



# CITY OF CARLSBAD

## STREET AND SIDEWALK POLICY COMMITTEE

FEBRUARY 23, 2000

FINAL REPORT



**FINAL REPORT  
CITIZENS COMMITTEE TO STUDY  
SIDEWALK AND STREET IMPROVEMENT PROGRAMS**

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**FINAL REPORT  
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**BACKGROUND**

In late September of 1999 a group of citizens living in the Northwest Quadrant of the City came together as the Citizens For The Preservation Of Olde Carlsbad (CPOC). This group presented a petition of over 700 signatures and testimony concerning a number of issues related to the preservation of the character of the "Olde Carlsbad" area of the City. This area was defined as the area bounded by El Camino Real on the east, the Pacific Ocean on the west between the Aqua Hedionda and Buena Vista Lagoons. Of particular concern to the CPOC group was the importance of trees to the community character and the value of less formal narrow streets in maintaining the character of many of the existing neighborhoods within the "Olde Carlsbad" area.

The CPOC group submitted evidence that narrow streets better protect trees, preserve cultural resources and enhance safety while protecting the Village feeling of these older established neighborhoods.

Responding to the Citizen's concerns, the City Council at its November 2, 1999 meeting adopted Resolution No. 99-485 forming the Citizens Committee to Study Sidewalks and Streets Improvements.

The Committee was "directed to consider all relevant issues pertaining to street and sidewalk designs in formulating its recommendations to the City Council including but not limited to, aesthetics, neighborhood compatibility and preferences, safety, liability, environmental impacts, and to consider all applicable laws, including but not limited to Americans with Disabilities Act, Clean Water Act and the like."

"After careful study and consideration of all appropriate and relevant information including public input, it shall make its report and recommendations to the City Council. Its report shall consider street categories and whether or not they should be standard or special character and recommend a process to petition for installation of improvements."

The Committee began meeting on November 10, 1999 and concluded on February 23, 2000 following 17 meetings.

This report responds to the mandate of the Council and makes specific recommendation to the Council related to special concerns of the Committee.

**INTRODUCTION**

Responding to the charge of the City Council, the Committee very early on established its Mission Statement to frame the tasks that it wished to accomplish. As the work progressed that Mission was adjusted to reflect the evolution of the study. The final Mission Statement is :

**Mission Statement**

- Identify streets to be improved with curb, gutter and sidewalks compatible with existing improvements in the surrounding area and not in violation of state and federal law.

- Identify Alternative Design Streets
- Recommend process and criteria to petition for the design and installation of improvements to Alternative Design Streets
- Review existing City plans, policies, and ordinances that affect street and sidewalk development and make relevant recommendations
- Report to Council March 7, 2000

The Committee also identified the key work products that make up the body of this report.

- List of Compatible Improvement Streets
- List of Alternative Design Streets
- Alternative Streets Design Approval Process
- Alternative Street Design Criteria
- Recommendations related to City plans, policies and ordinances that affect street and sidewalk design
- Final Report

### **STREET CATEGORIES**

The Committee began its task with an inventory of all streets within the study area which were not completed with curbs, gutters and sidewalks that conformed with standards at the time of development. These streets were field reviewed and evaluated against current City Standards. In order to evaluate and place various streets within logical categories for future development, the Committee reviewed and adopted relevant criteria to utilize in the sorting of the streets into the appropriate categories.

It was the strong feeling of the Committee that many of these streets should not be improved but rather retain their current design in-lieu of categorization. Improvements should only be considered when appropriate triggers (Alternative Street Criteria) are met that compel improvements to be initiated.

Once the trigger is reached the Council would then initiate the Alternative Design Approval Process. The process would be guided by the Alternative Design Criteria proposed by the Committee.

The criteria utilized to determine the Alternative Design Streets and also the criteria to consider initiation of the design approval process are listed below.

### **ALTERNATIVE STREET CRITERIA**

1. Documented safety issues
2. Proximity to schools and other public facilities
3. Resident/owners request improvements
4. Necessity for walkway/pedestrian access
5. Average Daily Traffic
6. Linkage corridor (roadway need for circulation continuity or connection to active land uses)
7. Need for traffic calming strategies
8. Land use changes
9. Drainage problems
10. Federal, State or local mandates

The Committee gave a great deal of consideration to the establishment of a non-essential link or non-improvement category of street. This consideration reflected the desire to maintain many of the streets as they exist today. It was ultimately determined that the final decision on whether a street would receive improvements should be deferred to the neighborhood through the Alternative Design Approval process. It was recognized that initiation of the process should only be with a compelling reason related to the triggering criteria.

