

SUSTAINABILITY POLICY AND REGULATORY UPDATE:

EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

Sustainability Update - Public Comments by Topic

Date Received	Email/Portal	First Name	Last Name	Organization (if any)	General Topic	Comment	Staff Response
8/21/2022	Portal	Nancy	Macy	Valley Women's Club Environmental Committee	General_Question_Comment	Congratulations on the remarkable work being done. I am curious about topics related to electricity infrastructure safety, requirements for modernizing that infrastructure, the antiquated PG&E Franchise Agreement ordinance, and related changes to the current General Plan. It is not clear, in reviewing the summaries, where that will be dealt with, if at all. Can you direct me to the appropriate section?	
8/22/2022	Portal	Thomas	Saunders	Homeowner	Housing	You guys have a complex document that is hard to read and see what changes that can affect my neighborhood. Will this turn my neighborhood into a rental duplex, triplex, apartment rental neighborhood? Will this sustainability document turn my neighborhood into a tourist location? Who will benefit from these changes? Developers, contractors, and people making money off of our backs turning our neighborhoods into rentals, vacation homes, apartments, high density housing, and what not. Leave the neighborhoods alone. You have given into developers, real estate agents, and contractors. It's time to speak for your bosses (your tax paying citizens that pay your salaries and vote for you). Leave the single family home neighborhoods alone.	
8/23/2022	Portal	Barry	Scott		Sustainable_Communities	Our greatest challenges are affordable housing and the lack of transportation choices. Development needs to permit greater density and be tied to expanded transit. 50% of new housing units should be below-market and high-end units should be discouraged or prohibited until such time as equity is served. We need to encourage walking, biking, and transit by shifting our focus away from parking and driving as the default. Metro needs to be expanded and modernized and be part of the development of our electric light rail on our rail line, creating a network that serves all.	
8/23/2022	Portal	Janine	Roeth	Santa Cruz YIMBY	Housing	<p>The Santa Cruz County Sustainability Update is a significant opportunity to address the county's housing crisis.</p> <p>The changes proposed may increase existing capacity by 4,500 housing units over 20 years But the RHNA for 2023-2031 requires a min of 4,634 housing units in same jurisdiction but less than half the time period.</p> <p>The rezoning and standards adopted through the Sustainability Update would allow the county to begin addressing the housing crisis NOW. Additional rezoning in the Housing Element may take another 3 years, nearly midway for the 6th cycle.</p> <p>If the county does not adequately rezone to accommodate its housing needs through the 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.</p>	
8/23/2022	Portal	Janine	Roeth	Santa Cruz YIMBY	General_Question_Comment	<p>The increases in height, floor area ratio & dwelling units per acre are insufficient to address the housing needs of the county, especially along the corridors.</p> <p>Floor Area Ratio (FAR) and units per acre are becoming less useful in Land Use Planning. Metrics based on Form Based zoning are more efficient at achieving sustainability while creating the desired neighborhood character.</p> <p>The update limits the FAR of small housing units to the minimum required by the state (SB 478). Increase the FAR for multi-unit residential properties.</p> <p>"Workplace Flex" should include residential development within the district, including in so-called "live-work" occupancies.</p> <p>Further use of Dutch intersections reduces conflict points between vehicles, peds & bicyclists. Further decreased parking for commercial use encourages alternative & sustainable transportation including walking, biking and mass transit.</p> <p>There is synergy with this input and a strong Pro-Housing application as approved by BoS.</p>	

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8/24/2022	Portal	Neta	Caspi		General_Question_Comment	My name is Dr. Neta Caspi. I'm a Santa Cruz local, a practicing physician, and a local small business owner. I live in Pleasure Point on 37th Ave, just south of Portola Drive. I'd like to voice my opposition to the proposed rezoning of Portola Drive. This proposal would substantially alter the local character and charm of our neighborhood. It would negatively affect local businesses such as Blown Out Surf Shack, a wetsuit repair shop and community surf hub for the past 28 years. This business is housed in a Historical Landmark building, which should be protected from redevelopment, but the rezoning project would effectively evict them from their property. This shows a lack of regard for local small business owners, as well as for the cultural heritage of Santa Cruz at large. I find it very concerning that our leadership is pursuing this kind of development, because I believe that it robs us of the characteristics that make our community unique and desirable.	
8/24/2022	Portal	Neta	Caspi		General_Question_Comment	I also wanted to add that it was extremely disappointing to attend the Planning Commission meeting this morning. I took time off of work this morning specifically so that I could attend, and waited two hours to be able to voice my 2 minute comment. Unfortunately now I have to leave the meeting without being given the opportunity to speak because the meeting was not planned in a way that honors the time of public attendees who wish to make a comment. This is a very important issue in our community, but we are being asked to go to extreme lengths (taking time off of work, waiting for hours, including through the commission's lunch break) in order to be given the chance to speak. Most of us have jobs and cannot take an entire day off to submit a comment on these issues.	
8/25/2022	Portal	Ernesto	Anguiano		Transportation	We need to be building protect bike lanes in key areas like 17th avenue, east cliff, portola drive, broadway, soquel. And protected by actual bollards or hard objects not paint or some flexible post. This will help reduce vehicle miles traveled and encourage more alternative transportation use for bikes, scooters, wheelchairs, etc. People want these lanes protected and it's hard for me to see why it's so difficult to get it in certain areas where it seems like an easy project. Along with that we need more raised crosswalks, noise cameras that can issue citations, and more dutch intersections. The intersections should also be a priority to reduce VMT's that contribute so much to our pollution.	
8/28/2022	Portal	Carl	Washburn		Sustainable_Communities	Any discussion that changes zoning density needs significant consideration of traffic impact on the community, especially in the Live Oak district.	

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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Natisha Williams

From: papa@papa.llc
Sent: Saturday, August 6, 2022 1:49 PM
To: SustainabilityUpdate
Subject: Sustainability Update Question - Comment

Follow Up Flag: Follow up
Flag Status: Completed

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

Good afternoon;

Thank you for the Sustainability Update that just came through my email inbox. I wanted to make you aware that the agenda that was linked for the fourth 8/10 meeting was the agenda for 6/8 (see below). I was able to find the correct agenda through your website portal, however.

I look forward to attending, although I have a conflicting meeting early on and may be a little late.

Kind regards,

Wayne

***STUDY SESSION WEDNESDAY 8/10:
AGRICULTURE, CODE MODERNIZATION, AND DRAFT EIR***

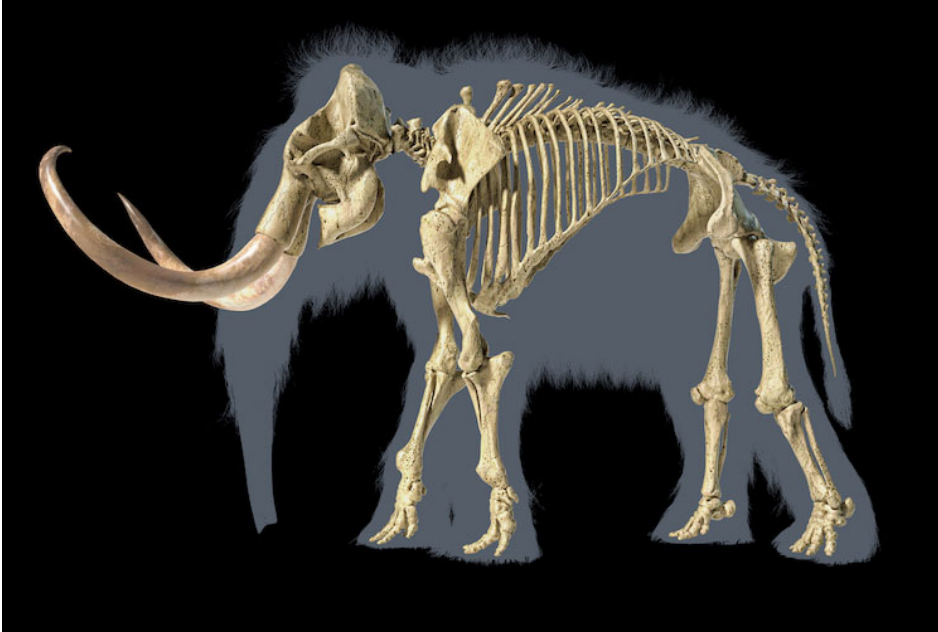
Thank you for your interest in land use and transportation planning in Santa Cruz County! The Sustainability Policy and Regulatory Update draft documents are available on the [project website](#) for review.

Key Project Updates

Study sessions continue this week! Join us for the fourth [Planning Commission Study Session](#) on Wednesday, August 10th to learn about key policy changes and comment on the project. This study session will focus on agriculture, code modernization, and the Sustainability Update Draft Environmental Impact Report (EIR).

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A. Wayne Thompson, M.Ed., B.A. Sc.
Pacific Paleontology, PaPa, (*lic # 1011756*) Owner/CEO
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**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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Natisha Williams

From: Alex Vartan <alex.vartan@gmail.com>
Sent: Tuesday, August 9, 2022 4:46 PM
To: Manu Koenig; SustainabilityUpdate
Cc: Stephanie Hansen; Annie Murphy; Daisy Allen
Subject: Sustainability Update Comment Letter
Attachments: Vartan Comments - Sustainability Update 8_3_22.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Supervisor Koenig, Planning Dept:

Please find attached my full comments on the Sustainability Update drafts per my review of the full document set over the recent months. I appreciate the extensive effort that has gone into this update over many years, and as both a resident and commercial property owner on Portola Dr., fully support the County's intent to improve the quality and quantity of housing and commercial development.

Best,
Alex Vartan

SUSTAINABILITY POLICY AND REGULATORY UPDATE: EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

Alex Vartan
2531 Portola Dr.
Santa Cruz CA 95062
Alex.vartan@gmail.com

August 3, 2022

County of Santa Cruz Planning Dept.
Planning Commission
Board of Supervisors

RE: Comments on the Feb 2022 draft Santa Cruz County General Plan + Code Modernization

Planning Dept., Planning Commission, Supervisors & Staff:

As both a resident and commercial property owner on Portola Drive, I appreciate the extensive and thoughtful work that has gone into the Sustainability Update. The numerous public meetings have been a useful forum to get more detail and provide feedback on the changes.

Given the breadth and depth of the update, I wanted to provide more specific feedback from my unique position as 1) a millennial affected personally by the housing crisis who purchased his first home in 2019 at age 39, 2) a neighborhood resident sensitive to the inevitable livability issues arising from change, and 3) a property owner with the goal of developing my commercial parcels on Portola to their highest, best, and most context-sensitive use.

