

Dave DeCordova

From: Brett Farrow [brettfarrow@cox.net]
Sent: Wednesday, July 25, 2007 3:59 PM
To: cardiff specific plan
Subject: CSP boundary- property withdrawal

I am the owner of 125 Mozart Ave. Last night I attended the first meeting of the CSP as a member of the public and after serious consideration I would request to have the property withdrawn from the Specific Plan Area. The property is located on the northern most edge of the Specific Plan Area. It is my understanding that there is no change in zoning proposed between what is now in place and what is proposed with the CSP. Hopefully this can be managed within the next meetings discussion regarding the boundary for the CSP.

Our reason for the withdrawal are primarily that I am already currently planning to develop the site per the existing zoning with no variations or deviations. We will be maintaining the existing residence in it's current location. I anticipate submitting for the design review in as soon as a month and have already presented to the SAC which found the project as proposed to be in conformance. Therefore the effort to include this property in the project area would be to no effect.

I find the proposed specific plan to be both a positive and constructive and hope to be involved in the development and resolution of the issues contained within its framework.

Please let me know as soon as possible what steps would be necessary to have the boundary adjusted in order to complete this property's withdrawal from the specific plan area.

Sincerely,

Brett Farrow
Architect
phone: (619) 255-7194
fax: (619) 255-7394

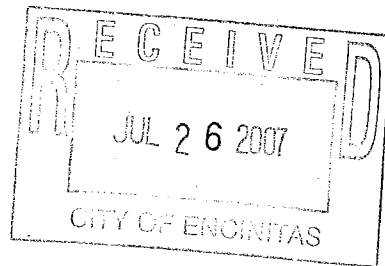
ROBERT BONDE

1620 Haydn Drive, Cardiff-by-the-Sea, California, 92007

(760) 753-7477

July 26, 2007

Cardiff-by-the-Sea Specific Plan Committee
City of Encinitas
Encinitas, CA 92007



Dear Committee Members:

Transmitted herewith is boundary language for your consideration. It is hoped that if some such language was included in the Specific Plan, the committee's concern about the future sale or development of adjacent large parcels of publicly owned land would when needed, be sufficient to trigger the response necessary to protect the community and Specific Plan area.

Sincerely,

A handwritten signature in black ink, appearing to be "Bob Bonde", written over a large, thin, curved line that starts under the word "Sincerely," and extends to the right.

Bob Bonde

7/25/07 Draft

CARDIFF-BY-THE-SEA SPECIFIC PLAN BOUNDARIES

The Cardiff Specific Plan Committee has identified 3 large publicly owned properties that lie adjacent to the Specific Plan area which could pose significant impacts on the locale. Therefore, to better protect the viability of the Cardiff Specific Plan area, the character of the community and the rights of the citizenry, it is important that anyone, or all of **the following properties shall automatically, in total, become a part of the Cardiff Specific Plan area if there is a change of their ownership or use,** in whole or part, and shall immediately become subject to applicable regulations and community review and approval:

RAILROAD RIGHTS-OF-WAY - The boundaries of the adjacent railroad property are the former Montgomery Drive railroad crossing on the north, San Elijo Avenue on the east, The San Elijo Lagoon on the south, and Coast Highway 101 on the West.

SAN ELIJO STATE BEACH AND CAMPGROUND - The Park boundaries are the access road from Coast Highway 101 to the beach on the north, Coast Highway 101 on the east, San Elijo Lagoon on the south, and the Pacific Ocean to the west.

CARDIFF ELEMENTARY SCHOOL – The boundaries of the triangular school site are Montgomery Drive on the north, Mozart on the south and San Elijo Avenue on the west.

CPA CARDIFF-BY-THE-SEA PROTECTION ASSOCIATION

315 CHOPIN WAY, CARDIFF-BY-THE-SEA, CALIFORNIA - (760) 487-1107 - Audet@earthlink.net

July 25, 2007

Members of the Cardiff Specific Plan Committee
Encinitas Planning Department
City of Encinitas
505 South Vulcan
Encinitas, CA 92024



Dear Committee Members:

Thank you for including our material in your consideration of Chapter 1 of the Steel Cardiff Specific Plan. After the July 24th meeting, we revised our word-by-word analysis of Chapter 2 and ask that you please give it the same review as you did Chapter 1.

We hope that our efforts will assist you in the editing of the Draft Specific Plan by making suggestions on how to eliminate its vague and discretionary terminology and unwanted recommendations.

We appreciate the time and efforts each of you is investing in our community, and are grateful that you have granted Cardiff-by-the-Sea Protection Association the opportunity to interject its concerns into the review process.

I look forward to seeing you at the Tuesday's meetings.

