlee Keane
3293 Roland Dr. ~~3293 Roland Dr.~~ kkeane50@gmail.com
9. Cathy Toldi
3267 Roland Dr. ~~3267 Roland Dr.~~ ctoldi@cox20.com
10. Anthony Ford
~~3300 Roland Dr.~~ ANFORD52@ICLOUD.COM
3300 Roland Dr.
11. Dan Burmeister
3079 Roland Dr. ~~3079 Roland Dr.~~ pdhting@electron.world
12. MIKE BECK
3113 Roland Drive ~~3113 Roland Drive~~ Mikebeck@stcglobal.net
13. SUSAN BROWN
3055 Roland Dr. ~~3055 Roland Dr.~~ Susan Brown
brownsusiebrown@gmail.com
14. Julius in Schwante
3030 Roland Dr. ~~3030 Roland Dr.~~ J. Schwante
julius@v-schwante.de
15. Tom Langau
~~3040 Roland Dr.~~ 3040 Roland Dr. ~~3040 Roland Dr.~~ Tom Langau
tlangau@gmail.com
16. Hector Luis Rodriguez
3050 Roland Dr. ~~3050 Roland Dr.~~ Hector Luis Rodriguez
17. Emily Buchbinder
230 Vanessa Lane, Santa Cruz ~~230 Vanessa Lane, Santa Cruz~~ emilysbuchbinder@la.com
18. Jeremy Lezin
230 Vanessa Ln ~~230 Vanessa Ln~~ Jeremy Lezin
gmail.com
19. Jerry Davis
3260 Roland Dr. ~~3260 Roland Dr.~~ Jerry Davis
20. Karin Hill
3300 Roland Dr. ~~3300 Roland Dr.~~ Karin Hill
karinhill@yahoo.com

PETITION

Do NOT allow Avis Lane to extend to 35th Avenue

As part of the Portola Design Guidelines, Santa Cruz County is proposing a vehicular easement which will extend Avis Lane to connect with 35th Avenue. This could greatly impact the traffic on our streets.

Therefore, we, the neighbors of 35th Avenue and Roland Drive, oppose the proposed vehicular easement to extend Avis Lane from 38th to 35th Avenue. NO to vehicular access making our residential neighborhood a thorough fare/shortcut to both Portola Drive and 30th Avenue.

Date: August 20, 2022

Print your name & signature
street address & email

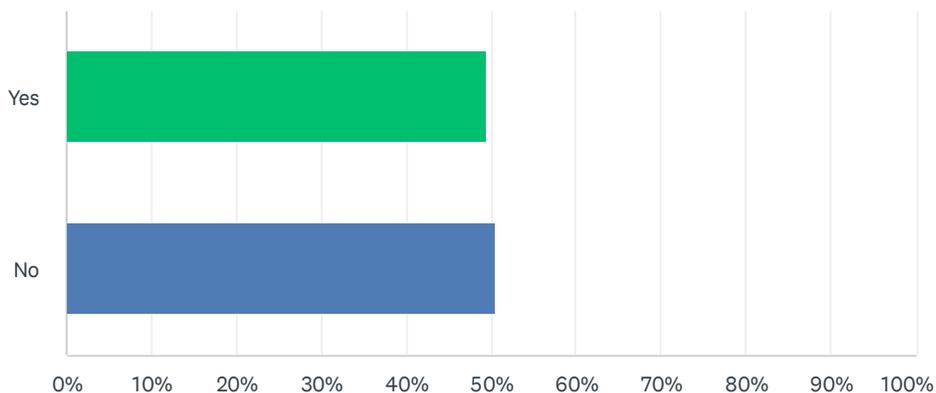
- 21. Nathan Carter Nathan Carter
3400 Roland Dr. & nathanbenjamin Carter@yahoo.com
- 22. FRID NEY FRID NEY
567 34th Ave Santa Cruz CA
- 23. Robin Berweger Robin Berweger
971 34th Ave Santa Cruz CA 95062
- 24. Aimee Jackson Aimee Jackson Kimmijs31@gmail.com
941 34th Ave Santa Cruz CA 95062
- 25. Gary Lindner Gary Lindner
941 34th Ave, Santa Cruz CA 95062
- 26. Aimee Merrill Aimee Y. Merrill
3410 Roland Dr aimeemerrill.comcast.net
- 27. Erica Sowder Erica Sowder
195 Vanessa Ln. ericasowder@comcast.net

over

28. ERIK SOWDER Jim Souder
 185 Vanessa Lane Santa Cruz esouder@comcast.net
29. Fred Salata Fred Salata
 225 Vanessa Lane
30. Barbara Salata Barbara Salata
 325 Vanessa Lane barbasalata@sbcglobal.net
31. Kathleen Jones Kathleen Jones
 300 Vanessa Lane kathjones@comcast.net
32. Hal E. Stanger HAL E. STANGER
 465 VANESSA LANE HALS-STANGERS@YOHOO.COM
33. Kim Jureau Kim Jureau
 3450 Roland Dr. hartspeaker@yahoo.com
34. Michael Chemin Michael Chemin
 3450 Roland Dr. 95062
35. Susan G. Cross Susan G. Cross
 777 3RD AVE 95062 suscross@panu.ca
36. Thomas Hansen Thomas Hansen
 3401 ROLAND DR 95062
37. TRACY KASSAVER Tracy Kassar
 3401 ROLAND DR 95062
38. WILLIAM BARCOCK W.C. Barcock
 3211 ROLAND DR 95062
39. LAUREN WICKE Lauren Wicke
 3210 ROLAND DRIVE 95062
40. STANLEY SMITH Stanley Smith
 3097 ROLAND DR

Q1 Are you aware the County's Design Guidelines for the Pleasure Point Commercial Corridor are only for Portola Drive from 36th to 41st Avenues and not the full breadth of Portola from 26th to 41st Avenues?

Answered: 97 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	49.48% 48
No	50.52% 49
TOTAL	97

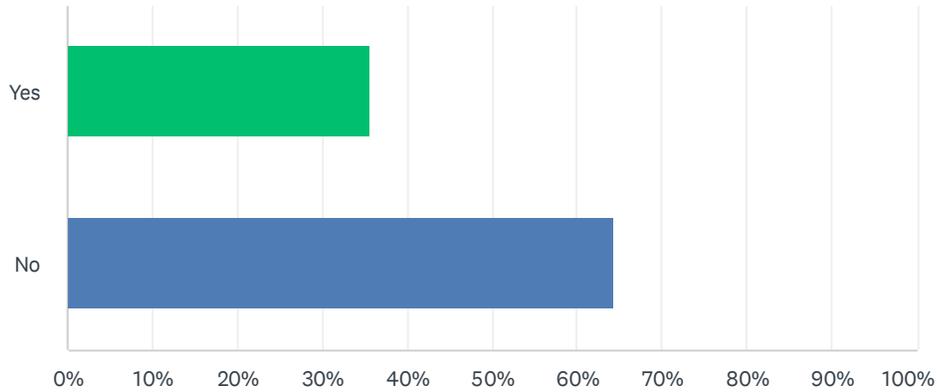
#	ADDITIONAL COMMENTS:	DATE
1	I believe to concept we worked on 2 years ago went up to 26th. Can't understand why the Portola Drive Corridor would be made smaller. It should include down to 26 Ave. Makes a better natural barrier.	4/10/2022 3:30 PM
2	I looked at https://www.sccoplanning.com/PleasurePointCommercialCorridor/ProjectDocuments.aspx , and it appeared that the guidelines are to apply to the area between 26th and 41st Avenues. What did I miss?	4/10/2022 1:16 PM
3	why not all the way to 30th????	4/7/2022 3:32 PM
4	Why not from 41-30th, or 41-26th? (True PP) Because the big parcels that they want to control are only 41-36th?	4/7/2022 10:25 AM
5	It is not useful to set up design guidelines that do not encompass the entire Pleasure Point portion of Portola (from 26th to 41st Ave), where there are many commercial businesses.	4/5/2022 5:21 PM
6	It should cover the entire length. 30th Avenue area is well traveled and walked. I also have a friend who was hit by a car crossing Portola at 30th.	4/5/2022 11:58 AM
7	Somewhat	4/5/2022 11:48 AM
8	Why is this?	4/3/2022 10:39 PM
9	from outcome of community meetings and draft document ok'd in 2018 that it was for all of Portola	4/2/2022 10:04 AM
10	I visit the county website weekly and I don't usually see these details (I look!).	4/2/2022 9:41 AM
11	Why? It should go from 26th to Adrienne	4/1/2022 6:37 PM

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12	How is the "commercial corridor" determined by the county? Certainly there is existing commercial activity on Portola outside of the 36th-41st boundaries. What is the benefit to the community vs the county by not including the full breadth of Portola, 26th to 41st?	4/1/2022 2:03 PM
13	Unfortunate because the whole area needs traffic improvements	4/1/2022 2:00 PM
14	This is ridiculous and must be updated to include 26th Avenue.	4/1/2022 11:02 AM

Q2 Are you aware of the 2022 Sustainability Update?

