

From: [REDACTED]
To: [Chris Garcia](#); [Joseph Farace](#); [Gina Jackson](#); [Planning Division General Email](#)
Subject: RE: Development on San Elijo Road
Date: Thursday, September 24, 2026 5:12:54 AM

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To Whom it May Concern:

My name is Suzanne Arkin. My late husband, Alan and I strongly hesitated moving to San Elijo Hills, based on there only being one road in and out, in case of emergencies like wild fires. The possibility of this five story development going up, with high density housing of 31 condos and only 21 parking places, encouraging parking on the one road of exit in an emergency, (something we already face on Schoolhouse Road) feels like a legal issue and certainly something the fire department should be dramatically concerned about.

I could easily leave it at that, but it is also a location that is right at one of the two entrances of San Elijo and it would be such an eye sore entering our beautiful Village.

Last, but not least, there have been people expressing that the endangered Crotch Bee lives on the plot where his development is planned.

I know, for money making developers, some of these points hold no weight, but safe evacuation in emergencies is unassailable.

Thank you for doing everything you can to make sure this does not happen.

Warm regards,
Suzanne

From: [REDACTED]
To: [Planning Division General Email](#)
Cc: [Joseph Farace](#); [Gina Jackson](#); [REDACTED]; [REDACTED]; [Rebecca Jones](#); [Mike Sannella](#); [Chris Garcia](#)
Subject: Proposed SEH Apartment Complex
Date: Thursday, September 24, 2026 2:29:01 PM

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Dear San Marcos Planning Commission:

I am writing to express my concerns regarding the proposed 31-unit, approximately 28,000-square-foot apartment building in the San Elijo Hills Town Square area. I live in San Elijo Hills, three blocks from the center of town, and am very familiar with the current traffic conditions on San Elijo Road. I am also a retired police officer with 28 years of experience and understand accident causation, traffic patterns and flow, disaster response, and emergency-vehicle access.

Let me preface my remarks by saying that I am not opposed to developing the parcel in question or adding housing to our community. However, I believe this particular location is poorly suited for a five-story, high-density residential building. Moving forward without adequately evaluating its effects on traffic, emergency access, and wildfire evacuation could create a significant public-safety risk and potential liability for the City and developer.

We currently have four schools in the Town Square area, all located within a few blocks of the proposed project. Drop-off and pick-up traffic on San Elijo Road and throughout the surrounding neighborhoods is already extremely difficult. On a daily basis, traffic slows to a crawl or standstill while the Town Square and nearby neighborhoods fill with parents attempting to drop off or pick up their children. The original San Elijo Hills developer reportedly told friends of mine that his only regret in planning the community was locating the middle and elementary schools where they are.

The proposed project would add 31 residences, approximately 70 additional occupants, and dozens of additional vehicles at a uniquely constrained location. The parcel is essentially a half-acre center median between the northbound and southbound portions of San Elijo Road. Its driveways would feed directly onto a busy 35-mph roadway near a curve where visibility is already a concern.

The project also reportedly provides no designated guest parking and relies, in part, on parking along San Elijo Road. Residents, visitors, delivery drivers, rideshare vehicles, maintenance personnel, and emergency responders will all need to enter, exit, stop, or park at this small site. Those real-world demands should not be minimized simply because the anticipated daily vehicle trips may appear manageable when averaged across an entire day.

The project's driveways are also likely to be affected by the existing traffic backups during morning and afternoon peak periods. Vehicles attempting to enter or leave the development

could further interrupt traffic flow, while congestion on San Elijo Road could impede residents attempting to exit the property. A collision, disabled vehicle, delivery truck, or emergency response at either driveway could create an additional chokepoint on a road the larger community depends upon during an evacuation.

I have lived in San Elijo Hills for more than 11 years. During that time, I have watched traffic on San Elijo Road increase substantially, creating serious backups during rush hours and school arrival and dismissal. I have periodically corresponded with former Mayor Jones in an effort to identify ways to mitigate the congestion. Proposals included initiating school bus service for the San Elijo Hills public schools and synchronizing the traffic signals on San Elijo Road. Both were reasonable ideas, but the necessary funding did not materialize, and the problems have continued to worsen.

