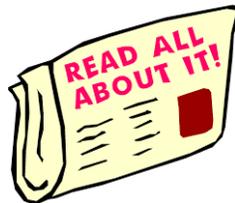


# CARMEL MOUNTAIN RANCH RESIDENTIAL COMMUNITY ASSOCIATION

---

## **CMR-RCA Newsletter Revived**

Due to increased challenges affecting CMR arising from the July 8, 2018, closure of the now former golf course, the CMRRCA Board has revived the CMRRCA Newsletter to help inform the homeowners and community residents about issues relating to the golf course closure, and other important matters.



## **Golf Course Matters**

The golf course owner (as represented by owner family member Kevin Hwang) has made no general public announcements since the closure regarding specific plans for the course, but it is believed that there are continued efforts to sell the property to developers.



The CMRRCA Board has been considering various options, and at the February 12, 2019, Board meeting, Board President Gary Brizard announced that, after careful review and consideration, the Board voted not to pursue options to purchase the golf course. He also announced that the Board is pursuing legal options to ensure the best interests of all CMRRCA members are considered.

## City Council Votes 8-1 on March 4, 2019, to Eliminate Parking Requirements for New Condos and Apartments within Half-Mile of Mass Transit Centers

This affects CMR as parts of the golf course and the proposed apartments at the 10211 Rancho Carmel Drive former city park and ride (further discussed below) are within one-half mile of the Sabre Springs Penasquitos Transit Center. Our City Councilmember, Mark Kersey, voted **for** the measure. This Newsletter emailed Councilmember Kersey's office essentially asking him to clarify his comments found in the following extract from the Union Tribune article reporting on the City Council vote:

Union Tribune article extract: "City officials also agreed to study what it means to be within a half-mile of transit, after Councilman Mark Kersey argued that the rule is unfair in places where elevation changes or impediments like free-ways make it impractical to travel to transit, even if it's close by. "We're not building housing for crows, we're building it for people," he said."

Councilmember Kersey's clarification: "A Transit Priority Area (TPA) is defined by California State law as "an area within one-half mile of a **major transit stop** that is existing or planned." Understanding that San Diego neighborhoods have varying landscapes, elevation changes, or physical barriers, I have asked city staff to determine whether state law allows cities the flexibility to apply a more practical definition that takes these realities into consideration. That is, to interpret TPAs as within one-half mile **on foot** of a major transit stop. If staff finds that state law would allow this, I will spearhead a local definition that would be applied throughout the City." Councilman Mark Kersey



## **Proposed 70 Foot 48 unit apartment complex at 10211 Rancho Carmel Drive Park and Ride**

As some of you know, the City Council voted in July 2018 to enter a purchase agreement with New Pointe Development (of Rancho Bernardo) to develop the one-half acre park and ride at 10211 Rancho Carmel Drive (across from Starbucks). The land is already zoned RM-1-2, allowing 8 residential units plus 2 if income restricted units are included). New Pointe, which has not yet signed the purchase agreement, has submitted a proposal to build a 48 unit, 70 foot high, apartment building on top of the existing 2 story park and ride. To build more than existing zoning permits, a re-zone requiring City Council approval is required.

After meeting tremendous resistance at its presentation to the [Carmel Mountain Ranch Sabre Springs Community Council](#), New Pointe is going back to the City Council through the City Council's Smart Growth and Land Use Committee to obtain a more flexible sliding scale of the number of income restricted units that would be required if varying numbers of apartment units were approved.

As CMR has not had any significant development in many years this proposed project has become a vehicle to educate the community on how these City zoning and land use issues are dealt with. If you desire to be informed about the meeting agendas of the Carmel Mountain Ranch Sabre Springs Community Council (CMRSSCC), contact Chair Eric Edelman at [edelmanrealty@gmail.com](mailto:edelmanrealty@gmail.com) and asked to be placed on the email list for the CMRSSCC.

(DISCLAIMER: The following article has been provided by CMR United. Inclusion in the Newsletter does not constitute an endorsement of CMR United or its views by the CMRRCA, its Board, or its Golf Course Committee)

## **CMR United: Neighbors United to Preserve Open Space and Promote Smart Growth**

Who is CMR United? A 501(c)(3) nonprofit association of volunteer Carmel Mountain Ranch homeowners concerned for the future of our neighborhood. The group's objectives are to work with the City of San Diego to keep the current zoning of the former CMR golf course land and to promote solutions for smart community growth. **CMR United's position has three key points:**

1. Carmel Mountain Ranch is comparatively under-served for open space and cannot afford to lose any of the golf course land to development. The CMR Community Plan, approved in 1995, allowed for 23% open space acreage, including the golf course land. Comparable neighboring communities have 50-60 percent of the total acreage dedicated as open space. If any CMR golf course land is rezoned and developed, our open space share will shrink to an unfair balance.
2. CMR United has a practical, alternative proposal for the future of the golf course land. This proposal calls for the preservation of our community's current open space, zoned AR-1-1 for agricultural use. It includes multiple funding components to offset the acquisition and maintenance costs of the land. And it includes options for a mix of public and private access for the long-term benefit of our community. The plan's details will be released in the coming weeks.
3. CMR United supports alternative solutions for affordable housing, including the transformation of select commercial properties to modern mixed-use developments near public transit. The San Diego City Council and Planning Commission should pursue alternatives that reimagine vacant shopping centers as vibrant hybrids of residential and retail use.

To support our vision for CMR's future and to get involved, visit [CarmelMountainRanch.org](http://CarmelMountainRanch.org).

CMR United has creative, practical ideas for sustainable, smart growth for our community. These ideas should be heard by San Diego's city council, planning commission, voters, and potential investors. CMR United will soon publish communications to keep neighbors informed of the group's progress. Sign up for our newsletter at [cmrunitedcomms@gmail.com](mailto:cmrunitedcomms@gmail.com).