Answered: 98 Skipped: 0

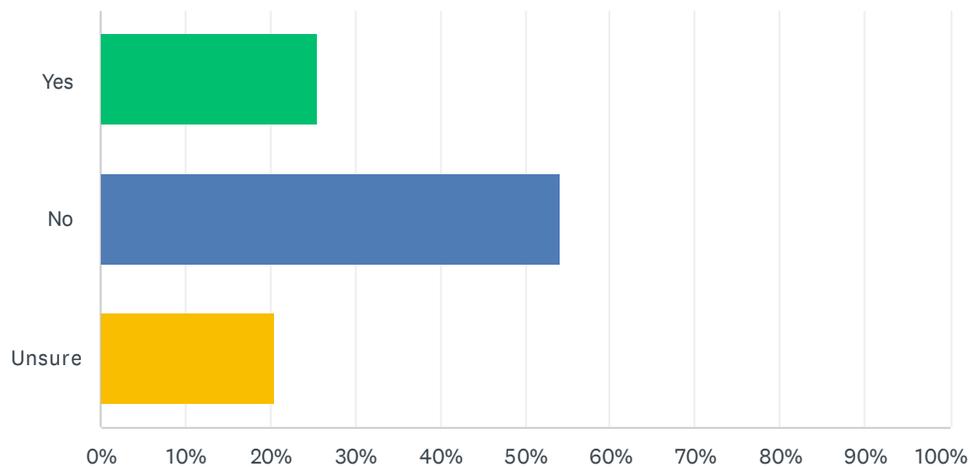


ANSWER CHOICES	RESPONSES
Yes	35.71% 35
No	64.29% 63
TOTAL	98

#	ADDITIONAL COMMENTS:	DATE
1	I know there was some update but haven't read it.	4/10/2022 3:30 PM
2	What is the point of this question?	4/10/2022 1:16 PM
3	Kinda	4/5/2022 10:19 PM
4	Yes, I feel the report is slanted toward high density.	4/2/2022 4:34 PM
5	Yes in verbiage but again not in detail. See 1.	4/2/2022 9:41 AM

Q3 Do you support high density housing on Portola Drive?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	25.51% 25
No	54.08% 53
Unsure	20.41% 20
TOTAL	98

#	ADDITIONAL COMMENTS:	DATE
1	I do not feel the current infrastructure of Portola Drive and surrounding neighborhoods can support high density housing. Yes, housing is needed, but not high density that would change the character and charm of Pleasure Point.	4/11/2022 9:07 AM
2	There are times Portola Dr is very congested. A good portion of the cars from the high density housing will be trying to get on to it off the congested road adding more congestion or tire ups. The roads weren't designed or built for the amount of traffic that will be expected with more housing.	4/10/2022 3:30 PM
3	Although , I always have supported a mix of housing with business space that allows space For the needs of local creativity and business.. a mixture of Multiple housing on major bus routes makes sense	4/10/2022 8:09 AM
4	How dense is high density? Question is unclear. More housing is needed in he county and Portola could be a logical place for 2-3 stories if well designed and maintaining a small beach village feel.	4/7/2022 10:25 PM
5	We already have enough plus the MAJORITY of airbnb's are already in our (I live on 34th ave.) area. The county should freeze airbnb applications and allow only long term rentals.	4/7/2022 3:32 PM
6	What is the definition of high-density? How tall would the buildings be? The setbacks (front and back)? Will there be sufficient parking on site? What about WATER?? Soquel Creek Water District is facing SALT WATER INTRUSION, and we are all severely cutting back. How can high-density be considered even if there are low-water requirements? I don't think the groundwater supply can responsibly support high-density??	4/7/2022 10:25 AM
7	The definition of high density for here is non sustainable. I realize there needs to be more housing made available but what is being proposed will ruin the quality of life in the	4/6/2022 5:13 PM

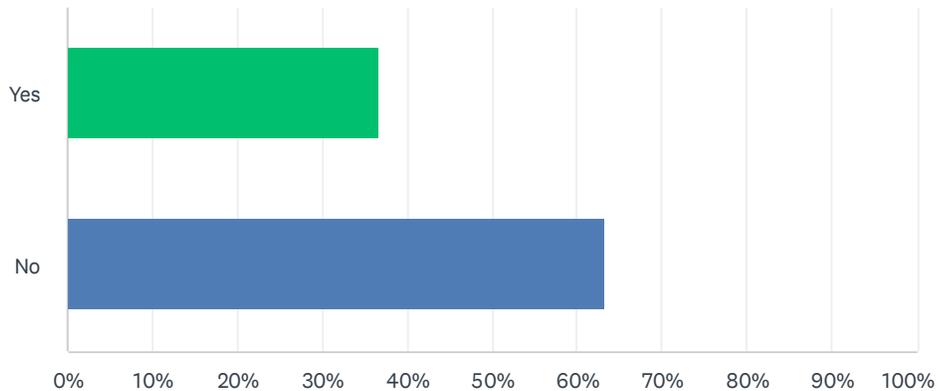
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neighborhood. Ruining quality means unbearable traffic , noise, no parking anywhere. We're almost at the limit now for quality of life.

8	We need additional housing, but affordable, and for rent not for sale. This area is prime for "2nd homes" so restrictions on how high density housing is provided is necessary. The developments should be no more than 2 stories and be able to accomodate off street parking for at least 2 spots per unit. There needs to be a proper traffic survey, with the plan to reduce this section from 4 to 2 lanes with a center turning lane, there will be a huge impact to traffic on Portola and it may not be able to accomodate additional units safely. I still don't understand why the current thinking is that reducing parking spaces will reduce miles driven, that's completely illogical.	4/6/2022 5:39 AM
9	Only if sufficient parking, and safe provisions for biking and walking are also made available.	4/5/2022 5:21 PM
10	Only if there is coordinated (& significant) increase in public transportation. Plus sufficient parking included for residents. Portola Dr, currently, is the exact opposite of a transportation corridor. For example, to get the 2 miles (across Hwy 1) to Dominican Hospital/medical office complexes takes close to an hour. Need to provide better frequency; reduce size of buses so the capacity fits the need.	4/5/2022 2:14 PM
11	Traffic conditions are already hazardous.	4/5/2022 11:58 AM
12	No, I feel 28 units is appropriate.	4/2/2022 4:34 PM
13	45/acres, 40' buildings are definitely not within the character of the neighborhood!	4/2/2022 4:02 PM
14	There needs to be infrastructure improvements— not just band aid spotty developments with "improved parking" but not improved overall public utilities (I.e. services that the public needs regularly: transportation, telecommunications, SSD, waste management, so much more.)	4/2/2022 9:41 AM
15	As long as adequate parking is required and can not be avoided by developers for any reason.	4/1/2022 6:42 PM
16	This will change our neighborhood for worst. More traffic, more noise, more trash, more speeding, nothing good can come from this. The people planning this have no idea about our neighborhood. They don't live here and care only about tax base	4/1/2022 6:37 PM
17	I feel very strongly that Pleasure Point as it exists now is a high density neighborhood. We have many substandard lots with homes and many have little or no off street parking. We accommodate many visitors on a daily basis including surfers, folks coming to enjoy our beaches and short term residents in vacation rentals. All of this impacts the quality of life for the long term residents and home owners of Pleasure Point.	4/1/2022 2:03 PM
18	The noise level already present every day makes more density very undesirable.	4/1/2022 11:27 AM

Q4 Are you aware the County is proposing to rezone nine underdeveloped parcels on Portola Drive between 30th and 36th Avenues to Urban High Flex zoning? (Urban High Flex zoning is the highest designation for housing meant to accommodate 45 units per acre and up to 90 units per acre with developer’s density bonus allowances).