High-Level Comments

- The updated FAR, lot coverage, and height standards across Residential and especially Commercial zones are far too low if we are to meet the goals set out in the Sustainability Update, given the scarcity of high-quality development sites. They are also too low compared to other jurisdictions. Max height standards should be increased from the proposed 3 stories to 4 stories (+10 feet) across RM/RF and C zones, and FAR should be substantially increased (to 2.0+ for C and higher-density RM/RF zones) or removed as a standard altogether, as it is not used in many other jurisdictions that rely on the various other site standards to define a project's design envelope.
- I support the new RF zone district maximum density of 45 units/acre, but also encourage moderate increases to standards in the other RM districts as well. 45 units/acre is reasonable given the scarcity of developable land, the severity of housing undersupply across all residential product types, and the difficulty of making projects pencil out. Many high-potential sites also have significant challenges, like environmental remediation needs due to longstanding auto-repair use. Those sites will only be developed if they can be done so at an intensity that makes it worthwhile given the risks.

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- The original scoping sessions for the Sustainable Plan and PP Commercial Corridor were in 2013-14 and 2016-7, respectively. Since then, development has not kept up with demand, to some degree because of this lengthy update process; the housing affordability crisis has substantially worsened (and those most burdened by it are 6-9 years older, with all that implies); construction costs have increased dramatically; building tech has changed; state laws and development standards elsewhere have evolved. Recent feedback on the Plan, Code Updates, and Design Guidelines needs to be actively sought out from multiple, actively practicing architects, developers, and general contractors of all sizes, taking into account the constraints and opportunities present in 2022, not when the original Sustainable Study was drafted.

Given the amount of work County has put into this project, it is imperative to get a variety of professionals' eyes on the proposed standards so the General Plan's well-intentioned goals are actually achievable under Planning's proposed code updates, in 2022 and beyond.

- Very clear schematics and the use of modern graphic design that focuses on usability and clarity, *not* just photographic examples, should be prioritized when formatting the zoning code and design guidelines for the public. A fantastic example is the City of Fresno's "User's Guide to the New Development Code": https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/DevCode_UsersGuidetotheNewDevelopmentCode.pdf
- Given the extensive changes proposed for both the General Plan and County Code, new material like the Design Guidelines, and the independent history of some of the material being integrated into this update (PP Commercial Corridor), staff should be mindful when different goals and regulations may not harmonize with each other (e.g. "encourage economic development via new visitor-serving uses" in the GP, but new constraints proposed like commercial FAR + reduction in hotel height/floor bonus; "encourage more creative development" but over-specifying design guidelines both broad and specific). It is important that the public and development community hear the County speaking with "one voice" about a particular issue.

Code Modernization / Updates

RM Zone Standards

The proposed development standards for RM zones are not a significant enough change from the status quo to support the needed development to meet General Plan and RHNA goals. Although State Density Bonus law provides leeway in exchange for affordable units, it may not be right for all projects, so it is important that base standards enable the types of development the General Plan and Design Guidelines illustrate.

- **Height limits** in higher density RM zones should be raised from the proposed 35-40' to 45-50' to allow for 4 stories. Height standards in lower density RM zones (RM-4.5+) should be raised from the proposed 28' to 35'+ to support 3 stories.
 - This is critical to support the needed housing in the urbanized unincorporated county. For comparison, in my hometown of Fresno, the new code supports 35' in low-density RM (and detached R single family!) zones, 40' in medium density, 50' in the RM zone that corresponds to our RM-1.5-2.5, and 60' in the 45 units/acre zone corresponding to our

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RF zone. We should respect the scarcity of our land at least as much as Fresno does theirs.

- Consider whether it is necessary to specify both height limits as well as # of floors.
- **Maximum parcel coverage is too low** compared to other jurisdictions and should be raised to *at least* 50-60% on low density RM and more on higher density RM— does not seem to consistent with the other code changes that target lower parking requirements and GP priorities that encourage alternative modes of transit, as well as the possibility that underground parking may become more feasible given new automated and stacked parking technologies.
- **FAR: Floor-area ratio is too low by a factor of 2**—or consider removing it as a standard altogether and use form-based zoning/allow other site constraints to dictate floor area ratio. Many consider this to be an obsolete standard and even if Planning wants to use it, the proposed parameters are mostly small changes, low compared to other jurisdictions, and not consistent with the goal of maximizing intensity. A 1.1 FAR in the highest density RM zone (assuming no density bonus project), means the Code is assuming/incentivizing use of scarce surface land for parking since even at 3 stories the development would “max” out at 35-40% lot coverage. A 0.7 FAR in a medium density RM zone is also hard to make sense of. I understand part of the rationale may be expressly to encourage the use of SDB and thus provide more affordable units in exchange for (possibly significant) variance from standards, but then public expectations should be set properly by not lowballing the base standards.

Commercial Zone Uses

- **Time shares** continue to be prohibited, but this is inconsistent with BE-3.5.6 which recognizes and encourages this product type—it is an important way for more people to have an ownership interest in a residential property at the beach. Clarity is needed. New forms of fractional ownership (by the month vs. by the week) are very different than the poorly built and marketed developments of years past and could be an important way of serving visitor needs while generating TOT. Suggest modernizing definition to prevent the undesired forms, but allow for novel forms of this product type.
- **“Vacation rentals” terminology in C zones.** Clarity is requested at the end of the commercial district use chart on p.20: “Residential Units – Commercial Uses (ancillary to residential use)” is a confusing title. The addition of the remark “Vacation rentals are not allowed” should be rethought. “Condo hotels” are an emerging product type that satisfies the need for more spacious visitor accommodations but do not require the “heavy lift” of new large-scale hotels and the associated levels of management required for traditional visitor accommodations. The term “Vacation rentals” as used in this Commercial use chart seems to eliminate the possibility of using visitor accommodation units as part of the commercial square footage of mixed-use development. In high-demand parts of the County, this could be an important use for the 25% commercial requirement in a 75% residential mixed-use building and help make those projects economically viable.

In order to maintain feasibility for this use case without overburdening the term “vacation rental”, I would recommend specifying in the Definitions that a Vacation Rental is only defined in residential zones; keeping the outdated term “residential rental housing” slated to be removed from the code, as an appropriate stand-in for the vacation rental typology in a commercial zone,

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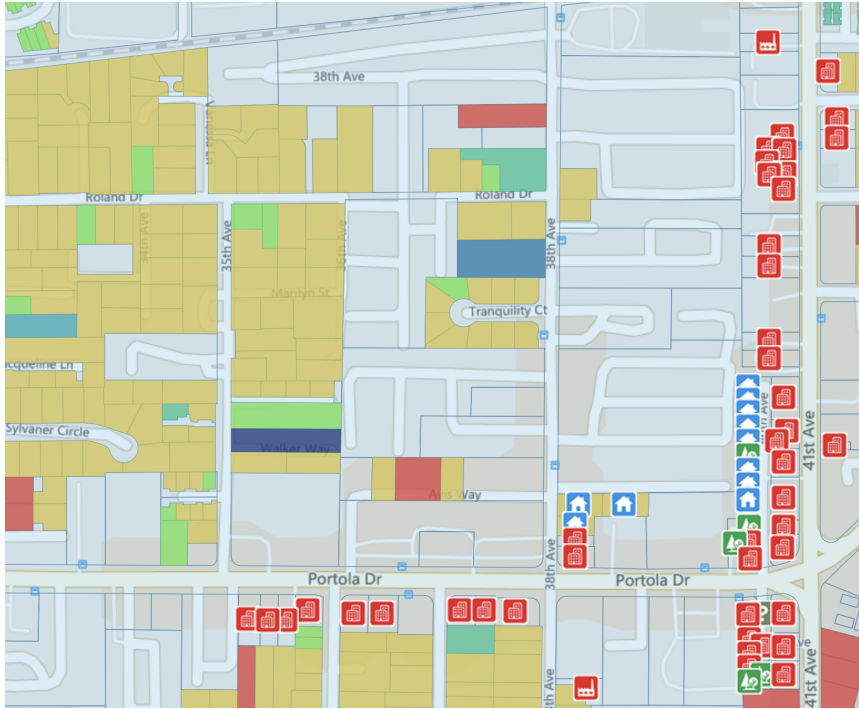
would be another option.

Commercial Zone Development Standards

- **FAR:** “A FAR of 1.0 for all commercial districts is not expected to restrict development.” This is a head-scratcher of a line. The way this statement is worded suggests that the goal is to provide the bare minimum intensity threshold for a project to be feasible and that 1.0 was determined to be that minimum and thus “not restrict” development.
 - A universal 1.0 FAR applied to all commercial districts is much too low and will not enable the sort of development goals the County has laid out in their Design Guidelines and GP. Though State Density Bonus law allows this standard to be bypassed for *mixed-use* developments in C zones, and residential projects in RM zones, a commercial-only development (e.g. hotel, creative office space, restaurant complex, retail, novel future concepts) would be significantly hindered by such standards, since there is no density bonus law these projects can use to get height or FAR standards relaxed.
 - This has the perverse effect of limiting the feasibility and diversity of commercial-only developments, unless one aims for mixed-use. In practice these projects often end up with smaller, inflexible Commercial space, and over-constrained Residential. The County should increase Commercial FAR or remove it altogether, such that 100% commercial uses can better “compete” with residential mixed-use in terms of density, height, feasibility, neighborhood consistency—assuming mixed-use projects on C parcels will be using the SDB to achieve increased intensity and a higher entitled FAR. Otherwise, the sorts of Commercial projects needed for economic development, job growth, tourism, redevelopment of aging C parcels will not be feasible, make inefficient use of scarce land, and not be able to achieve the intensity needed for underground parking—which solves a lot of other problems and allows projects much more design flexibility→attractiveness.
 - Example of the implications of how these inappropriate commercial standards could play out is the development of a specialty retail + service tourism + restaurant-bar + boutique hotel project on a medium-sized (~20,000sq foot) lot in a tourist-friendly location. There are several properties in various locales (7th, East Cliff, Portola, Rio del Mar) that could fit this example (which is not an uncommon form factor in beach towns). Since there is not a residential component to this example project (so no SDB allowing for height or FAR exceptions), and the parking requirement for the mix of commercial uses at the desirable and feasible intensity would be relatively high, with a 1.0 FAR this project would, in the best-case scenario, use 1/3 of the land for a 3 story building, and 2/3 for the maximum amount of surface parking.
 - In essence, a 1.0 FAR makes it difficult to get to even that level of intensity, given parking requirements, and reduces design flexibility and use creativity. A substantially higher FAR (2.5, or just remove it as a standard) provides the intensity that allows the cost of underground/structured/stacked/future parking technologies to be amortized over more square footage. That is a “game-changer” which enables high-quality, high-value, creative mixed-commercial use our locale can support and deserves. **We cannot continue to waste 2/3 of scarce developable land on surface parking.**