Another major concern is egress during a wildfire and ingress for emergency vehicles and first responders. There are only two primary routes into and out of San Elijo Hills. During a wildfire—as has already happened more than once—one route may become unavailable because of fire, smoke, an accident, or emergency operations. This creates a uniquely dangerous situation because of the schools, businesses, homes, and growing population concentrated along these limited routes.

During a major fire and evacuation, thousands of residents, school employees, students, businesses, and customers could all be attempting to leave on the same road. At the same time, parents may attempt to enter San Elijo Hills to reach their children, while firefighters, police officers, paramedics, and emergency equipment attempt to enter the community. The result could be gridlock in both directions.

On August 30, 2023, a fire occurred on Elfin Forest Road approximately one-tenth of a mile from San Elijo Middle School, and nearby schools went into shelter-in-place status. Had an evacuation become necessary, we could have witnessed firsthand the danger created when a wildfire threatens a community with limited evacuation routes.

Prior to moving to San Elijo Hills, I lived in Lahaina, Maui, for more than six years. I have many friends who survived the 2023 fire but lost everything. Lahaina had a similar problem: only two primary ways in and out. When one route was blocked by fire, residents were left with a single escape route.

My first-responder friends in Lahaina and others have told me that roadway gridlock contributed to the devastating loss of life. People were forced to abandon their vehicles and flee on foot, with some entering the ocean. Firefighters, police officers, medics, and their equipment could not reach some areas where fire was spreading or people needed assistance because the roads were impassable. Lives might have been saved had emergency personnel been able to reach their destinations.

To put this into perspective, imagine a wildfire starting northeast of Double Peak School and requiring San Elijo Road to be closed in that area. Santa Ana winds are pushing the fire rapidly toward San Elijo Hills, and an evacuation is ordered. Because of the winds, aerial firefighting equipment is grounded, as occurred in Lahaina. Depending on the time of day, more than 9,000 residents—along with students, school employees, business owners, workers, and visitors—could be forced to evacuate using one remaining route.

As conditions currently stand, that would already be an extremely dangerous situation. Adding approximately 70 residents and dozens of vehicles directly along this evacuation corridor, without first completing and publicly reviewing a project-specific Fire Protection Plan and meaningful evacuation analysis, only compounds the risk.

I am also concerned that the City appears to be relying upon environmental review prepared decades ago, before the community reached its current population and before the area received its present Very High Fire Hazard Severity Zone designation. Current traffic, wildfire conditions, evacuation constraints, surrounding development, and emergency-response demands are substantially different from those that existed when the original San Elijo Hills environmental documents were prepared.

The Planning Commission should have the completed Fire Protection Plan, current environmental analysis, verified driveway sight-distance information, and a meaningful evaluation of evacuation and emergency-access conditions before being asked to approve this project. Deferring this information until the permitting stage would mean making the fundamental land-use decision before the project's central safety questions have been answered.

To summarize, the existing traffic problems on San Elijo Road and the challenges involving evacuation and emergency access during a wildfire or other disaster are already serious. It is one thing not to implement projects that could mitigate those existing problems; it is quite another to approve a development that may exacerbate them without first conducting the necessary analysis.

While traffic calculations may characterize the project's ordinary daily impact as limited, those calculations do not adequately address what could happen during a fast-moving wildfire, when residents are evacuating and emergency personnel are simultaneously trying to enter the community. Public safety cannot be evaluated solely by averaging vehicle trips across a normal day.

If you have not already done so, please visit the proposed site during school drop-off or pick-up and observe the traffic, driveway visibility, parking activity, and surrounding road conditions firsthand. Please keep in mind that the proposal is to construct a five-story, 31-unit residential building on half an acre of land that functions much like the center divide of a major thoroughfare and evacuation route.

In my opinion, the proposed apartment building is an unacceptable use of this site for the reasons described above. A substantially smaller and less intensive project would be more appropriate and would create fewer potential conflicts involving traffic, parking, emergency access, and evacuation.

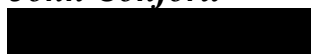
I respectfully request that this letter be attached to the Staff Report for the Planning Commission's consideration. I strongly urge the Commission to deny the proposed project based on its potential adverse effects on public safety. At a minimum, no decision should be made until the Fire Protection Plan and updated analyses of wildfire evacuation, emergency access, driveway safety, traffic, and environmental conditions have been completed and made available for public review.