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	36.73% 36
No	63.27% 62
TOTAL	98

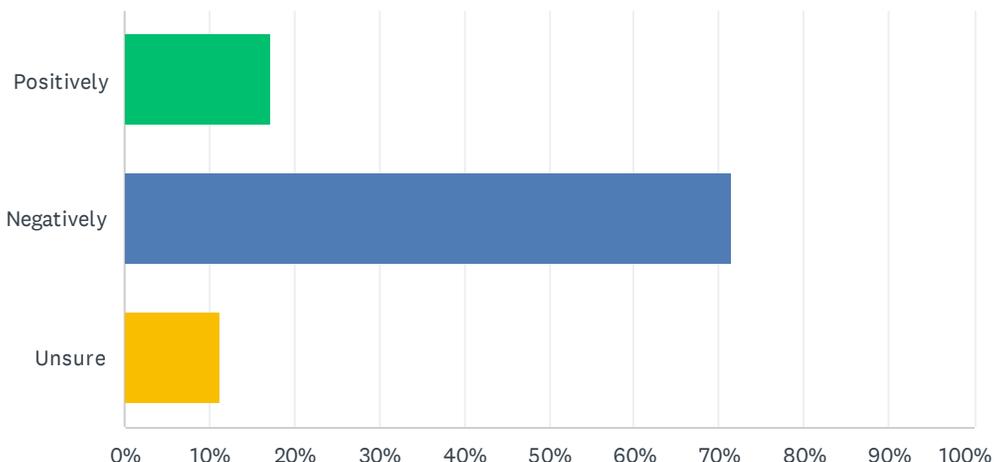
#	ADDITIONAL COMMENTS:	DATE
1	This zoning change appears to be in contradiction to Design Principals of maintaining the character of Pleasure Point neighborhoods.	4/11/2022 9:07 AM
2	Again, adding 45 to 90 cars to the local commute will be a mess. Also can the existing facilities handle the additional water requirements and sewer useage?	4/10/2022 3:30 PM
3	I don't recall hearing about Urban High Flex zoning changes, specifically.	4/10/2022 1:16 PM
4	That kind of construction will change the community , creating crowded conditions with a lack of local infrastructure to support it	4/10/2022 8:09 AM
5	I think that is not a good idea. Developers can "pay" special fees vs having each multi housing units set aside for "low income" families. That is a bad idea - our county should have a fixed percentage of units allocated for low income families.	4/7/2022 3:32 PM
6	This needs subterranean parking.	4/7/2022 10:26 AM
7	Ridiculous. See concerns in above answer. I did not know this. What is Manu's position on this? I understand the need for affordable housing in SC, but please NO. Can someone please explain the water thing to me?? How?? Is this why they performed those traffic experiments last year on Portola? Because they are planning high-density housing and high-density traffic?	4/7/2022 10:25 AM
8	I thought that the plan only included 36th thru 41st? This is not a big city. Sorry but im against all high density zoning.	4/7/2022 9:15 AM
9	No more than 2 stories should be allowed. Parking must be provided within the properties	4/6/2022 5:13 PM

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10	Say it isn't so!	4/6/2022 1:19 PM
11	That is COMPLETELY wrong. Portola and surrounding streets and infrastructure cannot accomodate that type of densification. It is not an "Urban High Flex" area. When are people going to start thinking about why people have settled here in the first place. Because they did not want to live in San Jose or SanFrancisco urban areas.	4/6/2022 5:39 AM
12	I cannot imagine how this will happen without changing the character of the neighborhood in a hugely detrimental way. A key point - off street parking for all those people! Also, this is outside the Pleasure Point Commercial Corridor (as defined).	4/5/2022 5:21 PM
13	Again -traffic, water and other obvious concerns should be at the forefront of such decisions. There are more suitable places for this..	4/5/2022 11:58 AM
14	But we need housing	4/5/2022 8:57 AM
15	No to density bonus.	4/2/2022 4:34 PM
16	I know because I took the time to watch the meeting recordings on YouTube. The community needs to be made aware of this major change!	4/2/2022 4:02 PM
17	See 3 and 1	4/2/2022 9:41 AM
18	That is much too dense. There is no possible way adequate parking can be mad available for that high a density which will negatively impact our neighborhoods.	4/1/2022 6:42 PM
19	It's complete bullshit. Developers carenothing about us residents. Go leave your forever your stain somewhere else. Like in your neighborhood	4/1/2022 6:37 PM
20	I strongly oppose!!	4/1/2022 2:03 PM
21	Done right, portola would be a safe, street with a farmers market and other businesses that don't work now because not enough people live close enough together. I am very concerned about reducing the traffic flow on Portola which would redirect it to brommer which would be unfair to folks who live on that street.	4/1/2022 2:00 PM
22	We need more housing. Don't be NIMBY	4/1/2022 1:37 PM
23	What a terrible idea.	4/1/2022 11:27 AM
24	This is irrational for the area. Additionally, where will the water come from if this development is authorized. Furthermore, the are cannot handle the increase in parking needed, nor can the area handle the increase in traffic.	4/1/2022 11:02 AM

Q5 The nine parcels proposed for rezoning total 4.61 acres. Depending on type of development this could be an increase of between 207 to 414 units on these 4.61 acres. In your opinion do you feel this type of density would positively or negatively impact the character of Pleasure Point?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES	
Positively	17.35%	17
Negatively	71.43%	70
Unsure	11.22%	11
TOTAL		98

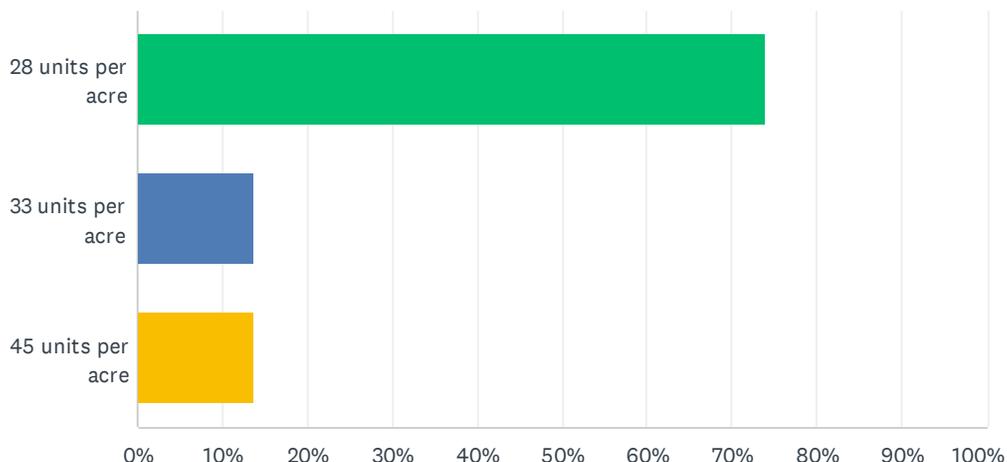
#	ADDITIONAL COMMENTS:	DATE
1	We do not have the infrastructure to support such high density housing on Portola. Lower density would be more appropriate to maintain the charm and character of Pleasure Point.	4/11/2022 9:07 AM
2	Pleasure Point is a small eclectic community which stretches from Portola Dr to the bay. Adding housing for up to 414 units will destroy the atmosphere and ambiance of the area. Probably many of those units will be sold to part timers or folks moving over from the valley. It will do very little to actually help the local housing shortage.	4/10/2022 3:30 PM
3	Not high density ! However , I believe developers will eventually build out these large locations .. So I would like to see our community come to agreement with a mixture of , business , community and service space with middle value housing mixed in and above ..	4/10/2022 8:09 AM
4	As long as affordable not luxury housing	4/8/2022 8:43 AM
5	See prior comment in response to Q3	4/7/2022 10:25 PM
6	Where do the cars park?	4/7/2022 3:41 PM
7	Negatively. With so many more units being developed we will have an even more difficult time trying to provide water and resources for these additional people.	4/7/2022 3:32 PM
8	As is no parking. There will. It be enough parking for these new residents nor will there be parking for people visiting at this housing. The housing needs subterranean parking as well as	4/7/2022 10:26 AM