Sincerely,

Andrew Audet, President

Save Cardiff

CHAPTER 2 - REVISED 7/25/07

2.0 COMMUNITY VISION AND SPECIFIC GOALS

2.1 COMMUNITY VISION

In 2001, at the request of the Cardiff Chamber of Commerce and the Cardiff Town Council, the City agreed to support a grass root public input process designed to promote consensus building for a future Cardiff-by-the-Sea Specific Plan. Called the Cardiff Community Consensus Conference, the public input process was held over a three-day period and resulted in a series of policy recommendations, including a desire both for preservation and change

The City hired a consultant to formalize the Cardiff-by-the-Sea Specific Plan in 2001. In March of 2007, a draft of that Plan was finally presented to the City Council. After a heated review by both the public and the Council, it was determined that the Plan required additional work and that the Planning Commission should act as the lead agency. At the recommendation of the Planning Commission, the City Council appointed a committee consisting of two Planning Commissioners, the Cardiff Traffic Commissioner and 9 Cardiff stakeholders to rewrite the consultant's plan and bring it into conformity with community and City desires. The City's 101Czar was appointed as the facilitator.

Based upon the comments made during the 2001 Community Consensus Conference and in subsequent community workshops, the area included within the Cardiff-by-the-Sea Specific Plan Area is highly prized by residents. In consideration of the concerns and aspirations identified by the community, the overall vision for the Cardiff-by-the-Sea Specific Plan is:

~~To guide future development in a manner that maintains and enhances existing character while allowing incremental change.~~

To require that future development comply with rules and regulations that assure the existing community character is maintained and enhanced.

Members of the community have indicated this vision can be best articulated by a Specific Plan that:

- Protects the character and identity of the Cardiff-by-the-Sea community:
- Establishes realistic boundaries for Specific Plan:
- Reinforces the desirable characteristics of the Cardiff ~~business-district~~ Specific Plan area;
- Restricts land use to ensure long-term compatibility among the many land uses found in the Specific Plan area:
- Provides development standards for the Cardiff ~~business-district~~ Specific Plan area;
- ~~Encourage flexibility in land use planning;~~ and
- Protects views by limiting development heights (including landscape plantings) and lot coverage; and
- Prioritizes reinvestment in public infrastructure.

2.2 GOALS AND POLICIES

Goal 1: Maintain the eclectic, unexpected nature of Cardiff-by-the-Sea

A diversity of architectural styles, landscaping, streetscape, and mix of land uses within a relatively small geographic area infuse the Specific Plan area with an unexpected character that the community cherishes. Maintaining the diverse and eclectic qualities of the area requires imagination and constant attention.

Policy 1.1 – ~~Encourage a diversity of~~ Limit land uses.

Policy 1.2 – ~~Minimize architectural controls to~~ Encourage variety in design.

Goal 2: Reinforce community identity and existing scale and village- beach-town “feel”.

Cardiff-by-the-Sea draws much of its identity from its location directly adjacent to the Pacific Ocean and its easy access to miles of beautiful sandy beaches in sunny Southern California. It is a laid-back beach town. One characteristic and strength of the Cardiff-by-the-Sea Specific Plan area is its village-like scale. Many buildings are sited on smaller lots and are modestly scaled. This means that buildings are small enough to relate directly to passers-by. As well, they are positioned close to the sidewalk and to one another so there is a visual link between the interior, exterior, and adjacent uses. Distances between retail business, offices, housing, public uses and open space are relatively short. The grid-like street network, sidewalks and alleys provide an opportunity for transition from one use to another and connect diverse community elements.

Policy 2.1 – Maintain the low-rise scale of the Specific Plan area.

Policy 2.2 – Encourage small-lot and small scale uses ~~since they most easily lend themselves to pedestrian orientation.~~

Policy 2.3 – Reinforce the beach-town atmosphere by ~~guiding new development~~ requiring that developers adhere to established city rules regarding building height, bulk, and setback.

Policy 2.4 – ~~Limit the height of buildings constructed at or near the edge of the sidewalk and allow a slight increase in height for buildings that are setback from the sidewalk so long as they do not overwhelm the street.~~

Policy 2.5 – ~~Discourage the presence of parking lots that dominate store fronts.~~

Policy 2.6 – Halt ~~Limit~~ uses considered inappropriate by the community.

Policy 2.7 – Define rights-of-way and typical street section widths along all streets.

Policy 2.8 – ~~Establish gateway markers at the appropriate intersection to announce to drivers that they have entered the Cardiff business district~~

GOAL 3: Provide for residential uses that are secondary to the principal commercial or office function of the Specific Plan area.

~~Retaining existing residential uses within the Specific Plan area should be a priority. Housing along the edges of the Specific Plan area buffer single family neighborhoods from commercial areas. As well housing that occurs above street level and is adjacent to office/commercial uses and within mixed use developments strengthens land use variety, offers local business a predictable stream of customers, and adds an additional element of safety because residents provide “eyes on the street”.~~

~~Policy 3.1 — Apply residential zoning in areas where residential concentrations exist.~~

~~Policy 3.2 — Create a mixed-use zone that allows property to develop principally with retail commercial uses and secondarily with residential uses.~~

~~Policy 3.3 — Create a mixed-use zone that allows property to develop principally with office use and secondarily with residential and retail commercial uses.~~

Goal 4: Enhance pedestrian access and orientation

There is a strong pedestrian orientation in much of the Specific Plan area, although there are prominent examples where vehicular rather than pedestrian orientation is favored. This occurs when buildings have deep setbacks or when surface parking lots dominate the street frontage.