Thank you for your consideration in this matter. I look forward to a decision that places the

safety of San Elijo Hills residents, students, visitors, and first responders first.

Sincerely,
John Conforti

John Conforti



If there are no dogs in heaven, then when I die I want to go where they went.

From: [Jill Dobbie](#)
To: [Chris Garcia](#)
Subject: Proposed 31 unit apartments in San Elijo
Date: Wednesday, September 30, 2026 10:35:48 AM

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Dear Mr Garcia,

I would like to submit a letter of support for the proposed apartment building in San Elijo Hills. I've lived in the area over 15 years and seen it grow and change and been there through fires. What we don't need more of in San Elijo is retail or office development. We currently have several open spaces in the village development. We also do not need another preschool as was proposed earlier. Although the building is large I do believe residential development is the proper direction for this piece of property. It would be nice to add these residents to support our businesses. Several residents in San Elijo have become hysterical about this development and tried to claim we will all burn to death in the next wildfire if it gets built. I think that's really an extreme reaction. They are trying to spread misinformation with absolutely no facts to substantiate their claims. Maybe you could also address these fears of how 35-60 cars impacts evacuation routes. I hope this final piece of land is developed. It is currently a lot of weeds and residential is the only thing that really makes sense.

Please also address the fact that they think the San Elijo HOA can buy the property and change the zoning to open spaces/community use. It's my understanding that changing the zoning would be legally difficult and the purchase of this land would be as it is currently zoned. Our hoa wants to charge us residents thousands of dollars for this property that we would not benefit from at all. Thank you for clarifying.

Best,

Jill Dobbie

Sent from my iPhone

From: [Clive Doucet](#)
To: [Chris Garcia](#); [Joseph Farace](#); [Gina Jackson](#); [Planning Division General Email](#); [REDACTED]
[Janet Buxton](#)
Subject: Proposed Development on San Elijo Road
Date: Thursday, September 24, 2026 5:26:36 PM

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To Whom It May Concern,

The Crotch bumblebee is an important species in the pyramid of life which sustains birds, other animals, grasses and is increasingly important with climate change because the Crotch does best in hot dry climates, which we are seeing more of with climate change. The Crotch is not replaceable by something else. Whether or not there are these bees on this land at this moment is always questionable because bees move around, but this land and your community are well positioned to welcome them here; but once the land is built upon the environmental dynamic changes but not in their favour.

This small piece of land is also important to the village in another way. It gives an open, recreational esthetic to the village. There's no logical reason to build there except to make money. It serves the community very well as open space and it serves the natural world. As you all know, you have a choice which is frequently before us. Do we want to ensure that some individual gets richer or the community gets richer; your choice.

My name is Clive Doucet. I am a former city councillor in Ottawa, the capital of Canada. My best known work on cities is a book titled: "Urban Meltdown: Cities, Climate Change and Politics as Usual". In retirement, I'm also a beekeeper and have learned how valuable these small creatures are to all life on the planet. My city book is used in university courses south of the Canadian border as well as in my country and mention this simply to establish my credentials to speak on this matter.

I have a dear friend in San Elijo whom I visit often. I have come to like and admire your community and of course wish it well. My letter is inspired by the simple conviction that retaining this gateway piece of land would be more beneficial to the community than more concrete and asphalt.

Kind Regards,

Clive Doucet

From: [Laila Khosroabadi](#)
To: [Chris Garcia](#); [Joseph Farace](#); [Gina Jackson](#); [Planning Division General Email](#); [SEH Residents](#); [REDACTED]
Subject: Opposition to Ambient Communities' proposed five-story, 31-unit apartment building
Date: Wednesday, September 30, 2026 11:16:19 AM

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Dear Members of the San Marcos Planning Commission and City Staff,

I am writing in opposition to Ambient Communities' proposed five-story, 31-unit apartment building on the half-acre parcel between San Elijo Road North and South.