### COMPATIBLE IMPROVEMENT STREETS

Compatible improvement streets listed in Table 1 and shown on Figure 1 are recommended to be completed with curbs, gutter and sidewalk consistent with current City standards or compatible in width and configuration with improvement already installed in the block. In most cases, the streets are already improved with conventional improvements and will be continued with consistent improvements. Where sidewalks are not curb adjacent, the parkway configuration should be continued. In some cases, significant improvement did not exist but it was deemed that because of location, pedestrian activity demand for parking and other factors. These streets should be completed to City Standards.

### ALTERNATIVE DESIGN STREETS

Alternative Design Streets are listed in Table 2 and shown on Figure 1 are deemed to be of special character. These streets should remain in their current design unless one or more of the Alternative Street Criteria trigger the need to explore the Alternative Design Process. The process is designed to work with the neighborhood to develop an alternative street design that retains the neighborhood character while addressing the issue which initiated the process.

### ALTERNATIVE STREET DESIGN APPROVAL PROCESS

The process outlined in the second part of this report is designed to guarantee full participation of the neighborhood in the street design process but also to notify the City as a whole that the process is proceeding. It is important that the neighborhood be given notice as early as possible when their street is being considered for the design process and throughout the process. The Committee recognizes the need to maintain good engineering practices in the development of the design.

### ALTERNATIVE STREET DESIGN CRITERIA

The Alternative Street Design Criteria is prepared to be distributed to the neighborhood as it begins to consider their design options. These criteria are intended to convey a range of alternative features that can be incorporated in the final street plan. These criteria give factors to be considered and operational minimums consistent with emergency access requirements and good engineering practices.

### RECOMMENDATION

The final section of the report deals with recommendations suggested by the Committee for Council consideration. For discussion of all items, you are directed to the minutes of the February 7, 2000 meeting.

## TABLE 1 COMPATIBLE IMPROVEMENT STREETS

STREETS TO HAVE CURB, GUTTER & SIDEWALKS COMPATIBLE WITH EXISTING IMPROVEMENTS  
IN THE SURROUNDING AREA AND NOT IN VIOLATION OF STATE AND FEDERAL LAW

STREET	From/At	TO
Grand Ave.	Hope Ave.	I-5
Jefferson St.	Chinquapin Ave. To	Magnolia Ave.
Magnolia Ave.	Highland Ave.	Monroe St.
Valley St.	Carlsbad Village Dr.	Magnolia Ave.
Chinquapin Ave.	Carlsbad Blvd	Adams St.
*Adams St.	Chestnut Ave.	Park Dr.
Park Dr. (section already improved)	Monroe St.	Tamarack Ave.
James Dr.	South of Tamarack Ave.	
Oak Ave.	Lincoln St.	Washington St.
Pine Ave.	Carlsbad Blvd.	SDNRR
Lincoln St.	Oak Ave.	Chestnut Ave.
Chestnut Ave.	Carlsbad Blvd.	Roosevelt St.
Juniper Ave.	Garfield St.	SDNRR
Hemlock Ave.	Garfield St.	SDNRR
Garfield, St.	Walnut Ave.	past Olive Ave.
Laguna Dr.	State St.	Roosevelt St.
Madison St.	Laguna Dr.	Grand Ave.
Arbuckle Pl.	Madison St.	Jefferson St.
Knowles Ave.	Davis Ave.	I-5
Falcon Dr & Donna Dr.	N. & W. Approaches	
Canyon St.	at Oak Ave.	
Monroe St.	at Park Dr.	
Las Flores Dr.	Pio Pico Dr.	2 lots west
Oak Ave.	At cul de sac	
Jeanne Pl.	End of cul de sac	
Althea Ln.	End of cul de sac	