Policy 4.1 – Reinforce pedestrian orientation through private development and public improvement.

Policy 4.2 – Create a network of pedestrian routes that link parks, public spaces, public facilities, and landmarks in direct and indirect ways.

~~Policy 4.3. – Reinforce the network of pedestrian routes through regulations that promote compact development adjacent to the routes.~~

Policy 4.4 – Reinforce the network of pedestrian routes by creating gateways, walkways, and identification markers that become distinctive community features that also enhance pedestrian orientation.

Policy 4.5 – Develop a streetscape program that incorporates sidewalks, landscaping, and street rights-of-way, all of which should strengthen pedestrian orientation and use.

Policy 4.6 – Require that all north-south and east-west streets have sidewalks so that pedestrians can move freely and safely through the Specific Plan area.

~~Policy 4.7 — Landscape the east side of Newcastle Avenue from Birmingham Drive to Orinda Drive to create an inviting pedestrian environment and “Gateway” that marks the eastern limit of the Specific Plan area.~~

Policy 4.8 – Set back development from corners to allow visual access and create a sense of entry into streets where pedestrian use is encouraged.

Policy 4.9 – Create a more pedestrian-friendly street along Newcastle Avenue between Birmingham Drive and Liverpool Drive *by reorienting* ~~Provide pedestrian opportunities to reorient storefronts and increase pedestrian activity.~~

~~Policy 4.10 — Encourage commercial development fronting San Elijo Avenue to develop close to the sidewalk, with windows that front the sidewalk to encourage pedestrian traffic.~~

~~Policy 4.11 — Develop Aberdeen as the central focus for pedestrian activity within the Specific Plan area. Require that most new development along Aberdeen Drive build at the edge of sidewalk to encourage pedestrians to stroll along the street.~~

Policy 4.12 – Create pedestrian spaces, where possible, in and among buildings so that cafes, outdoor coffee shops, outdoor seating areas, street vendors, and wide spaces along outdoor passageways can encourage public gathering and uses.

Policy 4.13 – Create intersection enhancements along Newcastle Avenue (at Birmingham Drive

Liverpool Drive, and Chesterfield) and on San Elijo Avenue (at Birmingham Drive, Liverpool Drive, Aberdeen Drive, and Chesterfield Drive) to create pedestrian crossings to enhance safety, slow traffic, add interest, and signify entry into the ~~business district~~ Specific Plan area.

Goal 5: Incorporate alleys within the pedestrian/vehicular network.

Alleys can function as links connecting the street network and buildings within the ~~business district~~ Specific Plan area. While alleys are public rights-of-ways, individual property owners are typically responsible for maintenance and upkeep of the alleys abutting their property.

Policy 5.1 – Support the use of alleyways as a linkage element within the Specific Plan area.

Policy 5.2 – Develop standards for alleys to make them safe, convenient, and pedestrian friendly.

Policy 5.3. – Allow alleys to become places where cars move slowly and cautiously, knowing that the right-of-way is shared with pedestrians.

Policy 5.4 – ~~Create incentives for~~ Encourage office and commercial use along alleys. ~~to encourage property owner participation in their enhancement.~~

Policy 5.5 – Encourage enhanced paving in all alleys.

Goal 6: Maintain public view corridors to the ocean.

The Specific Plan area is an open “front door” to the ocean, offering distinct and panoramic views. This view opportunity is created by the absence of buildings west of Highway 101 and the presence of the extensive, undeveloped railway right-of-way and state campground. Unlike many beach communities, the Cardiff-by-the-Sea business district does not straddle Coast Highway 101; rather, it is set back on the sloping terrain east of San Elijo Avenue. Thus vacant land and topographic conditions create public view opportunities that have become an intrinsic element of local character and should be protected for the public.

Policy 6.1 – Maintain ocean views for pedestrians walking westerly along Chesterfield Drive, Aberdeen Drive, Liverpool Drive, and Birmingham Drive.

Policy 6.2 – Create setback standards for view corners to assure that visual sight lines are maintained.

Policy 6.3 – Encourage retention of the ocean view available from the ~~Town Centre~~ Specific Plan area in any future development on the site.

Policy 6.4 – Protect the ocean views of residents who live above and around the Specific Plan area from future development and landscaping.

Goal 7: Respond to parking scarcity.

Public parking within the Plan area is accommodated principally through the use of on-street parking and off-street surface lots. Residents note that at certain times of the year, parking is scarce.

Policy 7.1 – Consider multiple approaches to resolving parking scarcity issues.

Policy 7.2 – Consider ~~Incorporate~~ recommendations of the 2006 SANDAG Cardiff Business District Parking Study.

Policy 7.3 – Assure that the entry to parking areas is clearly visible to motorists.

Policy 7.4 – Require that on-site parking standards be met by all owners and developers.

Goal 8: Make traffic a controlling factor whenever new development is being considered.

Policy 8.1- Require that every new development address its traffic impacts upon the community, along with those of all other projects being considered at the time, as well as those which may be allowed under the Specific Plan in the future.

Policy 8.2 - Allow no mitigation of traffic conditions.