While I did not live in the community during the 2014 Cocos Fire, my home burned down when I was ten years old. Also, I am an attorney and represent clients whose homes have burned down in wildfires. Typically, after the loss of their homes, the most traumatic part of their experience is the evacuations. I have heard hundreds of clients sob uncontrollably as they explained how they were stuck in grid lock traffic as the fires approached them and their families while they sat helplessly in their cars for hours. They were stuck in smoke so thick they could not even see if the fire was approaching, terrified that their children and loved ones would be burned to death. They sat in their cars for hours trying to travel just a few miles. They had to watch their children screaming and crying because they were terrified. I have spoken with the parents of these children who tell me that the evacuation was more traumatic for their children than the loss of their homes. These are people who lived in areas significantly less populated than San Elijo Hills and included wider streets and more options for evacuations.

As you all know, wildfires move rapidly. With little to no notice the entire San Elijo Hills community may have to evacuate. We have very narrow streets that must accommodate thousands of cars escaping the fires, while simultaneously accommodating first responders to enter the community. The fact of the matter is San Elijo Hills is already too congested. Adding a 31 unit complex right in the path of the community's evacuation zone will make things significantly more dangerous for several reasons. First, the people who live in those condos will obviously be parked on the street, that removes the possibility of using the lane for an additional evacuation lane. Second, everyone I have spoken with regarding my concerns related to the dangers of evacuation has made statements regarding "evacuate early". Evacuating early only works if the fire did not start in San Elijo Hills.

I am not opposed to housing. I am only concerned about placing a development of this size and intensity directly along one of only two primary routes residents rely upon to enter and evacuate San Elijo Hills—a community now designated as a Very High Fire Hazard Severity Zone. When making your decision to remove the possibility of additional lanes, and adding more cars and congestion, please do not assume the fire is going to start in some other community, or the people in San Elijo Hills will have ample time to evacuate. Make your

decisions with the understanding that there is a high likelihood that the fire will shut down at least one direction of travel and everyone will be rushing to evacuate at the same time.

Additionally, the City should not consider approving this project without the current information needed to evaluate these risks:

- The principal San Elijo Hills Specific Plan EIR was certified in 1997—nearly 30 years ago and before today’s development, traffic conditions, wildfire knowledge, and Very High Fire Hazard Severity Zone designation.
- A current, project-specific CEQA evaluation addressing wildfire evacuation and cumulative development has not been completed.
- The project-specific Fire Protection Plan has been deferred until the permitting stage, after entitlement approval.
- Ambient marked “No Impact” for every wildfire question in its environmental checklist, despite the absence of a completed FPP and project-specific evacuation analysis.

The Fire Protection Plan and current environmental review could identify necessary changes to the building’s height, access, parking, driveway, emergency operations, or overall design. These are threshold safety questions that should be answered before the City commits to approving the project—not afterward.

California law does not require a city to approve housing at the expense of public safety. It permits denial of a housing project—and denial of requested Density Bonus concessions or waivers—when the required findings establish a specific adverse impact on public health or safety that cannot feasibly be mitigated or avoided.

I respectfully ask the City to:

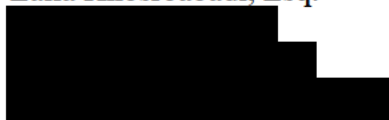
1. Deny SDP24-0009 based on the unresolved safety concerns; or
2. At minimum, postpone approval until a project-specific Fire Protection Plan and current CEQA, evacuation, access, and cumulative-traffic analyses have been completed, independently reviewed, and made available to the public.

Nearly 3,000 residents have signed the petition, and 200 opposition emails have already been submitted. Please listen to the community and require clear evidence that this project can be safely located on this particular site before making an irreversible decision.

Thank you for your time and service to our community.

Regards,

Laila Khosroabadi, Esq.



LK LAW OFFICE OF
LAILA KHOSROABADI, APC

Zealous advocacy does not equate with “attack dog” or “scorched earth”; nor does it mean lack of civility. Zeal and vigor in the representation of clients are commendable. So are civility, courtesy, and cooperation. They are not mutually exclusive. (In re Marriage of Davenport (2011) 194 Cal.App.4th 1507, 1537.)

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From: [Melissa Nicolas](#)
To: [Chris Garcia](#)
Cc: [REDACTED]
Subject: Opposition to San Elijo Hills Town Center Multifamily Project — SDP24-0009 / TSM26-0001
Date: Tuesday, September 29, 2026 3:07:41 PM

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Dear Chair and Members of the San Marcos Planning Commission:

I am writing to express my opposition to the proposed San Elijo Hills Town Center Multifamily project, SDP24-0009 / TSM26-0001, and to ask the Planning Commission not to approve the project as currently proposed.