\* Adams St. modified design per adopted plan

**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Adams St.	Basswood Ave.	Chestnut Ave.
Alder Ave.	Monroe/Sunnyhill	cul-de-sac
Ann Dr.	Gayle Wy.	Janis Wy.
Arland Rd.	Highland Dr.	Buena Vista Wy.
Aura Cir	N. of Hillside Dr.	end
Baldwin Ln.	Chinquapin Ave.	end
Basswood Ave.	Eureka Pl.	Highland Ave.
Basswood Ave.	Valley St.	Canyon St.
Basswood Ave.	Monroe St.	Ridgecrest Dr.
Bayshore Dr.	Park Dr.	cul-de-sac
Beech Ave.	Ocean St.	Garfield St.
Belle Ln.	Basswood Ave.	cul-de-sac
Buena Pl.	Jefferson St.	cul-de-sac
Buena Vista Cir.	Laguna Dr.	end
Buena Vista Wy.	Jefferson St.	Davis Ave.
Buena Vista Wy.	Pio Pico Dr.	Crest Dr.
Butters Rd.	W. of Highland Dr.	cul-de-sac
Camden Cir.	Ridgecrest Dr.	cul-de-sac
Canyon Pl.	Canyon St.	cul-de-sac
Canyon St.	Canyon Pl.	Basswood Ave.
Charleen Cir.	Donna Dr.	cul-de-sac
Charter Oak Dr.	Seacrest Dr.	Ridgecrest Dr.
Cipriano Ln.	Forest Ave.	cul-de-sac
Citrus Pl.	Jefferson St.	cul-de-sac

**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Clearview Dr.	MacArthur Ave.	N. of cul-de-sac
Cove Dr.	S. of Park Dr.	cul-de-sac
Crest Dr.	Forest Ave.	Buena Vista Wy.
Cynthia Ln.	cul-de-sac	cul-de-sac
Cypress Ave.	Ocean St.	Carlsbad Blvd.
Date Av.	Garfield St.	end
Davis Ave.	Buena Vista Wy.	Laguna Dr.
Davis Pl.	Davis Ave.	cul-de-sac
Donna Dr.	at Nob Hill Dr.	
Donna Dr.	Falcon Dr.	S. of Janis Wy.
Donna Dr.	N. of Sharleen Cir.	Chestnut Ave.
Elmwood St.	Laguna Dr.	Buena Vista Wy.
Eureka Pl.	S. of Basswood Ave.	Chestnut Ave.
Falcon Dr.	Donna Dr.	cul-de-sac
Forest Ave.	Pio Pico Dr.	Highland Dr.
Forest Ave.	Highland Dr.	Crest Dr.
Garfield St.	Ocean St.	Carlsbad Village Dr.
Gayle Way	Monroe St.	Donna Dr.
Grand Ave.	Ocean St.	Garfield St.
Gregory Dr.	Knowles Ave.	Cynthia Ln.
Guevara Rd.	Highland Dr.	cul-de-sac
Harbor Dr.	Chinquapin Ave.	cul-de-sac
Harrison St.	Chinquapin Ave.	Adams. St.
Hibiscus Cir.	Tamarack Ave.	cul-de-sac



**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Highland Dr.	N. of Butters Rd.	Forest Ave.
Highland Dr.	Forest Ave.	Arland Rd.
Highland Dr.	Buena Vista Wy.	Oak Ave.
Highland Dr.	Oak Ave.	Basswood Ave.
Highland Dr.	Basswood Ave.	Chestnut Ave.
Highland Dr.	Chestnut Ave.	Magnolia Ave.
Highland Dr.	Magnolia Ave.	Tamarack Ave.
Highland Dr.	Tamarack Ave.	Chinquapin Ave.
Highland Dr.	Chinquapin Ave.	Adams St.
Hillcrest Cir	Seacrest Dr.	cul-de-sac
Hillside Dr.	Highland Dr.	Park Dr.
Holly Brae Ln.	Alder Ave.	cul-de-sac
Home Ave.	Hope Ave.	cul-de-sac
Hoover St.	Agua Hedionda Lagoon	Highland Dr.
Janis Wy.	Ann Dr.	Donna Dr.
Jefferson St.	Las Flores Dr.	I-5
Jefferson St.	I-5	Marron Rd.
Karen Ln.	Monroe St.	cul-de-sac
Knowles Ave.	Jefferson St.	Davis Ave.
Knowles Ave.	Pio Pico Dr.	Elmwood St.
Laguna Dr.	Roosevelt St.	East of Kremeyer Cir.
Laguna Dr.	E. of Davis Ave.	I-5
Laguna Dr.	Pio Pico Dr.	Elmwood St.
Larkspur Wy.	Adams St.	cul-de-sac