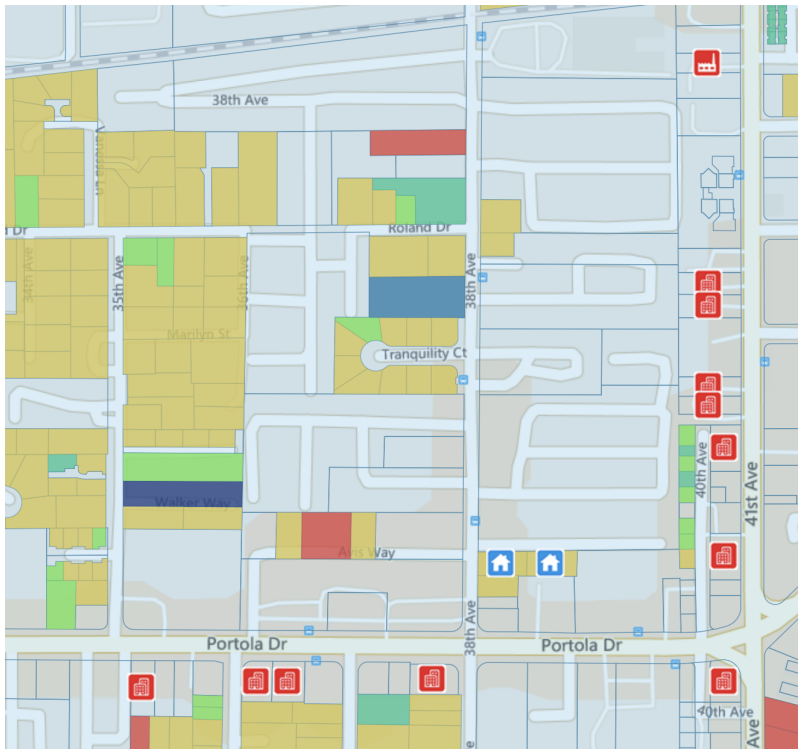
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- **Minimum parcel size in C2**—10,000 sq ft is too restrictive, please consider lowering to 7,500. Most of the high potential C2 parcels for redevelopment in the Pleasure Point area are under 10,000sq ft, denoted by the red and blue icons in the map below (blue icons mark a parcel zoned C2 but with a residential current use). Under the proposed code none of these flagged C2 parcels could be redeveloped on their own. Development of these types of parcels is challenging for so many reasons as-is. Minimum parcel sizes that require assembly of multiple properties makes the small-scale, piece-wise redevelopment the Sustainable Plan / Design Guidelines celebrated even more difficult.



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Reducing C2 minimum parcel size to 7,500 sq ft makes the following properties developable on their own:



- **Four story hotel height exception “removed as it was not used”**— suggest reverting this change. In the General Plan, hotel development is expressly encouraged due to the dire need for modern and affordable visitor accommodations in the unincorporated County and its potent economic development effects. We should not be removing allowances (= like adding new constraints) if they were insufficient. Since no new hotels were built at a 3 story / 35 feet base standard with 4 story “exception” / 40 feet, we should keep both the 4 story “exception” and the 5’ bonus on top of the new proposed 40’ height limit = 45’ for hotels, to further incentivize hotel development. The Best Western and Fairfield Inn hotels on 41st are 3 and 4 stories and 40+ feet with partial-underground parking and would not be considered out of scale or inappropriately tall on any C zoned parcel in the county.
- **C-3 workplace flex.** This is a good idea, but if height limit is increasing to 50’, there should be an allowance for 4 stories as well.

Map Updates - Portola Parcel Rezoning

I support the proposed rezoning of the parcels on Portola to RF, and believe that contrary to popular belief, increasing density to 45 units/acre on these difficult-to-develop parcels is the best way to get projects the community actually desires. More units mean more flexibility in the type of units, whether that’s senior living, affordable-by-design family units, or high-design studios for singles. More flexibility means projects that can be better suited to the unique characteristics of the neighborhood and offer more profit potential to the developer. With more total value creation, the developer has more room to spend on design, material quality, landscaping, parking (hopefully underground), and amenities. Increased density

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means the development can still be feasible while making allowances for increased setbacks on bordering residential properties. And increased density makes these parcels, many of which are rather small, more attractive to more potential developers.

In short, what the community wants least—cookie-cutter projects that don't respect the locale, simply check the boxes on the bare minimum when it comes to guidelines, bland "San Jose" design and commodity-level construction quality so as to achieve difficult profitability thresholds—this is what we are guaranteed to get when projects have lower density maximums. There is necessarily less diversity of unit type (zero chance for small studios or senior living at 25 units/acre), properties attract much less development interest, and the developments that do get proposed have to max out the incentives and allowances to make sense—frequently adverse to neighborhood interests.

The Shearwater Apartment complex across from KSCO on Portola is 75 units on 2.5 acres. This is an "old style" garden apartment complex, 2 story + surface and 2 story + tuck-under garage form factors, with significant expanses of (poorly-maintained) grass. It was built in 1974, and is 30 units/acre, features mostly 1 and 2 bedroom units of average size. I don't think anyone would consider this a dense project at 30 units/acre; in fact in 2022 I think most would agree there is a substantial amount of wasted space and a 50% increase in units would be easily justifiable on that property with minimal negative effect if well-designed.

Special standards - Pleasure Point

I have concerns about how the Pleasure Point commercial corridor regulations align with the County's designation of Portola as a high-potential area for redevelopment. Although these standards were developed with substantial community involvement, it will be 6 years since the original scoping sessions by the time the Sustainability Update goes live in 2023. In that time, there has not been any development in the corridor, and the two projects that did get entitled have not been built due to economic feasibility.

The goal of the standards is to essentially give developers some degree of "pre-approval" from the neighborhood if they follow the standards. However, most mixed-use projects built in the commercial corridor will likely use State Density Bonus law to provision affordable units, which enables projects to request (and receive by default) "concessions and incentives" such that many if not most the special standards can and will likely be bypassed ("height exceptions or variances are not allowed" is especially problematic from a public expectations standpoint, as the rule simply holds no weight in the face of state density bonus law.)

I am concerned that the County has not adequately communicated how new state laws interface with the new special standards, some of which may prove to be onerous and restrict feasibility on otherwise prioritized parcels, and that in practice may not be applied. For instance, the requirement for 30 feet setbacks is double that of the general standards proposed by the code updates, and on many of the smaller parcels on Portola would make development at the required intensity difficult or impossible—and state density bonus law would mitigate this constraint. Over-constraining new standards on the parcels the County itself has prioritized for intensity through other Sustainability Update elements is difficult to square, and a recipe for conflict and misunderstanding.

Definitions

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“Recreational rental unit”— this term is useful if used exclusively in Commercial zones to denote a “vacation rental” style residential unit used exclusively for hospitality and subject to TOT. I suggest that it remain, so “vacation rental” rules can specifically apply solely in R zones.

“Vacation rental” — as above

“Visitor accommodations, commercial” — similarly, the proposed new definition includes the phrase “Commercial visitor accommodations do not include...short-term residential rentals (see SCCC 13.10.690 for ‘hosted rentals’..)”. Clarity is requested in order to accommodate the emerging “unstaffed condo hotel” typology that could be a key use for commercial sq. ft. in mixed-use projects.

General Plan - Specific Feedback

BE-2.3:

“Explore the concept of a “density unit” calculation...would adjust the number of dwelling units allowed on a parcel based on unit size; for instance, compact units with two bedrooms might be counted as $\frac{3}{4}$ of one unit”

I strongly support the use of a density unit calculation and hope it is added to the final version of Code Modernization, as it is quite commonly and powerfully used in other jurisdictions. The example used above does seem dated, perhaps a redefinition and codification that proposes senior living units as $\frac{1}{2}$ unit, or studios / Junior 1-bedrooms as $\frac{3}{4}$ is a better example. This would provide an incentive for developers to build certain needed product types, especially in the lower density RM zones which cover a much larger land area. There are many parcels in RM zones (in Live Oak particularly) that are high-potential but might be too small or painful to rezone to RF, but a density unit option (potentially excluding RF zones) could go a long way to improve feasibility and flexibility on an as-of-right basis.

BE-3.4.7:

“Coastal visitor services. Encourage the provision of visitor-serving commercial services within certain Coastal Special Communities, as follows...”

Functionally, Pleasure Point and Lower 41st is currently the most “alive” visitor-serving commercial district in terms of pedestrian, restaurant, and shopping activities, and should be included on the list.

BE-3.5 Visitor Accommodations:

I strongly support the prioritization of new forms of visitor accommodations, especially lower-cost (tiny homes, RV parks) and smaller-scale upper-end (boutique hotels <100 rooms, B&Bs).

- From my personal experience renting RV spots to travel nurses during the pandemic and essential fire support workers during wildfire seasons, there is a severe shortage of modern, high-quality RV park spaces. Many of the older parks along Hwy 9 have aging infrastructure and very-long-term tenants, who take up the available supply of one of the most important sources low-priced visitor accommodations.

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New RV parks should be encouraged, and spaces should be prioritized for true short-term vacationers (<30 days) with special provisions made for longer-term, non-permanent essential workers as well.

Small-scale RV parks that are *exclusively dedicated* to traveling essential workers should be considered as a unique and critical community-serving use for surplus County property and oddball parcels within the USL that would otherwise be infeasible to develop. I cannot emphasize enough the amount of latent demand from this very important population that is willing and able to serve our community if we had enough safe, high-quality RV park accommodations.

Thank you for the opportunity to comment on these important updates that will shape the physical reality of our County and the lives of its residents, current and future, for decades to come.

A handwritten signature in black ink, appearing to read 'Alex Vartan', with a stylized, cursive script.