I am not opposed to responsible housing development. My concern is whether a five-story, 31-unit residential development is appropriate and safe on this particular site. The location is an unusually constrained triangular parcel situated between San Elijo Road North and San Elijo Road South, along a roadway that serves as a critical route into and out of the San Elijo Hills community.

My primary concern is traffic and emergency evacuation. Residents of San Elijo Hills have experienced how quickly the limited roads serving our community can become congested, particularly during emergencies. Adding residential density at this specific location should not be considered solely in terms of the number of daily vehicle trips generated by 31 units. The more important question is what happens during an emergency when residents throughout San Elijo Hills may need to evacuate simultaneously.

Before approving additional residential density directly along this route, I believe the City should demonstrate through an appropriate evacuation analysis that the project will not materially interfere with emergency evacuation or emergency-vehicle access under realistic conditions. A conventional traffic analysis based primarily on ordinary daily or peak-hour traffic does not necessarily answer that question.

I am also concerned about vehicle access and sight distance at the project driveways. The site's geometry and the curvature of San Elijo Road make safe ingress and egress particularly important. The Commission should have clear, documented evidence demonstrating adequate sight distance under actual roadway conditions and should carefully consider the potential conflicts created by vehicles entering and exiting the development.

I don't believe the commission has adequately answered whether or not adding residential development at this particular location will create or worsen a significant public-safety problem during a wildfire evacuation.

This is not a hypothetical concern for our community.

During the 2014 Cocos Fire, residents of San Elijo Hills experienced firsthand how difficult it was to evacuate this community. Traffic backed up and residents attempting to leave found

themselves trapped in severe congestion. At that time, San Elijo Hills had substantially fewer residents and vehicles than it does today.

The City's own records from the Cocos Fire document road closures affecting Twin Oaks Valley Road at Craven Road to San Elijo Road, Elfin Forest Road and Questhaven Road, and warned that traffic would be congested. CAL FIRE records show that the Cocos Fire ultimately burned nearly 2,000 acres and destroyed 40 structures.

Those facts matter because San Elijo Hills has limited evacuation routes. They also demonstrate that evacuation congestion is not merely something residents fear might happen someday. It has happened.

The question therefore should not be whether 31 additional residences generate an acceptable number of vehicle trips during an ordinary weekday. Emergency evacuation is fundamentally different from ordinary traffic. During an evacuation, a large portion of the community may attempt to leave at essentially the same time, while one or more available routes may be compromised by fire, emergency operations, road closures, smoke, accidents, or incoming emergency vehicles.

The location of this project makes that issue especially important. It is proposed immediately adjacent to San Elijo Road, a roadway upon which thousands of existing residents depend to leave the community.

Our firsthand experience during the Cocos Fire should be sufficient reason to ask the question and require a meaningful answer.

For these reasons, I respectfully ask the Planning Commission not to approve SDP24-0009 and TSM26-0001 as presently proposed. At a minimum, I ask that consideration of the project be continued until the Commission and the public have adequate information regarding emergency evacuation, traffic and driveway safety, and the project's compatibility with this particular location.

San Elijo Hills residents recognize that communities evolve and that additional housing is needed. But responsible growth also requires putting development in locations where density can be accommodated safely and appropriately. My objection is not simply to adding 31 homes; it is to placing a five-story residential project on this uniquely constrained parcel without first resolving the legitimate safety and compatibility concerns created by this particular site.

Housing is important. So is the ability of existing and future residents to safely evacuate when the next wildfire occurs.

Thank you for considering the concerns of San Elijo Hills residents and for carefully reviewing these issues before making your decision.

Sincerely,
Melissa Nicolas
San Elijo Hills Resident

[REDACTED]

From: [Mary Peddy](#)
To: [Chris Garcia](#); [REDACTED]
Cc: [REDACTED]
Subject: Proposed Ambient Apartments on San Elijo Road
Date: Monday, September 28, 2026 3:59:07 PM

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Dear Sir or Madam:

As a San Elijo Hills homeowner for 24+ years, I'm adamantly opposed to the proposed apartments in the median of San Elijo Road.

Besides being a huge eyesore between two very busy roads, it's unsafe and unconscionable that this project is even being considered.