**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Laurie Cir.	Ann Dr.	cul-de-sac
Linmar Ln.	Tamarack Ave.	end
Locust St.	Harrison St.	Adams St.
Long Pl.	Chinquapin Ave.	cul-de-sac
MacArthur Ave.	Sunnyhill Dr.	Skyline Rd.
Madison St.	S. of Arbuckle Pl.	N. of Grand Ave.
Maezel Ln.	Basswood Ave.	end
Marina Dr.	Park Dr.	cul-de-sac
Marjorie Ln.	Chestnut Ave.	cul-de-sac
McCauley Ln.	Valley St.	cul-de-sac
McKinley St.	Pine Ave.	Basswood Ave.
Meadowlark Ln.	Ridgecrest Dr.	cul-de-sac
Monroe St.	East of Park Dr.	Sunnyhill Dr.
Mountain View Dr.	Ocean St.	Carlsbad Blvd.
Normandie Lane	Garfield St.	Mountain View Dr.
Oak Ave.	Pio Pico Dr.	Valley St.
Ocean St.	Mountain View Dr.	Christiansen Wy.
Ocean St.	Grand Ave.	Pine Ave
Olive Av.	Garfield St.	end
Pacific Ave.	Ocean St.	Mountain View Dr.
Palisades Dr.	Tamarack Ave.	N. of nuckle
Palm Ave.	Pio Pico Dr.	Adams St.
Park Dr.	Monroe St.	Westhaven Dr.
Park Dr.	Tamarack Ave.	Kelly Dr.

**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Pine Ave.	Pio Pico Dr.	Highland Dr.
Pio Pico Dr.	Las Flores Dr.	N. of Yourell Ave.
Pio Pico Dr.	Tamarack Ave.	Las Flores Dr.
Polly Ln.	Tamarack Ave.	cul-de-sac
Ratcliff Rd.	Highland Dr.	cul-de-sac
Redwood Ave.	Garfield St.	cul-de-sac
Ridgecrest Dr.	Basswood Ave.	Charter Oak Dr.
Sandy Pl.	Canyon St.	cul-de-sac
Seacrest Dr.	Ridgecrest Dr.	Ridgecrest Dr.
Sequoia Av.	Carlsbad Blvd.	Garfield St.
Skyline Rd.	Westhaven Dr.	Alder Ave.
Skyline Rd.	Alder Ave.	N. of Telescope Ave.
Spruce St.	Forest Ave.	1 lot north
Spruce St.	Yourell Ave.	1 lot north
Sunnyhill Dr.	Monroe St.	5 lots S.
Sunnyhill Dr.	5 lots S. of Monroe St.	N. of Hillside Dr.
Tuttle St.	Las Flores Dr.	Buena Vista Wy.
Tyler St.	Oak Ave.	Chestnut Ave.
Valley Pl.	Valley St.	cul-de-sac
Valley St.	Buena Vista Wy.	Carlsbad Village Dr.
Via Hinton	end	
Washington St.	Pine Ave.	Walnut Ave.
Westhaven Dr.	N. of Park Dr.	Woodvale Dr.
Wilson St.	Forest Ave.	Buena Vista Wy.

**TABLE 2  
ALTERNATIVE DESIGN STREETS**

Street	From	To
Woodvale Dr.	Park Dr.	Westhaven Dr.
Yourell Ave.	Pio Pico Dr.	west of Highland Dr.

# ALTERNATIVE STREET DESIGN APPROVAL PROCESS

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## 1. Plan Initiation

Alternative Design process may be initiated by Citizen petition (50% of block residents), development projects, staff identification of safety issue, staff identification of drainage or utility issues, State or Federal Mandates, or by any other means acceptable to the City Council.

## 2. Project information notice and posting

The citizens and affected residents will be notified consistent with City Codes prior to Council consideration of initiation of the Alternative Design process. To inform the general public, a large project information sign will be posted at the beginning and end of the project for the duration of the project and notices will be posted at City Hall and published in local newspapers. To ensure that the residents and neighbors are made aware of the issues, notices will be mailed to affected residents and neighbors within a 600 foot radius of the project.