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	the parking they currently show for the development.	
9	Why must ALL the acres be developed to this density? Money? Developers? Why not develop in character with existing PP? Money? Developers? But again...water.	4/7/2022 10:25 AM
10	the area now is unattractive and dysfunctional. Halving the density recommendation and ensuring heights are moderated would get my support	4/7/2022 10:03 AM
11	This makes me sad. This would change the whole character of PP.	4/7/2022 9:15 AM
12	Six stories will ruin the neighborhood. Up to 2, with parking provided by the properties is a must. Street parking is already full.	4/6/2022 5:13 PM
13	NOoooooooooooooooooooo	4/6/2022 1:19 PM
14	People provide neighborhood character, not buildings. I've never seen a protest against a five bedroom remodel that takes up an entire lot.	4/6/2022 8:02 AM
15	If at the higher end (414 units) but would support the lower end (200+)	4/5/2022 2:14 PM
16	again - this is so obvious that traffic, and water usage alone should make this a "non-starter".	4/5/2022 11:58 AM
17	Portola is not pedestrian friendly now and public transportation will not be adequate and will result in spill over parking in the avenues.	4/2/2022 4:34 PM
18	I'm prohousing but this is much too dense and tall for this area.	4/2/2022 4:02 PM
19	If this was well-planned, accompanied by associated infrastructure scaling, yes this is good. The lack of detail and EIR disclosures means it's probably not very well thought out. I live here and have never once experienced local surveys (other than the national census) or community outreach to impress on me that this is a thoroughly thought out solution.	4/2/2022 9:41 AM
20	See prior comment on lack of adequate parking.	4/1/2022 6:42 PM
21	More rats in a cage. Fuck developers and fuck the county. Do we have any day besides this survey?	4/1/2022 6:37 PM
22	Absolutely it will negatively impact not only the character of The Point it will negatively impact our quality of life. How could it not?	4/1/2022 2:03 PM
23	Cant be nimby on this - we need to do our share of housing. The services that would come along with it would be welcome, allowing older folks to stay in their homes as they age	4/1/2022 2:00 PM
24	Depends on how it is done	4/1/2022 1:37 PM
25	Very strongly feel this would be a negative impact.	4/1/2022 11:27 AM

Q6 To meet the proposed design concepts of “maintaining neighborhood character” and “quality of life”, which of the following maximum allowable housing units per acre would you choose? (Note: density bonus allowances per acre could increase these numbers by 50% to 100%).

Answered: 81 Skipped: 17



ANSWER CHOICES	RESPONSES
28 units per acre	74.07% 60
33 units per acre	13.58% 11
45 units per acre	13.58% 11
Total Respondents: 81	

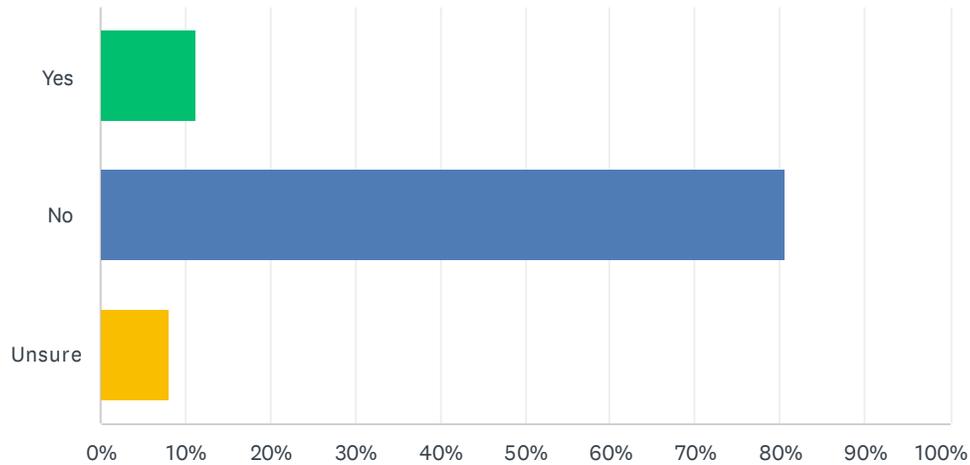
#	OTHER UNITS PER ACRE OR ADDITIONAL COMMENTS:	DATE
1	No bonus allowances should be allowed, puts too many units per acre.	4/10/2022 3:30 PM
2	10 units per acre-especially if they are going to increase the number.	4/10/2022 2:46 PM
3	10	4/10/2022 1:18 PM
4	I don't want any more high-density housing along the Portola Drive corridor.	4/10/2022 1:16 PM
5	Maximum of 10 units/acre	4/10/2022 12:29 PM
6	We are not able o maintain good roads, traffic is awful we are not equipped to handle what is currently happening....keep adding more and more housing and we will be totaling gridlocked all the time....and what about water? We don't have enough of it now....what are we to do? Fix the infrastructure and then maybe....but I doubt it	4/10/2022 9:21 AM
7	I would need to see proposals .. however , that is a lot of homes at 28.. I don't want to see towers on Portola	4/10/2022 8:09 AM
8	I think it should be less than 28! I like Live Oak and don't want a bunch of ugly buildings with thta many units in the neighborhood, Will these building provide underground parking? Street parking is already an issue	4/10/2022 8:06 AM
9	As long as they are for affordable housing	4/8/2022 8:43 AM

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10	between 10-15 units per acre only.	4/7/2022 3:32 PM
11	12-25 units per acre or consistent with surrounding development	4/7/2022 11:40 AM
12	However many units come with 2 parking spaces on the acre.	4/7/2022 10:26 AM
13	It is honestly hard for me to envision what this exactly means and how it would be carried out, in any density per acre. I am in favor of the lowest density, fewest people, least amount of water, least amount of traffic, lowest height buildings, most green space, largest setbacks....etc	4/7/2022 10:25 AM
14	see above comments	4/7/2022 10:03 AM
15	Something that matches the neighborhood is critical, otherwise the neighborhood is ruined forever. It has a wonderful personality now. The problem is, more people would like to live here than the neighborhood will bear. There will always be pressure in a place like this to allow more housing. If we go past the tipping point, the demand for more housing will never go away. Stopping before the neighborhood is ruined is critical. You can never satisfy the demand for more housing in places like this, you can only preserve the quality of life here or lose it forever.	4/6/2022 5:13 PM
16	This is a capitalist economy, please don't try to limit what people do with their property.	4/6/2022 8:02 AM
17	Up to 90 units per acre.	4/6/2022 7:57 AM
18	But these cannot be all on one parcel, i.e. not 130 units on a 4.61 acre parcel but separated for traffic flow and breathing space. And again 2 stories max to maintain the character of the area.	4/6/2022 5:39 AM
19	Or less! The density of housing in Pleasure Point is already too high and beyond the capacity of infrastructure to support it.	4/5/2022 5:21 PM
20	unsure	4/5/2022 8:57 AM
21	Not for it	4/3/2022 10:39 PM
22	less units per acre	4/2/2022 11:45 PM
23	14	4/2/2022 3:58 PM
24	Would prefer non	4/2/2022 10:47 AM
25	Hard to say without a complete EIR. See previous.	4/2/2022 9:41 AM
26	Need a better point of reference to determine if those 3 numbers makes sense. For example how many units were proposed on the lumber yard site and what's the acreage there.	4/2/2022 7:09 AM
27	Stop density bonus allowances. They only benefit the developer, not the neighborhoods.	4/1/2022 6:42 PM
28	I think 28 is way too much. The only people who care about density bonus allowances are developers	4/1/2022 6:37 PM
29	High density is the best way to afford the needed infrastructure and transportation improvements. Certainly need trains on the rail corridor as part of the transportation mix, and this would make it more viable	4/1/2022 2:00 PM
30	Growth is inevitable. Trying too hard to prevent it results in more homeless and more human misery.	4/1/2022 1:37 PM
31	10	4/1/2022 11:16 AM

Q7 The proposed zoning for the units will have limited on-site parking: One bedroom unit = one parking space. In your opinion, is there enough on-street parking to accommodate overflow from future housing projects?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	11.22%	11
No	80.61%	79
Unsure	8.16%	8
TOTAL		98

#	ADDITIONAL COMMENTS:	DATE
1	The streets can barely support the parking of residents, let alone new permanent residents, especially during the influx of summer visitors parking in the neighborhood	4/11/2022 9:07 AM
2	Parking is full now daily and especially. Relying on the streets to absorb more misguided and setting up more opportunities for those choose to break into cars. More 2 person families have 2 cars, more parking needs to be created within a new complex. The streets cannot absorb any more resident or other parking.	4/10/2022 3:30 PM
3	Should account for at least 2 vehicles per bedroom	4/10/2022 12:29 PM
4	Should have underground parking to accommodate residents	4/10/2022 9:43 AM
5	I know the county is pushing for corridor housing , serviced by bus service .. This is the county.. people will want cars .. I believe housing should be a mixture of bedrooms .. 1 bedroom is mostly all low income .. which I don't support	4/10/2022 8:09 AM
6	Absolutely not!	4/10/2022 8:06 AM
7	Not enough parking in existing pleasure point communities. This grossly underestimates needed car spaces	4/7/2022 3:41 PM
8	This is a ridiculous rule. For high rent prices, both husband and wife must work so there needs to be 2 parking available. Our community already has too many cars for our own housing needs.	4/7/2022 3:32 PM

Save Pleasure Point: Your Opinions Matter!