Alex Vartan

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Natisha Williams

From: David Qian <david.qian@gmail.com>
Sent: Saturday, August 13, 2022 5:57 PM
To: SustainabilityUpdate
Subject: Notice of Public Hearing - 025-351-19
Attachments: Notice of Public Hearing - 025-351-19.pdf

Follow Up Flag: Follow up
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Hi Daisy,

I have received the attached notice of public hearing on the parcel 025--351-19. My property 025-351-18 is next to this parcel. Would my property be considered to be RF zoning?

Thank you!
David

Notice of Public Hearing

Notice is hereby given that the County of Santa Cruz Planning Commission will hold a public hearing on the following item:

Item #9. Sustainability Policy and Regulatory Update

The County of Santa Cruz Community Development & Infrastructure Department has proposed the Sustainability Policy and Regulatory Update project which includes updating the General Plan and County Code, creating County Design Guidelines, and amending the General Plan and Zoning maps for certain properties, including the following property in your neighborhood:

Address	Parcel	Existing General Plan and Zoning	Proposed Map Amendment
Soquel Dr/ Thurber Ln (vacant parcel)	025-351-19	General Plan: C-N/C-O/O-U (Neighborhood Commercial, Office, Urban Open Space) Zoning: C-1, PA	General Plan: C-C/R-UHF (Community Commercial, Urban Residential High Flex) Zoning: C-2, RF

This map amendment would facilitate mixed-use residential and commercial development on this parcel. No development is proposed on the parcel at this time, but the map amendment would allow future commercial development paired with residential development, subject to review and approval at a noticed public hearing.

APPLICANT: County of Santa Cruz

PROJECT PLANNER: Daisy Allen, (831) 454-2801

EMAIL: SustainabilityUpdate@santacruzcounty.us

PROJECT WEBSITE: <https://www.sccoplanning.com/sustainabilityupdate>

DATE: Wednesday, August 24, 2022

TIME: Meeting beginning at 9:30 a.m.

PLACE: **Remote Public Hearing**

**** To participate in the public hearing, please follow the instructions that will be posted at www.sccoplanning.com. For questions regarding the remote hearing process, please contact Michael Lam, administrative support, at (831) 454-3371 or Michael.Lam@santacruzcounty.us. ****

Any persons whose interests are adversely affected by any act or determination by the Planning Commission may appeal such act of determination to the Board of Supervisors. Appeals from any action of the Planning Commission shall be taken by filing a written notice of appeal with the Board of Supervisors and paying the appeal fee, not later than the 14th calendar day after the day on which the act or determination appealed was made.

If any person challenges an action taken on the foregoing matter(s) in court, they may be limited to raising only those issues which were raised at the public hearing described in this notice, or in written correspondence delivered to the Board of Supervisors at or prior to the public hearing.

For more information, contact the project planner listed above.

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Carmen Zamora <czamora@slattcon.com>
Sent: Tuesday, August 16, 2022 11:16 AM
To: SustainabilityUpdate; Michael Lam; kathleen.molloy@santacruzcounty.us; DAO
Cc: Matt Slatter
Subject: Sustainability Policy and Regulatory Updates
Attachments: List of properties affected.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

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

Good Morning,

I am sending this request on behalf of Mr. Matthew R. Slatter; he is the owner of parcels # 104-041-10, 7337 Glen Haven Rd & 104-041-23, 7099 Glen Haven Rd. He recently received a notice of a public hearing informing him that the County of Santa Cruz will be discussing correct mapping errors including both the general plan as well as rezoning of his properties.

He is requesting to have his properties removed from the list of properties that the County proposes to change until more is understood about the ramifications of the changes.

Regards,

Carmen Zamora
Project Engineer
Slatter Construction, Inc.
(408) 219-1412 Cell
(831) 425-5425

126 Fern Street
Santa Cruz, CA 95060



**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

APN List of Proposed Zoning Map/General Plan Land Use Map Amendments				
APN	Address	Existing General Plan Designation Zoning	Proposed General Plan Designation Zoning	Coastal Zone
10 Key Opportunity Sites				
025-351-19	-	GP: C-O, C-N, O-U Zoning: PA, C-1	GP: C-C, R-UHF Zoning: C-2, RF	No
028-401-15	3051 Portola Dr	GP: R-UH Zoning: RM-3	GP: R-UHF Zoning: RF	Yes
032-032-46	815 35 th Ave	GP: C-O Zoning: PA	GP: R-UHF Zoning: RF	Yes
032-032-47	3431 Portola Dr	GP: C-O Zoning: PA	GP: R-UHF Zoning: RF	Yes
032-032-48	3335 Portola Dr	GP: C-O Zoning: PA	GP: R-UHF Zoning: RF	Yes
032-032-49	3315 Portola Dr	GP: C-S Zoning: C-4	GP: R-UHF Zoning: RF	Yes
032-032-50	3301 Portola Dr	GP: C-S Zoning: C-4	GP: R-UHF Zoning: RF	Yes
032-041-68	3501 Portola Dr	GP: C-C Zoning: C-2	GP: R-UHF Zoning: RF	Yes
032-074-03	3330 Portola Dr	GP: C-N Zoning: C-1	GP: R-UHF Zoning: RF	Yes
032-075-02	3150 Portola Dr	GP: C-N Zoning: C-1	GP: R-UHF Zoning: RF	Yes
13 Mapping Error Corrections				
029-181-42	2020 Brommer St A	GP: R-UM Zoning: PF	GP: R-UM Zoning RM-4	No
029-181-50	2000 Brommer St	GP: R-UM Zoning: PF	GP: R-UM Zoning RM-4	No
030-261-10	550 Soquel-San Jose Rd	GP: P, R-UM Zoning: PF-L, R-1-6	GP: P Zoning: PF-L	No
030-261-11	550 Soquel-San Jose Rd	GP: P, R-UM Zoning: PF-L, R-1-6	GP: P Zoning: PF-L	No
045-371-02	75 Asta Dr	GP: P Zoning: PF	GP: R-UL Zoning: R-1-6	Yes
050-171-08	-	GP: AG Zoning: PF-AIA	GP: P Zoning: PF-AIA	No
050-171-18	2446 Freedom Blvd	GP: AG Zoning: PF-AIA	GP: P Zoning: PF-AIA	No
058-081-13	500 CA-1	GP: R-UL Zoning: R-1-6	GP: C-N Zoning: C-1	Yes
103-301-01	170 Laurel Glen Rd	GP: C-N, R-R Zoning: RA	GP: R-R Zoning: RA	No
103-301-02	-	GP: R-M, C-N Zoning: RA, C-1	GP: R-R Zoning: RA	No
104-041-19	7337 Glen Haven Rd	GP: R-R Zoning: CA	GP: AG Zoning: CA	No
104-041-23	7099 Glen Haven Rd	GP: AG, R-R Zoning: CA	GP: AG Zoning: CA	No
107-162-02	1326 Hames Rd	GP: R-R, AG Zoning: CA	GP: R-R, AG Zoning: A, CA	No

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Blown Out Surf Shack <blownoutsurfshack@gmail.com>
Sent: Tuesday, August 16, 2022 4:26 PM
To: SustainabilityUpdate
Subject: Invite link to meeting

Follow Up Flag: Follow up
Flag Status: Completed

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

Hello,
Please share the invite to the Portola "Sustainability Policy and Regulatory Update" Public Hearing August 24th

Mahalo,

Ishtar & Oliver Carter, Owners
Blown Out Surf Shack
Wetsuit Repair, Consignment, Surf Gear
"Stitched in Community and Sea"
www.blownoutsurfshack.com

3055 Portola Drive
Santa Cruz, CA 95062
831.475.4942

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: David Qian <david.qian@gmail.com>
Sent: Wednesday, August 17, 2022 4:09 PM
To: SustainabilityUpdate
Subject: Re: Notice of Public Hearing - 025-351-19

Follow Up Flag: Follow up
Flag Status: Completed

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

Hi Daisy,

Thank you for your reply and explanation.
I will follow up with the rezoning issue next year then.

Thanks,
David

On Wed, Aug 17, 2022 at 4:05 PM SustainabilityUpdate <SustainabilityUpdate@santacruzcounty.us> wrote:

Hi David,

Your parcel is not proposed for rezoning as part of the Sustainability Update project, but could certainly be considered for rezoning as a separate project at a later date. For instance, next year the County will be working on an update to the Housing Element of the General Plan, and as part of that project we will be working to identify additional parcels appropriate for RF zoning.

Best,

Daisy

Daisy Allen, AICP, LEED AP

Planner IV, Policy Division

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

County of Santa Cruz Community Development & Infrastructure Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060
831-454-2801
daisy.allen@santacruzcounty.us

From: David Qian <david.qian@gmail.com>
Sent: Saturday, August 13, 2022 5:57 PM
To: SustainabilityUpdate <SustainabilityUpdate@santacruzcounty.us>
Subject: Notice of Public Hearing - 025-351-19

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

Hi Daisy,

I have received the attached notice of public hearing on the parcel 025--351-19. My property 025-351-18 is next to this parcel. Would my property be considered to be RF zoning?

Thank you!

David

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: SustainabilityUpdate
Subject: FW: Portola Drive Rezones

From: Mark Dettle <mrddettle@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)

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Stephanie Hansen
Sent: Monday, August 22, 2022 1:22 PM
To: SustainabilityUpdate; Daisy Allen; Annie Murphy; Anais Schenk
Subject: FW: Vehicular easement petition

Follow Up Flag: Follow up
Flag Status: Completed

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

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

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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. SC.
5. Sara Wright Sara Wright
955 34th Ave, SC.
6. Spencer Wright Spencer Wright
955 34th Ave, S.C. spencerwright@gmail.com
7. Kimberly Bermudez Kimberly
3249 Roland Dr, SC. petition@imagine.com

OVER

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

8. Kimberlee Keane ckeanes00@gmail.com
3293 Roland Dr.
9. Cathy Toldi ctoldi@cox210.com
3267 Roland Dr.
10. Anthony Ford ANFORD52@ICLOUD.COM
~~Unit 10~~ 3300 Roland Dr.
11. Dan Bermender berlinga@electra-world
3039 Roland Dr.
12. MIKE BECK Mikebeck@Sheslobd.net
3113 Roland Drive
13. SUSAN BROWN brownsusiebrown@gmail.com
3055 Roland Dr.
14. Julia an Schwarte J. Schwartz
3030 Roland Dr.
15. Tom Langan tomlangan@gmail.com
~~3040~~ 3040 Roland Dr.
16. Hector Luis Rodriguez hlozki@hla
3050 Roland Dr.
17. Emily Buchbinder emilypaula
230 Vanessa Lane, Santa Cruz emilyschuchbinderla.com
18. Jeremy Lezin JeremyLezin@gmail.com
230 Vanessa Lane
19. Jerry Davis Jerry Davis
3260 Roland Dr.
20. Karin Hill KarinHill
3300 Roland Dr. KarinHill@yahoo.com