## 3. Request Council authorization & funding alternatives for feasibility and preliminary engineering studies

Council will consider authorizing and funding the project with public funds, private funds, combination of public and private funds and other available funding mechanisms. Prior to Council consideration of the project, the project information and meeting date will be posted at City Hall and notices will be published in local papers and mailed to affected residents and neighbors within a 600 foot radius of the project. A new project information sign will not be erected.

## 4. Develop alternatives with community involvement (engineering study)

Staff, with input from the community, will begin to develop concept level alternatives and cost estimates. Topographic surveys of the project will be reviewed and special character resources and constraints will be identified. Staff will consult with the community, residents, Planning Department, Fire Department and landscape professionals (landscape architects and arborists, if appropriate) to consider options for roadway width, pedestrian provisions, edge treatments, and other roadway features. Public posting and notice will be given prior to the activities of this stage, as in item 3 above.

## 5. Community Workshop to review alternatives

Public workshops will be held to present the findings of the engineering study (stage 4, above). Staff will present the preliminary design approaches, make preliminary recommendations for community review and comment and disclose economic impacts of potential costs to property owners. Future steps required to carry the project forward will be outlined. Public posting and notice will be given prior to the activities of this stage, as in item 3 above.

## 6. Develop recommended preferred plan

Using the comments from the public workshops (stage 5, above), Staff will develop the preferred plan and cost estimate for review by the community and reviewing bodies. Additional workshops may be scheduled as appropriate.

**7. Prepare Environmental Documentation and circulate for review**

Environmental Documentation such as CEQA (if required) and any other permit process will be initiated at this stage. Public posting and notice will be given prior to the activities of this stage, as in item 3 above.

**8. Traffic Safety Commission review**

The Traffic Safety Commission will review the project in regard to traffic safety, pedestrian safety and street design issues. The public is welcome to attend the Commission's meeting. Public posting and notice will be given prior to the activities of this stage, as in item 3 above.

**10. Council hearing and approval**

Council will consider, and approve or reject the project. The public is welcome to attend Council's meeting. Public posting and notice will be given prior to the activities of this stage, as in item 3 above.

**11. Plan implementation**

If Council approves the project, Staff will initiate final design stage for the preparation of construction plans and contract documents when funds are appropriated.

# ALTERNATIVE STREET DESIGN CRITERIA

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## INTRODUCTION

The Streets and Sidewalks Committee wish to maintain the current character of certain unique neighborhoods through alternative improvements consistent with a safe, effective street.

These neighborhoods of "Olde Carlsbad" have developed under less formal standards than newer neighborhoods. These neighborhoods, over the years, have matured to create a character that is unique and of distinct value to the overall character of the community. These neighborhoods tend to have less formal street construction with mature trees and other unique cultural features. To encourage the protection of the character of these unique neighborhoods, flexible street design features are required to guide the Alternative Street Design process.

The street criteria presented herein is intended to guide the future design process by providing minimum criteria related to:

- ROADWAY WIDTHS
- PARKING REQUIREMENTS
- PEDESTRIAN PROVISIONS
- ROADWAY EDGE TREATMENTS

The utilization of these requirements will be highly dependent on the actual opportunities and constraints provided by the individual neighborhoods. Factors of particular importance in the design process will be:

- Street gradient
- Natural topography
- Drainage requirements
- Utility placement needs
- Location and nature of existing trees
- Important cultural and historical features
- Lot sizes
- Availability of off-street parking
- Pedestrian needs and activities
- Compliance with the Americans With Disabilities Act (ADA) requirements

## ROADWAY WIDTHS

The residential roadway widths are determined by travel lane requirements, emergency access needs, parking requirements, and drainage capacity requirements.

**The minimum emergency access shall be 24 feet of all weather surface unless it is impracticable and adequate mitigating measures are approved by the Fire Marshal. Drainage requirements are determined by hydrologic and hydraulic analysis.**

## **PARKING REQUIREMENT**

No parking or parking on one side only will be considered where an adequate enforcement plan is approved by the Police Department or where a finding can be made that adequate off-street parking exists to minimize potential parking enforcement issues.