A 5-story apartment building with 31 apartments; the potential of 70 residents, and only offering 21 parking spaces is inconceivable. That number doesn't include any visitors.

In addition, the building has a proposed set-back of 18 inches vs the typical set-back of 10 feet.

How is a Density Bonus Waiver allowed to exempt the rule for resident and guest parking and the required set-back from the road?

This area is designated as a high-risk fire area with very heavy traffic. Several months ago there was a car accident on San Elijo Road North past the Chevron Station. We couldn't even turn off of Elfin Forest Road onto San Elijo Road with all the stopped cars, and had to return home. The last thing we need in this area is more cars.

San Elijo Road is extremely busy and it's unthinkable to even consider building this atrocity. The project needs to be elevated to a higher level of approval.

We are actively urging Ambient and San Marcos officials to think about the welfare of its citizens vs monetary gain and put a stop to this construction nightmare.

Thank you!

Mary Peddy
San Elijo Hills resident

[REDACTED]

To: City of San Marcos Planning Commission
From: Helen Zaccari, Resident of San Elijo Hills
Subject: Formal Objection to the Ambient Development Based on Fire-Safety, Evacuation Capacity, and Improper Use of Density Bonus Waivers

Dear Members of the Planning Commission,

I am submitting this letter as a formal objection to the proposed **Ambient** development located within the median of San Elijo Road in San Elijo Hills. My concerns are based on **public-safety risks**, including the location of the 5-story, 31 apartment project, **California fire-safety regulations**, the **misapplication of Density Bonus waivers** that appear to override essential evacuation and infrastructure requirements, and an **absolute lack of a logical justification for the City of San Marcos to continue to push for a project with so many clear risks to San Elijo Hills residents, especially since all proposals have been voted down by San Elijo Hills residents. What is the benefit and for whom?**

The Ambient project poses significant and unacceptable risks to the residents of San Elijo Hills. Fire-safe regulations exist specifically to prevent tragedies in communities like ours — communities with limited evacuation routes and high wildfire exposure. Additionally the dramatic increase in K-12 school shootings presents a stark and deadly risk to the adjacent elementary school and parks.

I urge the Planning Commission to prioritize public safety and regulatory compliance over density incentives.

Requested Actions: I respectfully request the following:

A. A formal evacuation impact analysis

Conducted by:

- San Marcos Fire Department
- CAL FIRE

B. A CEQA review

To evaluate:

- Evacuation capacity
- Traffic impacts
- Fire-zone risk
- Infrastructure strain

C. Public release of the Affordable Housing Covenant

To confirm the basis for Density Bonus waivers.

D. Suspension of project approval

Until compliance with **Title 14 CCR Fire Safe Regulations** is demonstrated.

1. San Elijo Hills Is a Very High Fire Hazard Severity Zone (VHFHSZ)

San Elijo Hills has only **one primary ingress/egress route**: San Elijo Road. This road already experiences severe congestion during peak hours, and any additional load will directly affect emergency evacuation.

- “Studies have shown that California communities with limited evacuation routes are at higher risk of traffic-related deaths during wildfires”

- California fires have shown “a correlation between fire-related evacuations and fatalities due to traffic congestion.”

Relevant Regulations (Title 14 CCR, Fire Safe Regulations):

- **§1270.01 – Purpose** Establishes minimum wildfire protection standards for new development.
- **§1270.02 – Scope** Applies to *all* new residential and commercial development in VHFHSZ.
- **§1273.00 – Intent** Roads must support **simultaneous civilian evacuation and emergency responder ingress**.
- **§1273.01 – Road Width Requirements** Requires **two 10-ft lanes** (20 ft total), not including shoulders.
- **§1273.08 – Dead-End Road Restrictions** Limits development that increases evacuation bottlenecks.

San Elijo Road does not meet the functional evacuation capacity required for additional high-density development.

2. The Ambient Project Increases Evacuation Risk

The proposed 5-story, 31 apartment complex would:

- Add at least 100 residents to a single-access community
- Increase vehicle load on an already congested evacuation route
- Introduce vertical density in a fire-prone canyon environment
- Reduce median space that currently acts as a buffer zone

These conditions directly conflict with the intent and requirements of Title 14 Fire Safe Regulations.