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

PETITION

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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 G
3400 Roland Dr. E nathanbenjaminccarter@yahoo.com
22. FRID NEW FRID NEW
561 34th Ave Santa Cruz CA
23. Robin Berweger Robin Berweger
471 34th Ave Santa Cruz CA 95062
24. Kim Jackson Kim Jackson Kimj53@gmail.com
441 34th Ave Santa Cruz CA 95062
25. Gary Lindner Gary Lindner
441 34th Ave, Santa Cruz CA 95062
26. Aimee Merrill Aimee Y. Merrill
3410 Roland Dr aimeemerrillcomcast.net
27. Erica Sowder Erica Sowder
195 Vanessa Ln. ericasowder@comcast.net

Over

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

28. ERIK SOWDER Eric Sowder
185 Vanessa Lane Santa Cruz esowder@gmail.com ST.NET
29. Fred Salata Fred Salata
225 Vanessa Lane
30. Barbara Salata Barbara Salata
325 Vanessa Lane barbarasalata@sbcglobal.net
31. Kathleen Jones Kathleen Jones
300 Vanessa Lane kathdjones@comcast.net
32. Hal E. Stanger HAL E. STANGER
465 VANESSA LANE HALSTANGER@YAHOO.COM
33. Kim Turan Kim Turan
3450 Roland Dr. hartspeaker@yahoo.com
34. Michael Chenn Michael Chenn
3450 Roland Dr. 95062
35. Susan G. Weiss Susan G. Weiss
779 3RD AVE 95062 SUSGROSS@FALCON.COM
36. Thomas Hansen Thomas Hansen
3401 ROLAND DR 95062
37. JERAL KOFFMAN JERAL KOFFMAN
3401 ROLAND DR 95062
38. WILLIAM BARACK W.C. Barack
3211 ROLAND DR 95062
39. LAUREN WICK Lauren Wick
3210 ROLAND DRIVE 95062
40. SARAH SMITH Sarah Smith
3097 Roland Dr

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Stephanie Hansen
Sent: Monday, August 22, 2022 1:23 PM
To: SustainabilityUpdate; Daisy Allen; Annie Murphy; Anais Schenk
Subject: FW: Additional vehicular easement petitions

Follow Up Flag: Follow up
Flag Status: Completed

From: Deborah Shulman <debshul950@gmail.com>
Sent: Monday, August 22, 2022 12:36 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: Additional vehicular easement petitions

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**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

PETITION

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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

41. JOHN CHAMBERLAIN John Chamberlain
971 35th AVE, SC, CA jcwaverider114@yahoo.com
42. WENDY SMITH Wendy Smith
3550 MARILYN AVE, SC 95062
43. JANET LEMMONSTER Janet Lemmonster
953 31st AVE SANTA CRUZ CA 95062 JANETML953@gmail.com
44. Jane Beardsley Jane Beardsley
3551 Marilyn St SC
45. Ida Fierman Ida Fierman
3540 Marilyn St, SANTA CRUZ, CA 95062
46. Jane Fierman Jane Fierman
3540 Marilyn St, Santa Cruz CA 95062
47. Kanwile Johnson Kanwile Johnson
3531 Marilyn St, Santa Cruz, CA 95062

over

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

48. Sarah Johsens *[Signature]* sjohnsens@gmail.com
3534 Marilyn St. Santa Cruz CA 95062
49. Jon Leik *[Signature]* leik79@yahoo.com
931 35th Ave Santa Cruz CA 95062
50. Leslie McGowan *[Signature]*
930 35th Ave Santa Cruz CA 95062
51. ERIC NEWBUSH *[Signature]*
930 35th Ave Santa Cruz, CA, 95062
52. Louis Angely 929 35th Ave Apt C SC CA 95062
bigloidsb@gmail.com
53. Joel Seale 929 35th Ave Apt D SC CA 95062
jseale@gmail.com
54. JEFF BRADMAN 929 35th Ave #D SC CA 95062
[Signature]
55. Lauren Diaz 919 35th Ave Unit C SCA 95062
diazlauren7@yahoo.com *[Signature]*
56. THOMAS M. HOFFMAN 131 STAR LANE SANTA CRUZ, CA 95062
[Signature]
57. Daniel Cohen 163 Star Lane Santa Cruz
[Signature] CA 95062
58. James Cohen 163 Star Lane Santa Cruz
[Signature]
59. Tristan Rhodes 900 35th Ave Santa Cruz CA 95062
[Signature]
60. Lauren Rhodes 900 35th Ave Santa Cruz CA 95062
[Signature] Lauren@henn@gmail.com

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Manu Koenig
Sent: Tuesday, August 23, 2022 4:36 PM
To: Deborah Shulman; Stephanie Hansen
Cc: Michael Lam; Patti Brady; SustainabilityUpdate
Subject: Re: Vehicular easement petition

Follow Up Flag: Follow up
Flag Status: Completed

Noted Deborah. Thank you for the clarification Stephanie.

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 6:54 PM
To: Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Manu Koenig <Manu.Koenig@santacruzcounty.us>; Michael Lam <Michael.Lam@santacruzcounty.us>; Patti Brady <patriziaf1960@gmail.com>; SustainabilityUpdate <SustainabilityUpdate@santacruzcounty.us>
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:

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

PETITION

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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
3231 Roland Drive, Santa Cruz
3. Kai Schmidt Kai Schmidt
2230 Roland Dr, Santa Cruz
4. STEVE Gillman Steve Gill
159 FIAO Ln S.C.
5. Sara Wright Sara Wright
955 34th Ave, S.C.
6. Spencer Wright Spencer Wright
955 34th Ave S.C. spencerwright@gmail.com
7. Kimberly Bermudez Kimberly
3249 Roland Dr, S.C. petition@imagine.com

OVER

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

8. Kimberley Keane kkeane50@gmail.com
3293 Roland Dr.
9. Cathy Toldi ctoldi@cox20.com
3267 Roland Dr.
10. Anthony Ford ANFORD52@ICLOUD.COM
~~3267~~ 3300 Roland Dr.
11. Dan Bermender berlinga@electron-world
3279 Roland Dr.
12. MIKE BECK Mikebeck@stglobel.net
3113 Roland Drive
13. SUSAN BROWN brownsusiebrown@gmail.com
3055 Roland Dr.
14. Julia an Schwarte J.Schwarte
3030 Roland Dr.
15. Tom Langan tomlangan@gmail.com
~~3030~~ 3040 Roland Dr.
16. Hector Luis Rodriguez hlozki@hla
3030 Roland Dr.
17. Emily Buchbinder emilypaula
230 Vanessa Lane, Santa Cruz emilyschuchbinderla.com
18. Jeremy Lezin JeremyLezin@gmail.com
230 Vanessa Lane
19. Jerry Davis Jerry Davis
3260 Roland Dr.
20. Karin Hill KarinHill
3300 Roland Dr. KarinHill@yahoo.com

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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.

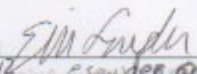
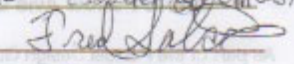
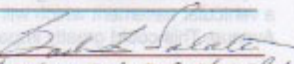
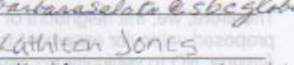
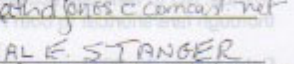
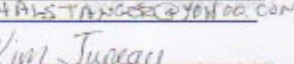
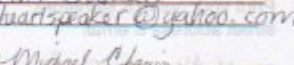
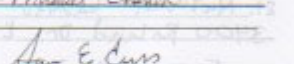
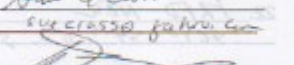




Date: August 20, 2022

Print your name & signature
street address & email

21. Nathan Carter [Signature]
3400 Roland Dr. E nathanbenjaminccarter@yahoo.com
22. FRID NEW [Signature]
561 34th Ave Santa Cruz CA
23. Robin Berweger [Signature]
471 34th Ave Santa Cruz CA 95062
24. Kim Jackson [Signature] Kimj53@gmail.com
941 34th Ave Santa Cruz CA 95062
25. Gary Lindner [Signature]
941 34th Ave, Santa Cruz CA 95062
26. Aimee Merrill [Signature]
3410 Roland Dr aimeemerrill.comcast.net
27. Erica Sowder [Signature]
195 Vanessa Ln. ericasowder@comcast.net

Over

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

28. ERIK SOWLER 
185 Vanessa Lane Santa Cruz esowler@gmail.com
29. Fred Salata 
225 Vanessa Lane
30. Barbara Salata 
325 Vanessa Lane barbasalata@sbcglobal.net
31. Kathleen Jones 
300 Vanessa Lane kathjones@comcast.net
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35. Susan G. Weiss 
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36. Thomas Haxer 
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37. JERAL KESSELMER 
3401 ROLAND DR 95062
38. WILLIAM BABCOCK 
3211 ROLAND DR 95062
39. LAUREN WICK 
3210 ROLAND DRIVE 95062
40. SARAH SMITH 
3097 ROLAND DR

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: P276 <pathfinder.2760@gmail.com>
Sent: Tuesday, August 23, 2022 10:00 PM
To: SustainabilityUpdate
Subject: Public Input Planning Commission Aug 24 2022 Meeting.pdf
Attachments: Public Input Planning Commission Aug 24 2022 Meeting.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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

Please find attached Public Input for Sustainability Policy and Regulatory Meeting Aug 24, 2022.

From the attached undersigned.