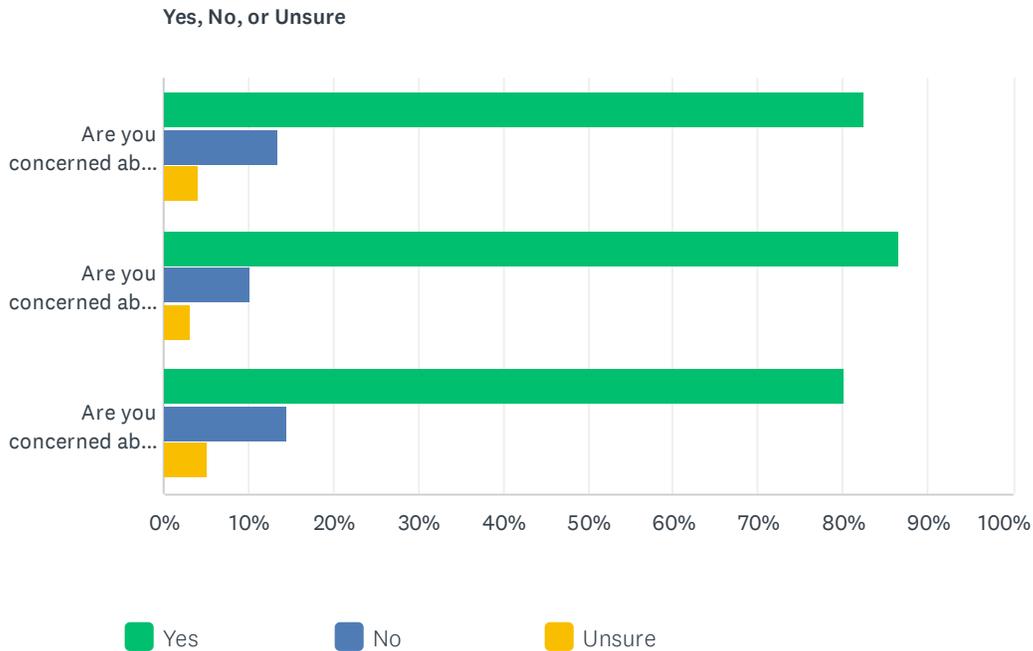
9	Everyone know a single parking space is inadequate The suggestion one is sufficient is ridiculous	4/7/2022 11:40 AM
10	all units must have their own parking of 2 spaces per u nit as well as guest parking. There is limited parking on Portola and none in the neighborhoods	4/7/2022 11:32 AM
11	Definitely not. When thinking about what you are doing to our neighborhood, imagine if this was happening to your neighborhood and there was already no parking in the area.	4/7/2022 10:26 AM
12	Of course not. There is not. A one bedroom unit should have 2 parking spaces, period. Got two adults living there. If residents are going to park in Portola, how can the county tout "promoting local businesses" with that crazy "back-in angled parking" that they were pushing? The spaces would be taken up largely by residents!! One space per one-bedroom is NOT enough.	4/7/2022 10:25 AM
13	There is not enough on street parking now. Many homes in PP dont have garages or driveways. No family has one car.	4/7/2022 9:15 AM
14	Need two parking spaces for each one bedroom otherwise therecwil not be enough parking paves	4/6/2022 5:13 PM
15	Reduced parking requirements improve affordability.	4/6/2022 8:02 AM
16	ABSOLUTELY NOT.	4/6/2022 5:39 AM
17	Absolutely not. An informal poll of people I know living in one bedroom units indicates THREE vehicles per unit is the norm. Therefore there need to be at least three off street parking spaces per one bedroom unit.	4/5/2022 5:21 PM
18	Again - need for transportation corridor. Discard the "big bus/mostly empty/very infrequent bus" current model that doesn't work for working people.	4/5/2022 2:14 PM
19	Not even close. Not to mention the bike hazards from adding that many cars on Portola drive.	4/5/2022 11:58 AM
20	There is not enough parking. Look at Portola. Too many red curbs and bumps out with lovely trees. No parking in front of businesses like Suda. The private parking lots like where Coffetopia often sits 1/2 empty while parking is pushed into neighborhood, especially now that there is no permit parking. Also Cat n Cloud has created such a cluster mess and that is just one business which has made a huge impact on the neighborhood. Their delivery trucks barrel down Floral to 36th so they don't have to negotiate parking on Portola or turn around. It has also created much parking headaches for the neighborhood. If Portola housing is built, ample onsite parking is needed. Parking needs to be addressed so that it will not make an enormous dent for existing homes. We already deal with daily beach traffic/parking. Auto speed is also a factor on Portola and surface streets. I get there is a need for housing, I hope it will be reasonable growth with consideration to existing homes. I also appreciate being able to give my feedback. Thank you.	4/5/2022 11:48 AM
21	if only we had rail transport. so close. We must get out of our cars	4/5/2022 8:57 AM
22	A certain % of units will have couples each with their own cars and visitors so it is appropriate to require additional spaces and have tenants purchase the additional space or downsize to one car.	4/2/2022 4:02 PM
23	Because only parking is mentioned in this question, I will guess that transportation and associated infrastructure has not been thoroughly considered. This is rather alarming. Parking will not be the only concern.	4/2/2022 9:41 AM
24	Absolutely not. Portola is already parked out and overflow will negatively impact neighborhoods and restrict beach access for those going to the beach from out of the area. Could this be an issue to bring to the Coastal Commission?	4/1/2022 6:42 PM
25	Not even close. Has any even looked at our neighborhood parking issues? Doubt it. These out of area planners are idiots. Get out of your office and look around.	4/1/2022 6:37 PM
26	no no and no! We do not have enough on street parking to support the residents and visitors we have now. How will more parking magically appear?	4/1/2022 2:03 PM
27	I doubt there would be much overflow. Cars are on their way out. With proper bus, bike, ride share and pedestrian improvements we dont need all that useless asphalt, and people wont have a reason to have a car	4/1/2022 2:00 PM

Save Pleasure Point: Your Opinions Matter!

28	Your question is too biased. This survey is rigged	4/1/2022 1:37 PM
29	Since many households already have 2 or 3 or more cars and trucks, how could we possibly accommodate the overflow from these future housing projects? And the cars and trucks don't just stay parked; they add more drivers, speeding through stop signs and red lights. It's quite dangerous and crowded enough already.	4/1/2022 11:27 AM
30	This should be obvious to anyone.	4/1/2022 11:02 AM

Q8 In addition to potential impacts to on-street parking, the highest density will impact our limited resources and community infrastructure.

Answered: 97 Skipped: 1



Yes, No, or Unsure				
	YES	NO	UNSURE	TOTAL
Are you concerned about the potential impact on our already restrictive water supply?	82.47% 80	13.40% 13	4.12% 4	97
Are you concerned about added traffic safety and congestion?	86.60% 84	10.31% 10	3.09% 3	97
Are you concerned about the impact on pedestrian and bike safety?	80.21% 77	14.58% 14	5.21% 5	96

#	ADDITIONAL COMMENTS OR CONCERNS:	DATE
1	don't build any more housing in pleasure point period.	4/10/2022 4:14 PM
2	More housing within the area will put additional strains on all the resources of the area, water, sewer, the sheriffs and fire department's ability to perform their jobs keeping us safe and just general congestion.	4/10/2022 3:30 PM
3	Increasing density requires much higher resources. This raises our own costs for rent, water, gas, elec. , etc., etc.	4/7/2022 3:32 PM
4	The county should know better than to plan such a project. Manu seems to be a Leopold 2.0	4/7/2022 11:40 AM
5	all new development must have their own parking on site	4/7/2022 11:32 AM
6	This is already a crowded area from people coming to hang out. As is no parking. At 5pm high traffic during the week and high traffic on the weekends. This would negatively impact the neighborhood. This area should only have single living homes built. Go build apartments by ucsc, Santa Cruz west side, or in the mountains. No one is going to live here for the bus. Our bus system is not great. Everyone drives cars.	4/7/2022 10:26 AM

Save Pleasure Point: Your Opinions Matter!

