

# PLANNING COMMISSION

ADDITIONAL ITEM ADDED AFTER  
DISTRIBUTION OF PACKET

Agenda # 2

Pacifica Real Estate Services

Date 10/7/13  
Time 4:53 PM

# Property Owners Defense League, Inc.

115 Equestrian Court, San Marcos, CA. 92069

760.471.6685

San Marcos Planning Commission  
1 Civic Center Drive  
San Marcos, CA.

October 7, 2013

Re: Proposed Temporary DMV Permit Approval

Dear Commissioners and Staff,

Having reviewed the proposed permit and the associated changes in traffic, we have the following objections. Please also note that the Staff report is missing *ital* information and that the permit request should be refilled with adequate disclosure.

1. The report fails to note how many street parking spaces will be lost from the street modifications. The DMV is located next to apartments and mobile homes. The access to street parking is essential to the ability of low and moderate income families from ready access to jobs. This ability is particularly important where most jobs today are part time. A car is needed to be able to get from one job to another in a timely fashion. It should not be a public policy to eliminate free public parking unnecessarily or at least with due consideration and disclosure.
2. The parking requirements are questionable. A DMV office has much more parking requirements than a normal government office. An arbitrary 20% factor is grossly inadequate for areas where inspections, driver road tests, licensing, etc. A short study period is inadequate as no attempt has been made to identify both peak seasonal and daily demand periods. DMV offices are notoriously slow for processing. Many applicants come early to beat the crowd which can produce spill-over parking. At the very least, if the plan proves inadequate, a recovery plan should be required. Even temporary lapse in adequate parking create significant problems.
3. As the street parking is eliminated and is in active present use, why is there no plan to replace this parking? The report merely states that no new parking demand is required (questionable) and lightly ignores the parking it destroys. How will residents find replacement parking?
4. Any elimination of street parking is not an improvement. These are mitigation actions taken for a temporary situation.

**RECEIVED**

OCT - 7 2013

**CITY OF SAN MARCOS  
PLANNING DIVISION**

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5. The amount of impact fees is not defined. Will this government agency be required to pay fees like every other operation? Will it get special consideration? Where is the schedule for in-lieu fees?
6. Will the annexations result in permanent change of status of taxation for the site? Will any special exemption or lower tax rates be instituted?
7. The location is grossly inappropriate and insensitive to congestion. It is at the mouth of the interchange for Rancho Santa Fe Road and 78. Any adjustment of the traffic light schedule results in unacceptable delays and inefficiency. The highly successfully traffic signalization for San Marcos Blvd. calculated the positive aspect of reducing congestion. Why has that factor been addressed here? Why is the community cost not computed?
8. Congestion creates additional GHG which will be significant on such a major street. The mere assertion that the impact will be insignificant is unreasonable. The City just adopted a Climate Action Plan which states the desirability to avoid such congestion. Why is the City proposing to violate that policy here?
9. The imposition of a costly intra-city shuttle system in place of cleaner, more efficient private automobiles provided adequate parking and less congested streets is not a good alternative where diesel busses with low ridership increases GHG and reduces quality of life through its inefficient mobility. Note further, that the shuttle will not service this area and has no positive impact here – or elsewhere. Further, the fees to provide the “free service” for the Creekside development are inappropriate, unfair taxations.
10. The report fails to note who will be responsible for eliminating the undesirable changes once the office moves to a hopefully much more appropriate location surely such destruction of street parking must not become a permanent fixture. At the least the acceptance of the permit must be conditioned that it will not be renewed under any circumstances.
11. The derogation of the resident opposition letters as being merely “form letters” is inappropriate. An opposition letter is still an opposition letter and such negative description should be stopped. Considerable time is required to compose and properly address any letter. It does not recognize the added effort required, particularly by seniors, to make a protest and is highly insensitive to citizen participation.

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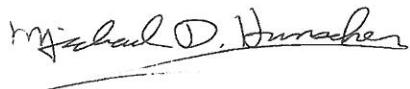
760.471.6685

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12. The storm water drain requirements can have a significant impact on site design and particularly parking. Why are these details not defined? Why is this permit going forward with such factors not addressed?
13. The applicant is not required to use drought tolerant trees. Many government offices and high-density apartment complexes desire more attractive, water-hungry plants. The permit should require otherwise.
14. The primary tenant is a furniture store requiring truck access. The plan does not address this issue. With a median, will trucks have enough turning radius. How will that traffic be accommodated?
15. DMV lots are notoriously inadequate and incredibly considerable illegal parking is present. How are fire lanes to be kept adequately clear particularly in the early morning hours?

At the very least, a study should be made of more appropriate alternative sites and the final plans for the road changes should be resubmitted as their impact is considerable.

Respectfully submitted,



Michael D. Hunsaker

Chairman

CC: Norm Pedersen, Associate City Planner

City Clerk

Rochelle White, San Marcos View Estates