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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:

Shelly Roberson 1050 C 17th Ave Santa Cruz, CA 95062
Ricky Pearce 1909 Jose Ave Santa Cruz Cal 95062
Kris Foster 1671 Capitola Rd SC 95062
Mylene Foster 12786 Boulder St Boulder Creek CA 95006
Shelby Foster 12786 Boulder Street Boulder Creek CA
Jeff Tomasello 1770 17th ave #18 Santa Cruz
Kaleb Rush 116 7th ave Santa Cruz
Jami Craig 150 Canfield #3 Santa Cruz 95062
Martin Rodriguez 89 Dolores Ave Watsonville CA 95076
RAY CANT 530 35TH AVE SANTA CRUZ, CA 95062
L. PEE MULLER 530 35th ave Santa Cruz, CA 95062
F. Darani 4617 Dawn Lane Soguel CA 95073
Ivan Galles 3300 Portola Dr SC 95062
Jan Williams 4640 Hilltop Soguel CA 95073
Ed Williams 4640 Hilltop Soguel CA 95073
Elfoo 3015 Portola Dr. Santa Cruz CA 95062
Stakler Po Box 822 Capitola CA 95010
Nicko Jafari 721 Paradise Soguel CA 95073

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Date: August 15, 2022

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Name & Address:

DOUGLAS CLARK P.O. Box 125 Aromas CA 95004
Dany Joel 2335- Soquel dr. Santa Cruz CA
Steve Vickers 550 Park Dr. San Lorenzo CA 95005
Alan Wayne Rice 126 Grove St. Boulder Creek CA 95006
Robert Hixkaby 128 Holway dr. Santa Cruz 95065
Bobby's Pit Stop 1655 Commercial Way, Santa Cruz, 95065
GLENN BRYAN 80 N. NOBLE GULCH RD SOQUEL, CA 95073
Roxsey IV 2852 -A SOWER AVE SANTA CRUZ 95062
Dean Boyd 141 Rosea dr. Aptos CA. 95003
MARK CHANDLER 226 Monell Ave SC CA 95062
Farhad Vaziri 138 Scenicge Ct #1 APTOS CA 95003
Jose Servin 3635 Gross Rd Santa Cruz CA 95062
Stephanie Drake 1935 Jose Ave, SANTA CRUZ CA 95062
Denver Drake 1935 Jose Ave, Santa Cruz CA 95062
Dan Esposto 177 Kenney Ct. Santa Cruz CA. 95065
Isaac Bazar 1997 Dublin Dr San Pablo CA
Roberto Reyes 2840 S. Rodeo Gulch Soquel CA 95073
Jesus Chavez 2550 Canvasback Los Banos CA 93635

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Stephanie Hansen
Sent: Thursday, August 25, 2022 8:27 AM
To: Rebecca Donofrio; Michael Lam; Manu Koenig; Matt Machado; Jamie Sehorn
Cc: SustainabilityUpdate
Subject: RE: Pleasure Point

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your comment. It will be added to the record.

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Santa Cruz YIMBY <santacruzylimby@gmail.com>
Sent: Tuesday, August 23, 2022 3:30 PM
To: Michael Lam; SustainabilityUpdate
Subject: Santa Cruz YIMBY - Santa Cruz County Sustainability Update Comments
Attachments: Santa Cruz YIMBY - SC County Sustainability Update.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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

Hello,

Attached please find our organization's comments on the Santa Cruz County Sustainability Update.

Thank you,
Santa Cruz YIMBY Leads

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**



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.**

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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.**

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Stephanie Hansen
Sent: Friday, August 26, 2022 11:37 AM
To: SustainabilityUpdate
Subject: FW: Design Principles for the Pleasure Point Commerical Corridor - Appendix B

Follow Up Flag: Follow up
Flag Status: Completed

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

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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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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Natisha Williams

From: Stephanie Hansen
Sent: Friday, August 26, 2022 11:43 AM
To: SustainabilityUpdate
Subject: FW: URGENT: 8/24 & 9/14 Commissioner Mtg: Quantative Standards don't fit PPt issues
Attachments: FinalresultsSPPtSurvey.4.11.22.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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

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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

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SUSTAINABILITY POLICY AND REGULATORY UPDATE:

EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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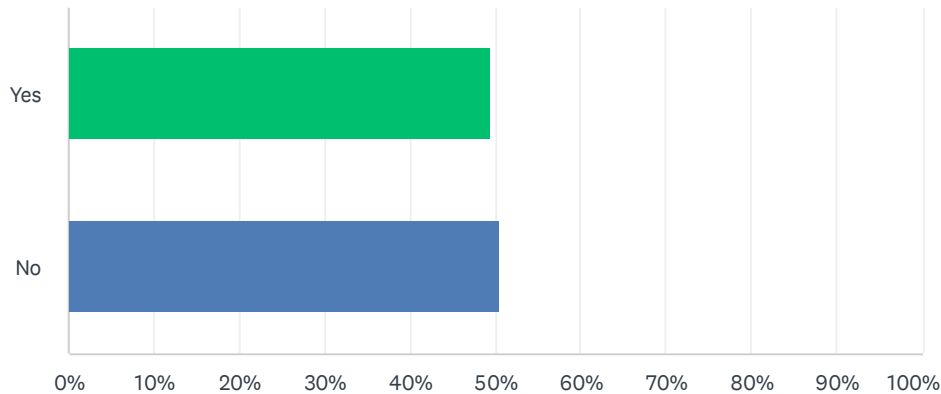
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Respectfully Submitted: SAVE PLEASURE POINT's Steering Committee (SPPt; alpha order) JoAnn Allen, Kimber Blackburn, Patti Brady, Carin Hanna, Glenn Hanna, Lowell Marcus, George McCullough, Matt McMillan, Padi Romero, Debbie Shulman, Jerry Still, Marika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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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

Save Pleasure Point: Your Opinions Matter!

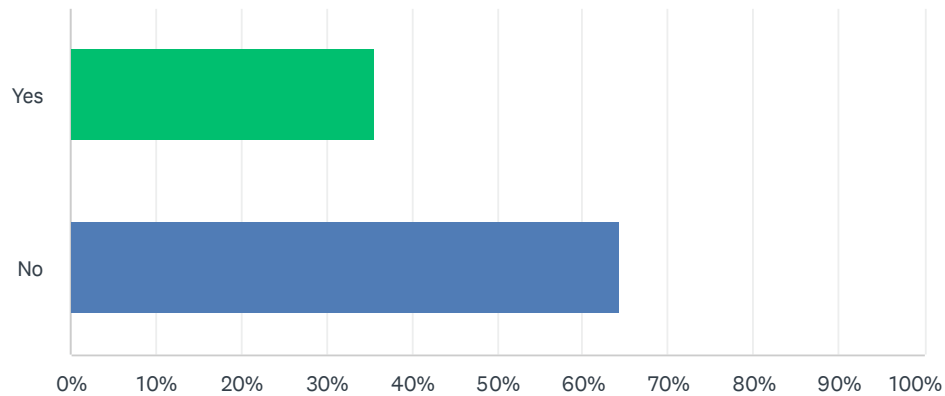
SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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Q2 Are you aware of the 2022 Sustainability Update?

Answered: 98 Skipped: 0



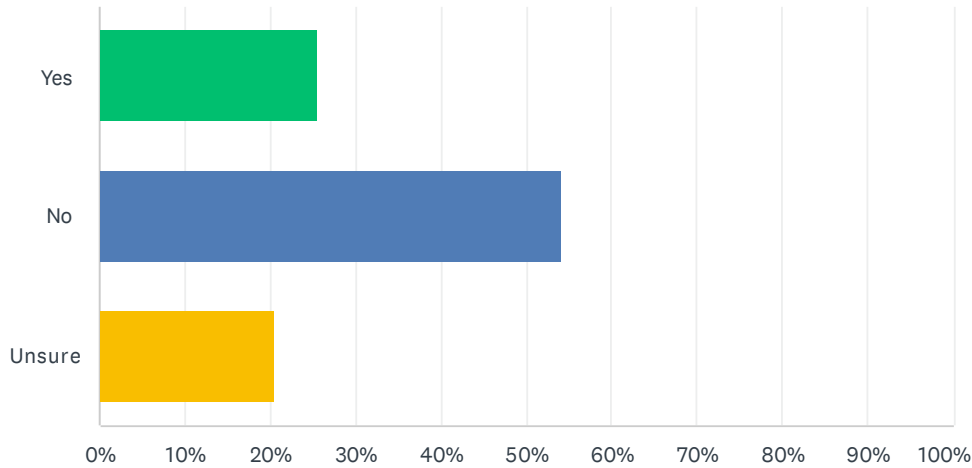
ANSWER CHOICES	RESPONSES	
Yes	35.71%	35
No	64.29%	63
TOTAL		98

#	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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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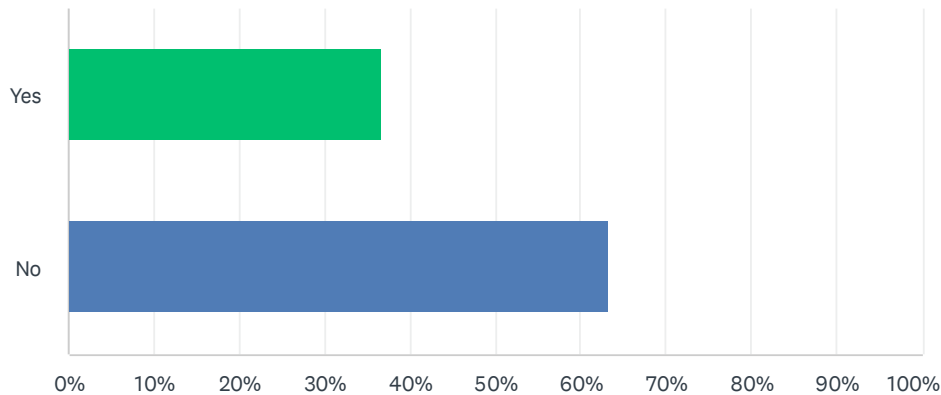
neighborhood. Ruining quality means unbearable traffic , noise, no parking anywhere. We're almost at the limit now for quality of life.