7	I hate the idea of high-density at PP, and I am surprised that I did not know of these proposals already. How does the rest of PP feel? Do they know? Is there an alternative, smaller plan? Is this "fightable"? Thank you to whomever is behind these emails and surveys. What is the best way forward to Save PP??	4/7/2022 10:25 AM
8	Our water costs are already sky high. We keep hard scaping more and more of our yard because we cant afford to water the plants. Pretty soon there will be no greenery at all. How can santa cruz justify more building when we have been on water rationing for years?	4/7/2022 9:15 AM
9	This is not a survey and makes me question the integrity of your group regardless if I agree with your positions. The NIMBYism so transparent in this survey is sad and ignores the housing crisis the county faces.	4/7/2022 8:39 AM
10	Does any decision maker on this project actually live on Pleasure Point? How many decision makers drive through here? How much is big money driving this project? It sucks. 6, 5, 4 ,3 stories of dense housing on Portland will destroy this neighborhood. Once the neighborhood is gone it will never come back. There's an endless supply of of people who are drooling to make money off this neighborhood. My guess is all they care about is money. Planners just care about their jobs.	4/6/2022 5:13 PM
11	This entire survey reeks of the segregationist attitude that has led to our housing affordability crisis. I'm tired of my friends being pushed out of town. If you have kids, support a place for them to live. More housing now!	4/6/2022 8:02 AM
12	County planners, wake up!	4/6/2022 5:39 AM
13	Pedestrian and bike safety is really not represented at all on Portola. It is hazardous to ride a bike there	4/5/2022 7:50 PM
14	Again - see improved public transportation. Commuter vans, etc.	4/5/2022 2:14 PM
15	This survey is poorly written and has very leading questions.	4/5/2022 1:00 PM
16	It's clear that this isn't going to be a good thing for Pleasure Point...	4/5/2022 11:58 AM
17	We can design pedestrian and bike safe lanes.	4/5/2022 8:57 AM
18	this is why we need public transportation not just buses going up and down Portola Drive We need to continue to support the rail and trail concept in Santa Cruz County	4/4/2022 9:55 AM
19	FYI, Additional County changes propose to eliminate all rules and restrictions re: rooftop solar systems. This would allow new construction or re-models to completely block solar panels, including planting trees that block the sun. See Chapter 12.28 Solar Access Protection	4/2/2022 3:56 PM
20	Post the EIR please and prove the proposed solution with figures and modeling. For starters, what's the expected level of service during peak hour periods (holidays and non holidays)? What are the proposed traffic improvements accompanying these projects? Which measures will be funding these projects? What are the status and official stances/positions of the local community oversight committees (these were proposed before 2018)? Community meetings have always been insufficient outreach. Where is the bonafide effort to reach all other stakeholders in writing? Prove that there has been consideration for future stress on our infrastructure (water supply, SSD, fire life safety, transportation). And if these projects are to take place here, I hope the district/county/city is thorough enough and thoughtful enough to lead with initiatives to hire and buy local. Regionally sourced labor and products/ materials are common sense but it will take local ordinances to effect the change we need. 8 could work with a wide range of community support but even I don't have access to as much information as I'm seeking out. Please make this information readily multi morally available.	4/2/2022 9:41 AM
21	Don't forget that up to four housing units are now allowed on smaller residential lots which were previously restricted to one dwelling (another horrible law impacting our neighborhoods).	4/1/2022 6:42 PM
22	Nothing over two stories. Keep the soul of our neighborhood. Planners, go back where you came from and destroy that area.	4/1/2022 6:37 PM
23	We are in another year of drought. We as Santa Cruz County do not have the existing infrastructure/water to support our existing population nor do we have the public transportation system to move people around with out private vehicles. If Urban High Flex density becomes a reality Pleasure Point will experience an exponential increase in traffic, congestion, pollution of all kinds. So how exactly does the this proposal "maintain and improve our environment,	4/1/2022 2:03 PM

Save Pleasure Point: Your Opinions Matter!

economy and quality of life ? I believe it will irreparably destroy the character of our Pleasure Point Village as we know it.

24	Without substantial improvements, resources and community will be affected negatively. But, this can be avoided with the correct improvements.	4/1/2022 2:00 PM
25	Solving These problems needs to be part of the growth plan, not just excuses for inaction.	4/1/2022 1:37 PM
26	Driving on Portola is already taking your life in your hands. These increases will add to the danger and the number of accidents and likely fatalities. When tourists drive here, they ignore stop signs and drive through red lights. I see one or two incidents of this every day I am out there.	4/1/2022 11:27 AM

Michael Lam

From: Stephanie Hansen
Sent: Tuesday, August 23, 2022 11:28 AM
To: Michael Lam
Cc: SustainabilityUpdate
Subject: FW: Portola Drive Rezones

Hi Mike,

You could also forward this one.

From: Mark Dettle <mrdettle@gmail.com>
Sent: Thursday, August 18, 2022 4:29 PM
To: Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Subject: Re: Portola Drive Rezones

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hi Stephanie

Thanks for the update. I am supportive of the new zoning, but concerned the height restrictions of the Portola plan will override and make the rezoning less effective. We think this site could be an opportunity to address some of the housing needs in our community, and we would discourage anything that would reduce the potential.

Thanks
Mark

(Sent from my iPhone)

Michael Lam

From: Patricia Brady <patriziaf1960@gmail.com>
Sent: Tuesday, August 23, 2022 1:36 AM
To: Michael Lam
Cc: Manu Koenig; Stephanie Hansen; Jocelyn Drake; Matt Machado; Jamie Sehorn; carin hanna
Subject: URGENT: 8/24 & 9/14 Commissioner Mtg: Quantative Standards don't fit PPt issues
Attachments: FinalresultsSPPtSurvey.4.11.22.pdf

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Dear Planning Commissioners Gordon, Shaffer, Freitas, Dann, Lazenby and Shepherd

Save Pleasure Point's (SPPt) comments to the 2022 Sustainability Policy and Regulatory Update (this email is a reduced version of our document sent you in April ; our 7 day resident survey is resent; survey also sent you in April)

Pleasure Point (PPt) residents and business owners agree with and respect growth and change; we endorse expanding housing availability and affordability.

ENHANCE the livability and style of PPt = DO NOT diminish it! We ask new County code(s) affecting PPt be realistic. With all due respect, the promotion of highest-density flex development lacks acknowledgement of PPt's limitations (already dense) and/or why PPt's special characteristics including easy access to the coast make it a local and visitor destination to be protected. PPt has a unique community character: PPt is a living treasure!

SPPt endorses the Design Principles for the PPt Commercial Corridor AND endorses these *Design Principles* being the template for ALL new mixed-use, housing, and commercial projects for Portola from 26th to 41st Avenue.

REALISTIC ZONING FOR PORTOLA IS URBAN HIGH DENSITY RESIDENTIAL - R-UH: 11 - 30 UNITS PER 1 ACRE: 30 units per one (1) acre becomes 138 units on 4.61 acres. Developer Density Bonus allowances increase 30 units to 54 units per one (1) acre and to 249 units on 4.61 acres

NO TO PROPOSED RF – R-UHF ZONING - URBAN RESIDENTIAL, FLEXIBLE HIGH DENSITY: 22-45 UNITS PER 1 ACRE. Urban Residential, Flexible High Density is over-development – incompatible for Portola by maximizing stresses to an already tired infrastructure including adding significant car traffic and congestion on Portola and into the Avenues. 45 units per one (1) acre; 207 units on 4.61 acres (9 parcels proposed for rezoning). Developer Density Bonus allowances increase: 45 units grow to 81 units per one (1) acre and to 373 units on 4.61 acres (all with 3 blocks of each other).

We reject heights over 35 feet, 4 stories or higher; in-adequate on-site parking; delivery trucks to Portola businesses using our narrow, heavily pedestrian crowded Avenues; 3-car tandem parking; private developers taking-away taxpayer paid for on-street public parking for client use.