3. Density Bonus Waivers Do Not Override Fire-Safety Regulations

The City has stated that the project is exempt from standard parking requirements due to **Density Bonus Law (Gov. Code §65915)**.

However, Density Bonus Law cannot waive:

- Fire-safety requirements
- Evacuation capacity standards
- Roadway adequacy requirements
- VHFHSZ protections

Concerns regarding Density Bonus application:

- The project reportedly includes **low-income units**, though this has not been publicly documented.
- Density Bonus waivers allow:
 - Height increases
 - Parking reductions
 - Setback reductions
 - Waivers of development standards
- **They do not allow bypassing fire-safe regulations.**

If the City is granting waivers, the public has the right to review the Affordable Housing Covenant.

4. Parking Waivers Create Additional Safety Hazards

The flyer distributed to residents states:

- No guest parking
- Reduced on-site parking
- Increased street parking spillover

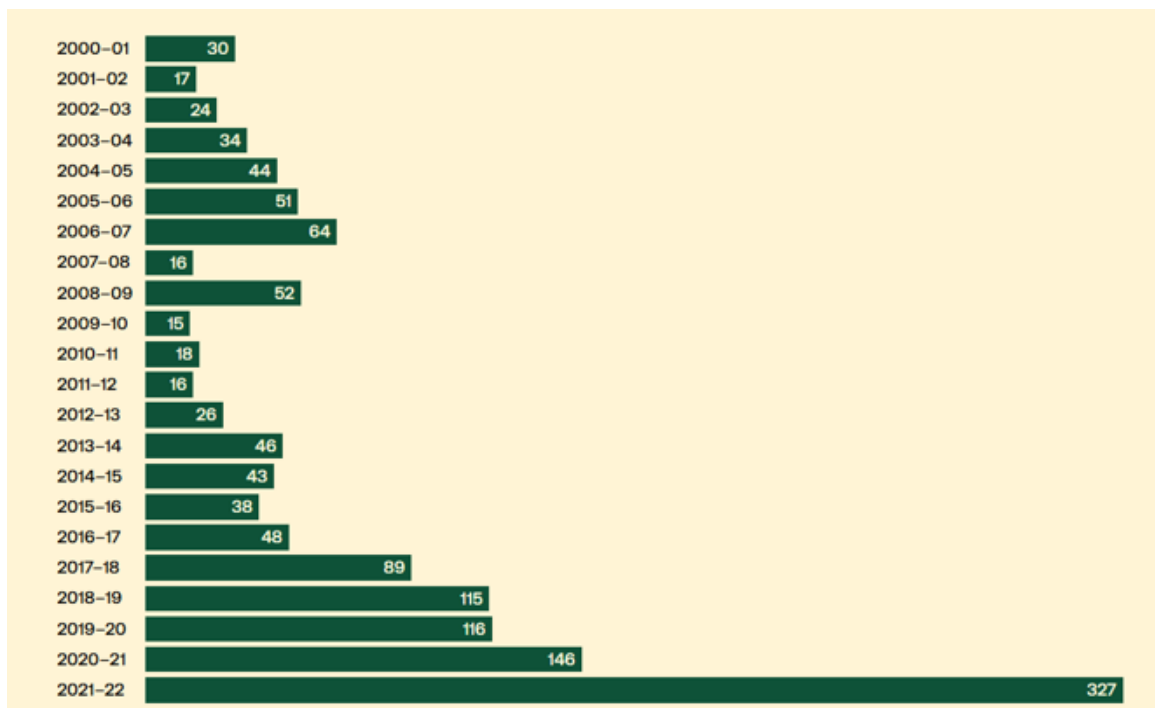
This will worsen:

- **Evacuation congestion**
- **Emergency vehicle access**
- **Roadway obstruction during fire events**

5. A Five-Story Complex Adjacent to an Elementary School and Parks is not justified when public safety is considered.

An obvious risk is the ease with which a shooter could target children at the adjacent elementary school and parks.

The following chart graphically summarizes the real danger Ambient poses for the adjacent elementary school and parks.



It goes without saying that in addition to the senseless loss of life, that those who survive school shootings suffer from posttraumatic stress and trauma that will impact them the rest of their lives.

Thank you for your attention to this matter.

Sincerely,

Helen Zaccari

San Elijo Hills Resident San Marcos, CA