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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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

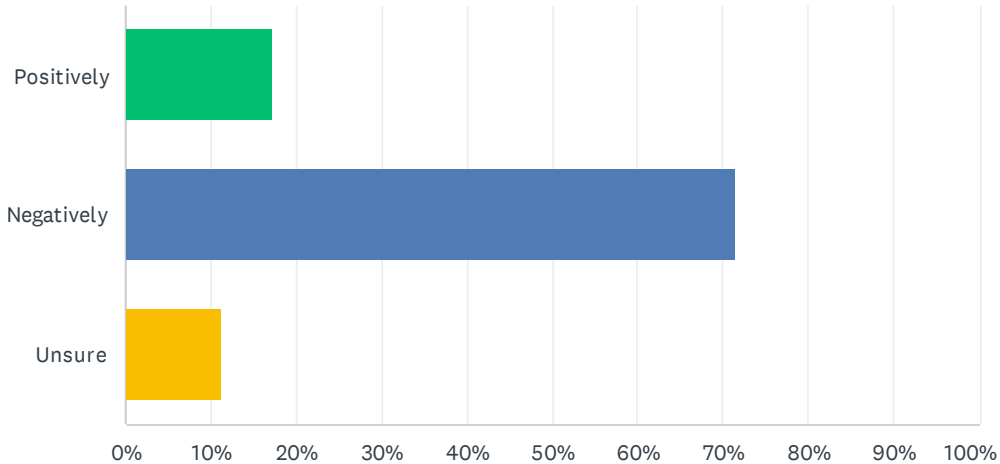
SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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10	Say it isn't so!	4/6/2022 1:19 PM
11	That is COMPLETELY wrong. Portola and surrounding streets and infrastructure cannot accomodate that type of densification. It is not an "Urban High Flex" area. When 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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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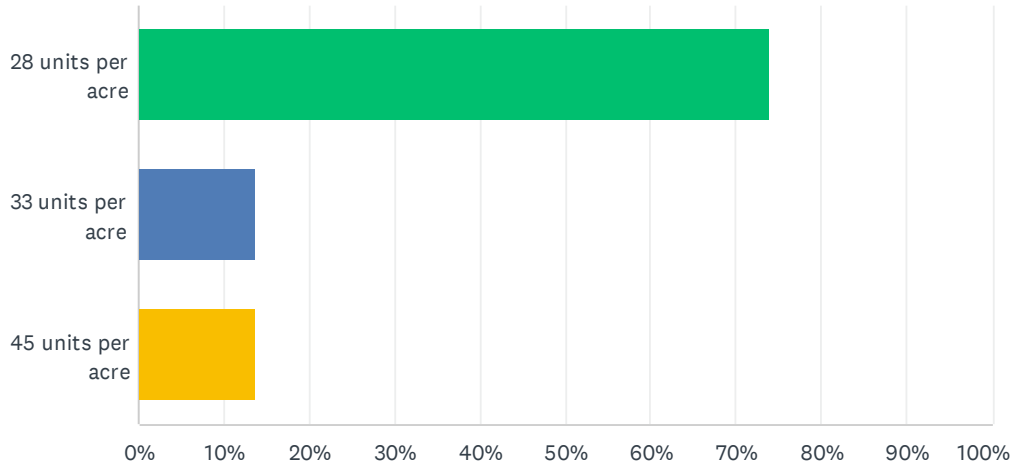
the parking they currently show for the development.

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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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

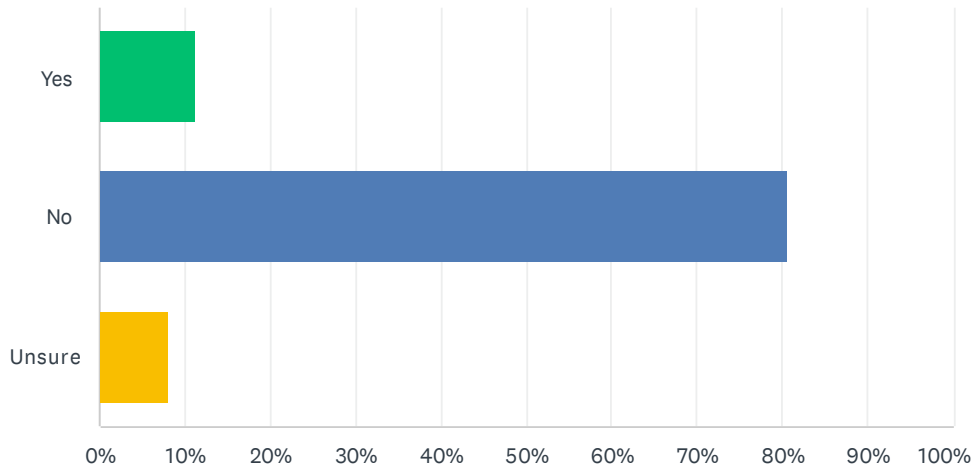
SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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10	between 10-15 units per acre only.	4/7/2022 3:32 PM
11	12-25 units per acre or consistent with surrounding development	4/7/2022 11:40 AM
12	However many units come with 2 parking spaces on the acre.	4/7/2022 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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
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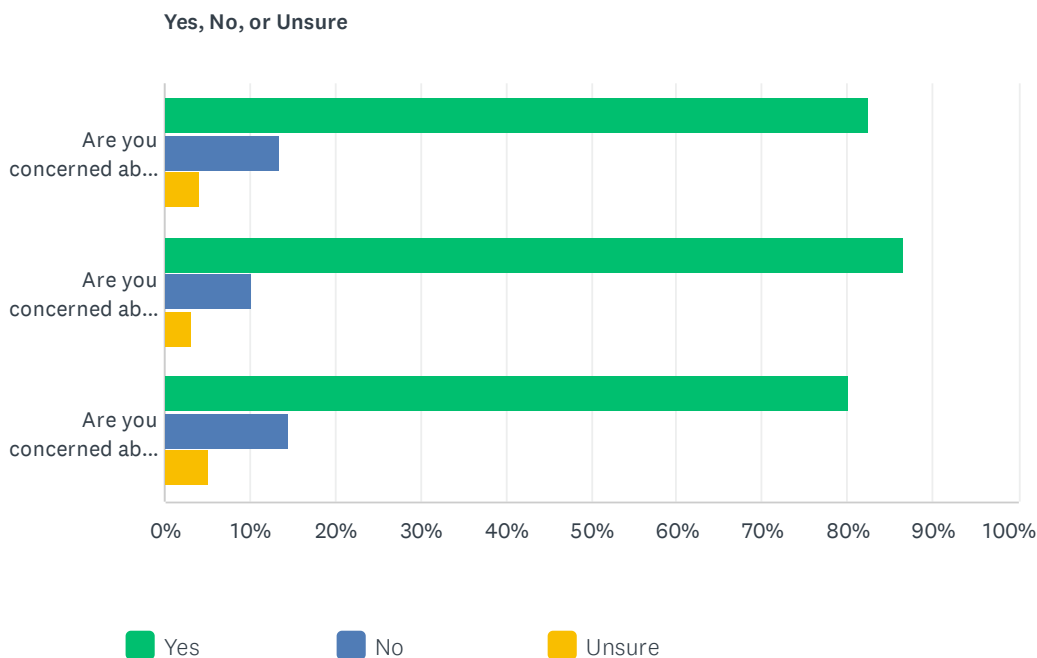
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28	Your question is too biased. This survey is rigged	4/1/2022 1:37 PM
29	Since many households already have 2 or 3 or more cars and trucks, how could we possibly accommodate the overflow from these future housing projects? And the cars and trucks 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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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 representedat 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

SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

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

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Daisy Allen
Sent: Thursday, August 25, 2022 10:20 AM
To: SustainabilityUpdate
Subject: FW: County General Plan Documents Are Not Available in Hard Copy at Capitola Branch Library

Follow Up Flag: Follow up
Flag Status: Completed

From: Becky Steinbruner <ki6tkb@yahoo.com>
Sent: Wednesday, August 24, 2022 11:54 AM
To: Jocelyn Drake <Jocelyn.Drake@santacruzcounty.us>; Michael Lam <Michael.Lam@santacruzcounty.us>; Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>
Cc: Daisy Allen <Daisy.Allen@santacruzcounty.us>; Annie Murphy <Annie.Murphy@santacruzcounty.us>; Renee Shepherd <renee@reneesgarden.com>; PK Hattis <pkhattis@santacruzsentinel.com>
Subject: County General Plan Documents Are Not Available in Hard Copy at Capitola Branch Library

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

Dear Ms. Drake, Mr. Lam and Ms. Hansen,
The staff report for the Sustainability and General Plan Update states that there are hard copies of all documents in the Downtown, Capitola and Watsonville Libraries. I want to let you know that this is not the case.

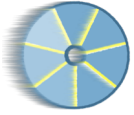
I visit the Capitola Branch Library regularly and have only found the "Guidelines" document. This does not include any of the proposed Code changes, Policy Changes or General Plan Changes. I have just now phoned the Capitola Library Reference Desk staff, who confirmed that nothing other than this document is available for the public.

Please make sure the hard copies of these documents are provided to the libraries as soon as possible and include the Felton, Scotts Valley and La Selva Beach Libraries as repositories of this critical information.

Thank you very much.

Sincerely,
Becky Steinbruner

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**



Campaign for Sustainable Transportation

Rick Longinotti, chair Rick@sustainabletransportationSC.org

Santa Cruz County Planning Commission

August 19, 2022

Dear Commissioners,

The Sustainability Update will make a difference in our County's environmental footprint and quality of life. We want to share with you practical steps that would improve sustainability and housing affordability.

The EIR for the Update concludes that Vehicle Miles Traveled (VMT) resulting from the General Plan would not meet the County threshold set in response to state climate legislation, "resulting in a significant impact". In order to mitigate this impact, the EIR proposed two mitigation measures. One measure would fund projects that reduce VMT. The Draft EIR reports, "However, because of the uncertainty as to whether such VMT program could fully fund VMT-reduction measures to the level needed to meet the County's VMT threshold, the impact may not be mitigated to a less than significant level, resulting in a significant and unavoidable impact".

The second mitigation measure would "further study parking management strategies that could help reduce vehicle travel and VMT, as well as fund transit".

The strategies below would 1) provide funding for the VMT mitigation and 2) take action now on parking management strategies, rather than just require "further study".

1) Funding the VMT Bank: Redirect spending from the Traffic Impact Fee

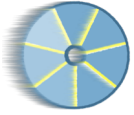
The Traffic Impact Fee is paid by developers in order to mitigate traffic generated by a project. The fees currently go towards expanding vehicle capacity on roads and intersections. Prior to the implementation of SB 743 in 2020, EIR's required expanded roadways and intersections as mitigation for projects that generated traffic. The consequence of increasing vehicle capacity on roads was more vehicle miles traveled (induced travel). SB 743 eliminated the requirement that CEQA consider roadway congestion as an environmental impact.

Although CEQA no longer requires it, the County continues to collect Traffic Impact Fees and spend the funds on expanding vehicle capacity, circumventing the spirit of SB 743.

Redirecting Traffic Impact Fees to the VMT mitigation bank would result in a double benefit. It would:

- Provide needed funds for bicycle and pedestrian safety and transit
- Defund projects that increase VMT and greenhouse gas emissions

2) Tax Parking to Fund Active Transportation & Transit



Campaign for Sustainable Transportation

Rick Longinotti, chair Rick@sustainabletransportationSC.org

Using parking revenue to fund alternatives to auto mobility is already in place in many cities. Santa Cruz uses Downtown parking revenue to supply bus passes to Downtown workers. UCSC uses parking fees to subsidize bus passes for employees. Santa Cruz taxes private parking at the Boardwalk (although the revenue is not earmarked for transportation). San Francisco parking funds MUNI.