Portola Dr is active 16 hours a day; over 15,000 cars travel it daily. Additional housing units and related car ownership will exponentially add car traffic raising Portola's car traffic and pedestrian safety concerns. Per heavy bike and foot traffic truck deliveries for Portola businesses should not be allowed nor permitted to use our narrow avenues/streets.

PPt residents do not enjoy a 24/7 seamless end to end transportation system with county-wide connection hubs and year-round low fares. Most PPt residents will remain "car dependent" absent an upgraded transportation system, fares making driving cheaper than by car, and a successful consumer campaign getting people out of cars.

New code reducing on-site parking spaces is grossly inadequate; 2 cars are owned by most households. A 60% increase should be the minimum for on-site parking. PPT does not have alternative parking areas for a private project's resident or client overflow parking needs; our on-street parking spaces are usually full.

Respectfully Submitted: SAVE PLEASURE POINT's Steering Committee (SPPt; alpha order) JoAnn Allen, Kimber Blackburn, Patti Brady, Carin Hanna, Glenn Hanna, Lowell Marcus, George McCullough, Matt McMillan, Padi Romero, Debbie Shulman, Jerry Still, Marika Strauss, Kevin Walter info@savepleasurepoint.org

Michael Lam

From: patrizia2@pacbell.net
Sent: Monday, August 22, 2022 7:37 PM
To: Manu Koenig
Cc: Deborah Shulman; Jamie Sehorn; Michael Lam; Stephanie Hansen; carin hanna
Subject: Avis Dr issue is real - Petition: No to Vehicular easement

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Hello Manu -

FYI

- Avis Dr issue/subject is "outlined" in the Portola Guidelines > Appendix B - Internal Circulation and Access (latest draft has no page numbers)
- See Intent - Item #3 _ Cross Easement Coordination
 - "specifically, when assessor's parcel 032-041-68 is redeveloped, a vehicular cross easement is desired to extend Avis Dr. through the parcel to connect with 35th avenue on the western boundary of the site"
- A serious issue: changes for Portola'/Pleasure Point area are not in a single document: one has to go back and forth between documents to find proposed changes!

Regards, Patti B

On Aug 22, 2022, 5:41 PM -0700, Deborah Shulman <debshul950@gmail.com>, wrote:

Begin forwarded message:

From: Manu Koenig <Manu.Koenig@santacruzcounty.us>
Subject: Re: Vehicular easement petition
Date: August 22, 2022 at 4:43:42 PM PDT
To: Deborah Shulman <debshul950@gmail.com>, Michael Lam <Michael.Lam@santacruzcounty.us>, Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Patti Brady <patriziaf1960@gmail.com>

Deborah,

Received. Thank you for sharing this. Stephanie, could you clarify the status of this easement? My understanding is that it does not currently exist; is not scheduled to come before the Board of Supervisors for a vote and that is not a part of the proposed Sustainability Update. Presumably this design guideline is something that would be considered if and when the parcel at 3501 Portola Dr submits a development application. Is that correct?

Best,
Manu

<Outlook-
j3hyn2sh.jpg>

Manu Koenig

Supervisor, First District
County of Santa Cruz
701 Ocean St, Room 500
Santa Cruz, CA 95060
(831) 454-2200
manu.koenig@santacruzcounty.us

From: Deborah Shulman <debshul950@gmail.com>
Sent: Monday, August 22, 2022 12:33 PM
To: Michael Lam <Michael.Lam@santacruzcounty.us>; Manu Koenig <Manu.Koenig@santacruzcounty.us>; Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Patti Brady <patriziaf1960@gmail.com>
Subject: Vehicular easement petition

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August 22, 2022

Santa Cruz County Commissioners:

In Appendix B of the Portola Design guidelines (Internal circulation and access), there is a section on Cross Easement Coordination. This section cites Avis Drive (also know as Avis Lane) as a vehicular cross easement to connect 38th with 35th Avenue. Many of the resident of Roland Drive, 35th Avenue and the adjoining streets strongly oppose this easement since it could greatly increase the traffic in our quiet, residential streets. Therefore, please vote NO on the proposal to extend Avis from 38th to 35th Avenues. And vote NO to vehicular access making the streets in our residential neighborhood a thoroughfare/shortcut to Portola Drive and 30th Avenue.

Please consider the attached petitions. There are 60 signatures and some will be attached in a second email.

Respectfully submitted by:

Deborah Shulman

3331 Roland Drive
Santa Cruz, Ca 95062

<Scan 2.jpeg><Scan 4.jpeg><Scan 6.jpeg><Scan 7.jpeg>

Michael Lam

From: patrizia2@pacbell.net
Sent: Tuesday, August 23, 2022 1:43 PM
To: Stephanie Hansen; Jocelyn Drake; Michael Lam
Cc: First District; Matt Machado; Jamie Sehorn
Subject: Design Principles for the Pleasure Point Commerical Corridor - Appendix B

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hello to ALL - Sustainability Plan Team, Planning Commissioners, Manu, Matt M and Jamie

We send appreciation that residents have been heard: the staff report for the 8/24 Planning Commission meeting indicate that the language in the Design Principles language has amended:

- 1. to clarify that all of the Overarching Design Guidelines apply within the Pleasure Point Commercial Corridor
- 2. to encourage delivery trucks going to businesses on Portola Drive remain on main corridors rather than side streets

Re: CODE change issues we remain

- NO to 45 units per 1 acre + added units via density bonuses
- YES to URBAN HIGH DENSITY RESIDENTIAL - R-UH: 11 - 30 UNITS PER 1 ACRE + added units via density bonuses
- YES for on-site parking space allotments being adjusted upward. People "here" are forced to be car dependent per lack of an economical 24/7 end to end County-wide transportation system plus there being no hi-paying job market "here" forcing many to commute outside of our area.

Respectfully, Save Pleasure Point

Michael Lam

From: Rebecca Donofrio <rdonofrio@harborsls.org>
Sent: Tuesday, August 23, 2022 8:04 AM
To: Michael Lam; Manu Koenig; Matt Machado; Stephanie Hansen; Jamie Sehorn
Cc: Rebecca Donofrio
Subject: Pleasure Point

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Dear Planning Commissioners Gordon, Shaffer, Freitas, Dann, Lazenby and Shepherd Save Pleasure Point's (SPPt) comments to the 2022 Sustainability Policy and Regulatory Update (this email is a version of our document sent you in April; our 7 day resident survey is resent; survey also sent you in April) Pleasure Point (PPt) residents and business owners agree with and respect growth and change; we endorse expanding housing availability and affordability. ENHANCE the livability and style of PPt = DO NOT diminish it! We ask the new County code(s) affecting PPt be realistic. With all due respect, the promotion of highest-density flex development lacks acknowledgement of PPt's limitations (already dense) and/or why PPt's special characteristics including easy access to the coast make it a local and visitor destination to be protected. PPt has a unique community character: PPt is a living treasure! SPPt endorses the Design Principles for the PPt Commercial Corridor AND endorses these Design Principles being the template for ALL new mixed-use, housing, and commercial projects for Portola from 26th to 41st Avenue. REALISTIC ZONING FOR PORTOLA IS URBAN HIGH DENSITY RESIDENTIAL - R-UH: 11 - 30 UNITS PER 1 ACRE: 30 units per one (1) acre becomes 138 units on 4.61 acres. Developer Density Bonus allowances increase 30 units to 54 units per one (1) acre and to 249 units on 4.61 acres (all within 3 blocks of each other). NO TO PROPOSED RF – R-UHF ZONING - URBAN RESIDENTIAL, FLEXIBLE HIGH DENSITY: 22-45 UNITS PER 1 ACRE. Urban Residential, Flexible High Density is over-development – incompatible for Portola by maximizing stresses to an already tired infrastructure including adding significant car traffic and congestion on Portola and into the Avenues. 45 units per one (1) acre; 207 units on 4.61 acres (9 parcels proposed for rezoning). Developer Density Bonus allowances increase: 45 units grow to 81 units per one (1) acre and to 373 units on 4.61 acres (all within 3 blocks of each other). We reject heights over 35 feet, 4 stories or higher; in-adequate on-site parking; delivery trucks to Portola businesses using our narrow, heavily pedestrian crowded Avenues; 3-car tandem parking; private developers taking-away taxpayer paid for on-street public parking for client use. Portola Dr is active 16 hours a day; over 15,000 cars travel it daily. Additional housing units and related car ownership will exponentially add car traffic raising Portola's car traffic and pedestrian safety concerns. Per heavy bike and foot traffic truck deliveries for Portola businesses should not be allowed nor permitted to use our narrow avenues/streets. PPt residents do not enjoy a 24/7 seamless end to end transportation system with county-wide connection hubs and year-round low fares. Most PPt residents will remain "car dependent" absent an upgraded transportation system, fares making driving cheaper than by car, and a successful consumer campaign getting people out of cars. New code reducing on-site parking spaces is grossly inadequate; 2 cars are owned by most households. A 60% increase

should be the minimum for on-site parking. PPT does not have alternative parking areas for a private project's resident or client overflow parking needs; our on-street parking spaces are usually full.
Respectfully Submitted: SAVE PLEASURE POINT's Steering Committee (SPPt; alpha order) JoAnn Allen, Kimber Blackburn, Patti Brady, Carin Hanna, Glenn Hanna, Lowell Marcus, George McCullough, Matt McMillan, Padi Romero, Debbie Shulman, Jerry Still, Marika Strauss, Kevin Walter info@savepleasurepoint.org

Rebecca Donofrio
Executive Director
Harbor Supported Living Services
3330 Portola Dr
Santa Cruz, CA 95062
cell 831 419 6823
office 831 462 6194
fax 831 603 3290

Michael Lam

From: Keith Adams <keitheadams@hotmail.com>
Sent: Tuesday, August 23, 2022 6:33 PM
To: Michael Lam
Subject: Portola Drive

****CAUTION:This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

I'm against allowing Portola Drive to become high density.

That type of housing should be located close to the freeway in order to minimize congestion.

Thanks,

Keith Adams
Pleasure Point

Michael Lam

From: Mary Beth Duncan <mbduncan7@gmail.com>
Sent: Tuesday, August 23, 2022 9:20 PM
To: Michael Lam
Subject: Portola - Live Oak

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I am writing to ask you to considering lower density for both housing and commercial along the Portola corridor through Live Oak to 41st Avenue. In understanding the need for more housing, I sincerely hope those with decision making power to not increase the level of development that overtakes this area. Current traffic and parking patterns is already at a premium and is making significant impacts. Responsible growth in keeping with the character of this area is what I hope you will maintain.

Please no over zealous development. We need to ask ourselves how much is too much? I know the answer is tricky, but I think you already have the answers by just listening to the tax paying and voting residents of this beautiful area.

Thank you for your consideration.
Mary Beth Duncan

Date: August 15, 2022

To: County Of Santa Cruz Community Development & Infrastructure Department

Santa Cruz County Planning Commission

Santa Cruz County Board Of Supervisors

Project Planner Daisy Allen

We the Residents of Santa Cruz County support the County of Santa Cruz Community Development and Infrastructure Department proposed Map Amendment to add Portola Drive Listed Properties to the New "Residential Flex" Multi Family Land use Designation and Zone District, facilitating a mix of Multi Family Residential Units and Neighborhood Commercial Businesses along Portola Drive, consistent with the Pleasure Point Vision and Guiding Principles Planning Study (2018).

We encourage the Planning Commission and the Board Of Supervisors to Approve the Proposed Sustainability Plan to help ease the housing shortage in our Community and improve the quality of living for the Local Residents along this unique thoroughfare.

Name & Address:

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Stahlie Pa Bon 822 Capitola CA 95010
Nicko Jafari 71 Paradise Sequel CA 95073

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Name & Address:

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August 23, 2022

To: Santa Cruz Planning Commission &

Santa Cruz County Community Development & Infrastructure Department

From: Santa Cruz YIMBY

Re: Input on the Santa Cruz County Sustainability Update

In response to the ever-increasing cost of living, Santa Cruz YIMBY advocates for abundant and affordable housing to meet the needs of a growing population in Santa Cruz County. Many in our County cannot live near their jobs, schools or services. **The Santa Cruz County Sustainability Update is a significant opportunity to address the housing crisis in our county.** We support sustainable growth, including focused growth along existing transportation corridors and activity centers, 15 minute walkable and bikeable neighborhoods and support for "Missing Middle" housing types, all of which we see in the SCC Sustainability Update.

As is evidenced by the increase in RHNA for the 6th cycle, we have to plan for a dramatic increase in housing. The cumulative changes proposed in the SCC Sustainability Update, are estimated to provide an increase over the existing capacity by 4,500 housing units during the twenty years covered by the Update. In contrast, the Regional Housings Needs Analysis (RHNA) for the period 2023 to 2031 requires a *minimum* of 4,634 housing units for the same jurisdiction for *less than half the time period*.

There are two opportunities for the county to maximize housing through rezoning and other land use policies - this SCC Sustainability Update and the upcoming Housing Element. There is an urgency to getting this work done. **The rezoning and standards that the county adopts through the Sustainability Update would allow the county to begin addressing the housing crisis immediately.** Additional rezoning in the Housing Element is likely to take another three years, which is nearly mid-cycle for the 6th cycle.

The timeline is important because the consequences are real - we already see that the county qualifies for ministerial streamlining of affordable housing projects and this loss of local control over development projects remains likely. **If the county does not adequately rezone to accommodate its housing needs now, through the SCC Sustainability update, it will be next to impossible for the county to be on track to meet its RHNA goals, and it will be subject to the streamlined approval process of SB-35 in 2027. There is no way that the county will be able to permit thousands of new homes by 2027 if it doesn't finish zoning for them until 2025 or 2026.**

Our more specific feedback on the SCC Sustainability Update includes:

Zoning to allow for residential or mixed uses in one or more non-residential zones.

- We support the inclusion of residential/mixed use in the C1, C2, and PA zones.
- **We believe the new “Workplace Flex” district should include residential development within the district, including in so-called “live-work” occupancies.** While this new zoning designation is an improvement over the even more restrictive existing non-residential zoning categories, it misses an opportunity to include residential, which would provide even greater sustainability, convenience, and desirability for those neighborhoods.

Modifications of development standards for greater development intensity.

- **The increases in height and floor area ratio and allowable dwelling units per acre are insufficient to address the housing needs of the county, especially along the corridors.** More specifically, limiting single family zones to 2 stories and multi-family zones to 3 stories is simply underutilization of the land that will be required to significantly increase housing in zones of opportunity. Adding another story to each of the residential zones mentioned above, as well as to the new Residential Flex Zone, proposed at three stories, could provide a gentle boost to densities that will make a substantial contribution to the sustainability, liveability, and equity of those communities.
- **We note that the metrics of Floor Area Ratio (FAR) and units per acre as used in this project are becoming less useful in Land Use Planning circles because metrics based on Form Based zoning are more efficient at achieving sustainability while creating the neighborhood character desired by the existing residents.** Neighborhoods should be afforded sophisticated zoning tools to make increased density palatable, even desirable.

Modifications of zoning for greater development intensity.

- We are in support of the new Residential Flex Zone (R-UHF) that allows for compact housing near key corridors and activity centers.
- **While the principle of missing middle/infill housing is clear in the objectives, the update limits the FAR of small housing units to the minimum required by the state (SB 478). We recommend increasing the FAR for multi-unit residential properties.**

Programs that encourage active modes of transportation or alternatives to automobiles.

- We applaud the attention to the transportation infrastructure and planning for safer streets. This includes the redesign to include bicycle and micro-mobility lanes.
- **We recommend the further use of Dutch intersections to reduce conflict points between vehicles, pedestrians and bicyclists.**

Reductions or eliminations of parking requirements.

- We support reductions in parking requirements for residential apartments and the planning for bicycle parking, including conversion of vehicle parking to bicycle parking.
- **We advocate that you further decrease parking for commercial use to further encourage alternative and sustainable modes of transportation, including walking, biking and mass transit.**

Recently, the Board of Supervisors approved moving forward with the Pro-Housing Designation. **We see a synergy with our input above and a strong Pro-Housing application.**

Thank you for the work and effort already put into this SCC Sustainability Update. Along with the anticipated Housing Element, it will help us towards the vision of a community where neighbors of *all ages, cultures, abilities, and incomes*, can make Santa Cruz County their home.

Sincerely,

Graham Freeman
Henry Hooker
Ryan Meckel
Janine Roeth
Rafa Sonnenfeld

On behalf of Santa Cruz YIMBY