We recommend a General Plan policy: The County shall institute a tax on private parking above 30 spaces, with the revenue dedicated to transit and active transportation.

3) Parking Reform for Housing Affordability and Reduced VMT

The following simple reforms are considered normative good sense, as the analysis of parking researcher Donald Shoup has gained wide acceptance. [Here is the first chapter of *Parking and the City*](#), edited by Donald Shoup. This chapter distills Shoup's landmark book, *The High Cost of Free Parking*, down into 55 pages. It explains the benefits of parking reforms, and shows how to implement them.

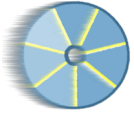
1. **Manage curb parking, using prices and/or residential parking permits, to ensure that on-street parking remains readily available.**
2. **Return any revenue generated by pricing curb parking to the neighborhood where it is generated, to pay for public improvements.** Local revenue return helps make parking pricing popular.
3. **Remove minimum parking requirements, countywide.**
4. **Unbundle the cost of renting/owning a unit from the cost of renting/owning a parking place**

There is a [growing trend of cities and counties managing curb parking and removing minimum parking laws](#). The Parking Reform Network's [parking reform map](#) documents many of them. This includes Alameda, Sacramento, San Francisco and San Jose.

Removing minimum parking mandates is actually a modest reform. After Buffalo removed all minimum parking regulations, citywide, developers still built lots of parking, because many people still wanted parking. They just didn't build more than they needed. According to the [academic researchers who studied what happened after Buffalo removed minimum parking mandates](#):

- “many single-use developers maintained or exceeded former parking requirements”
- “14 sites mixing retail space & residential units incorporated 53% fewer parking spaces” than previously required. That makes sense. Mixed-use projects that share parking typically do fine with half as much asphalt as required by minimum parking regulations, which typically fail to take into account the ability of mixed-use projects to share parking between uses with different hours of peak demand.

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**



Campaign for Sustainable Transportation

Rick Longinotti, chair Rick@sustainabletransportationSC.org

Removing parking minimums and unbundling parking costs will work if the County manages curb parking to ensure on-street parking remains available. Otherwise spill-over parking from developments will cause curb parking to become scarce.

Studies of developments that allow tenants to opt out of purchasing parking show reduced vehicle ownership and significantly lower rents and purchase prices. [Gabbe & Pierce \(2017\)](#) found that bundling the cost of a parking space adds an average of 17% to a unit's rent.

Unbundling parking reduces vehicle miles traveled. A [study](#) of San Francisco found there found that vehicle ownership in buildings with unbundled parking and car-sharing was 25% lower than in buildings with bundled parking. The increased congestion on our streets is directly caused by the incentive to own a car inherent in bundled parking. A [study by Adam Millard-Ball et al](#), showed that access to parking fosters vehicle ownership and driving.

Thank you for your consideration,

Rick Longinotti, Chair
Campaign for Sustainable Transportation

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Michael Lam
Sent: Wednesday, August 24, 2022 4:04 PM
To: SustainabilityUpdate
Cc: Stephanie Hansen
Subject: FW: Sustainability Update
Attachments: Planning Com Aug.pdf

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Rick Longinotti <longinotti@baymoon.com>
Sent: Wednesday, August 24, 2022 2:50 PM
To: Michael Lam <Michael.Lam@santacruzcounty.us>
Cc: cfst-working-group@googlegroups.com
Subject: Sustainability Update

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

Thanks for forwarding to the Planning Commission, Michael. -Rick

Dear Planning Commissioners,

I wasn't able to be present during the public comment portion of your meeting today.

I would have suggested that with the stroke of a pen, you can make a difference in housing affordability: require that new housing developments unbundle the cost of the unit from the cost of parking.

The State is currently deliberating on a bill to eliminate parking requirements within a half mile of frequent transit service. As the State continues to move forward limiting parking requirements, it's time to ensure that the savings to developers gets passed on to the tenants. A requirement to unbundle cost is the best way we know to do that. Otherwise, the market will set the price of the housing, and the savings of not having to build as much parking will be pocketed by developers.

Let's make sure that a windfall due to regulatory changes goes to the people who need it most. This reform simultaneously would reduce vehicle miles traveled.

For your convenience, I've attached our letter of August 19 with other recommended edits to the General Plan and County Code.

Thank you,

Rick

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Rick Longinotti, Chair
Campaign for Sustainable Transportation

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Stephanie Hansen
Sent: Thursday, August 25, 2022 8:07 AM
To: SustainabilityUpdate
Subject: FW: I support Re-zoning of Portola

Follow Up Flag: Follow up
Flag Status: Completed

From: Taylor Abbott <taylornicole906@gmail.com>
Sent: Wednesday, August 24, 2022 6:42 PM
To: Manu Koenig <Manu.Koenig@santacruzcounty.us>; Matt Machado <Matt.Machado@santacruzcounty.us>; Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>; Michael Lam <Michael.Lam@santacruzcounty.us>
Subject: I support Re-zoning of Portola

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

Hi,

I live in Pleasure Point, right around Portola and 35th. I understand there is a plan to rezone Portola drive between 36th and 41st to allow for high density housing.

As a young person paying way too much for rent, I wanted you to know I fully support the rezoning of Portola Drive to allow higher density housing and mixed-use. It will mean more housing will be built which will hopefully stabilize rents.

I do think we need Portola drive in this area to be more friendly to pedestrians and cyclists, especially if more housing is built. I don't own a car and I bike or walk down this street all the time, it's pretty terrible overall. Drivers go too fast, the bike lane is basically non existent and the sidewalks are pretty narrow and not in great condition. The bus service also is going to need improvement, it's not frequent enough to be useful in most cases.

Overall though, I just wanted to show my support for all of the rezoning listed in the Sustainability Update for Portola Drive.

-Taylor Abbott

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Monique Waining <mwaining@yahoo.com>
Sent: Thursday, August 25, 2022 7:12 PM
To: SustainabilityUpdate
Subject: Re: Sustainability Update Public Hearing September 1

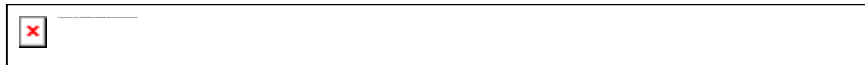
Follow Up Flag: Follow up
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Come to Santa Cruz, live next to the homeless.....Santa Cruz loves them!!!!

On Thursday, August 25, 2022, 05:16:29 PM PDT, Santa Cruz County Planning Department <sustainabilityupdate@santacruzcounty.us> wrote:

[View this email in your browser](#)



PUBLIC HEARINGS CONTINUE SEPTEMBER 1

Thank you for your interest in land use and transportation planning in Santa Cruz County! The Sustainability Policy and Regulatory Update draft documents are available on the [project website](#) for review.

Key Project Updates

At the Planning Commission on Wednesday, August 24th, the Commission received a staff presentation and listened to public comment. The Commission decided to add an additional special meeting on September 1 to continue discussion on this project.

Meeting Time: Thursday, September 1 at 9:30 AM

To participate online: Virtual meeting link:

<https://us02web.zoom.us/j/81481528029>

SUSTAINABILITY POLICY AND REGULATORY UPDATE: EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

To participate by phone: (669) 900-6833, Conference ID: 814 8152 8029 #

View Meeting Agenda: [Click Here](#).

For more information, please visit the [project website](#).

What is the Sustainability Update?

The Sustainability Policy and Regulatory Update is a comprehensive update to Santa Cruz County's General Plan/Local Coastal Program and modernization of the County Code. The project also includes preparation of new Santa Cruz County Design Guidelines and rezoning of key opportunity sites. The goal of this update is to implement new policies and code regulations that support more sustainable communities in Santa Cruz County. These documents will shape land use and transportation planning, as well as future development, in Santa Cruz County for many years to come.

Learn More: <http://www.sccoplanning.com/SustainabilityUpdate>

We want to hear from you!

There are currently four ways to get involved in this project:

- **NEW!** Review updated [draft documents](#) released August 2022.
- Visit the project website to [take the online survey](#) and [provide comments](#).
- Review hard copy documents in-person at three locations: (1) Planning Department public counter located at 701 Ocean Street, 4th Floor, Santa Cruz CA 95060. See current hours [HERE](#). (2) Downtown Library located at 224 Church Street, Santa Cruz, CA 95060. (3) Capitola Library located at 2005 Wharf Rd, Capitola, CA 95010. See current library hours [HERE](#).
- Send comments/questions to SustainabilityUpdate@santacruzcounty.us.

Coming Soon: More opportunities to get involved!

SUSTAINABILITY POLICY AND REGULATORY UPDATE: EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE

- More public hearings to come. Visit the project website to learn more about [upcoming events](#).

Stay tuned for additional emails providing updated information about these engagement opportunities. If you are receiving this email, that means that you are already on the County's mailing list for this project because you have signed up through the project website or because you or your organization has worked with the County on similar projects. Please encourage others to sign up through the project website [HERE](#).

Find Out More

PLEASE NOTE: *If you're having trouble accessing the [Sustainability Update project website](#) it may be because you're using an older or unsupported browser. Try opening the website using one of the supported browsers listed here: [List of Supported Browsers](#). If you're still having trouble, you can access key information on the Sustainability Update project here: [Sustainability Update Project Information](#).*

Questions? Comments?

SustainabilityUpdate@santacruzcounty.us

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You can [update your preferences](#) or [unsubscribe from this list](#).

**SUSTAINABILITY POLICY AND REGULATORY UPDATE:
EXHIBIT L: PUBLIC COMMENTS ON THE SUSTAINABILITY UPDATE**

Natisha Williams

From: Alex Vartan <alex.vartan@gmail.com>
Sent: Monday, August 29, 2022 10:29 AM
To: Michael Lam; tim@workbenchbuilt.com; SustainabilityUpdate
Subject: Will the continued meeting(s) also have public comment?

Follow Up Flag: Follow up
Flag Status: Completed

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

Hi, I was just thinking, since it is being advertised to the list, and people who weren't able to make the first meeting may be intending to attend this week's, will there be time for public comment at this meeting? I assume since it's "continued", the public comment period ended during last meeting, but if there are additional new people attending this week's they may be sorely disappointed that they won't have a formal opportunity...just something to consider.

Alex