Provision of parking pockets is encouraged to enhance traffic calming features and to provide selective on-street parking to serve residential needs. Parking pockets could incorporate alternative materials to distinguish the parking areas from the traveled way. Tree and landscape planters can also be utilized to protect existing features or to enhance the neighborhood character through the appearance of narrow streets.

Examples of alternative parking area surfaces include:

- Turf block
- Stabilized earth materials
- Pavers
- Colored asphalt
- Colored concrete

Loose or erosive material with high ongoing maintenance costs are discouraged. Where possible, durable permeable materials may be considered.

## **PEDESTRIAN PROVISIONS**

Where provided, pedestrian walkways shall be 4-foot minimum clear consistent with ADA requirement and be of a solid durable material. Walkway locations shall be located in such a manner as to preserve natural and cultural resources as determined through the design process. Proximity to the edge of pavement will depend on the design process.

Alternative surfaces that further a natural character and meet durability and ADA access requirements should be given serious consideration.

Meandering walks are acceptable.

## **EDGE TREATMENTS**

It is recognized that roadway edge treatments are important to stabilize the roadway pavement and to contain and divert drainage flows. The nature of the edge treatment also impacts the appearance and character of the roadway. Several options for roadway edge treatments exist within the San Diego Regional and City Standards.

## **GENERAL CONSIDERATIONS**

Where desirable to protect neighborhood character and where adequate rights-of-way exist, a meandering street centerline can be considered.

Street design needs to adequately address storm and nuisance flows within the street section. Unique design features introduce unique drainage and maintenance concerns which may require construction of storm drains or other unique roadway design configurations. When possible, all measures should be implemented to reduce sprinkler and



which may require construction of storm drains or other unique roadway design configurations. When possible, all measures should be implemented to reduce sprinkler and storm runoff from properties. Where adequate rights-of-way exist, natural swales should be considered to convey runoff. Maintenance cost and procedures should be fully analyzed in the planning process.

Tilted roadway sections may be considered when they will provide a more compatible interface with properties abutting the street.

### MITIGATION MEASURES

To assist in retaining the existing character of neighborhoods through narrower street section mitigation measures, such as increased lot sizes with provisions for off-street parking, larger setbacks from the street, alternative drainage and utility systems and fire sprinkling of homes should be given consideration.

### FISCAL ANALYSIS

All design alternatives should be reviewed for comparative construction cost and long-term maintenance costs. Where long-term maintenance costs are incurred, alternative funding for the added costs should be evaluated.

## SIDEWALK AND STREET COMMITTEE RECOMMENDATIONS

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### GENERAL PLAN AMENDMENT

1. The Committee recommends that a General Plan Amendment be considered to reflect a slowdown and management of growth in the Northwest Quadrant. Lot size and densities will be an element of this amendment. The Committee recommends an adoption of a philosophy distinguishing the Northwest Quadrant as a unique, quaint, and special community. This philosophy would recognize the necessity for the protection and preservation of the qualities unique to each area. These qualities to include, but not be exclusive of: tree-lined narrower meandering streets, alternative pedestrian pathways, traffic calming and parking options. Special attention to the quality of life the residents have come to expect as delineated in the Municipal Code current ordinance Section 18.40. Dedications and Improvements. Specifically section 18.40.100 waiver or modifications. "The street fronting on the subject property has already been improved to the maximum feasible and desirable state, recognizing there are some such streets which may have less than standard improvements when necessary to preserve the character of the neighborhood and to avoid unreasonable interference with such things as trees, wall, yards and open space.

VOTE: 8-6-0  
AYES: Dwelley, Wickham, Piro, Gamache, McBane, Chartier, Leger, Lewis  
NOES: Mamaux, Schlehuder, Spano, Wischkaemper, Kubota, Gallagher  
ABSTAIN: None  
ABSENT: Noble

### SOUND WALLS

2. The Committee recommends sound walls on freeways, 1) City should begin negotiating with Caltrans for construction of soundwalls as part of freeway widening, and 2) City (or Caltrans) should construct sound walls where no freeway widening is anticipated.

VOTE: 13-1-0  
AYES: Dwelley, Wickham, Piro, Gamache, McBane, Chartier, Leger, Lewis, Mamaux, Schlehuder, Wischkaemper, Kubota, Gallagher  
NOES: Spano  
ABSTAIN: None  
ABSENT: Noble

### UNDERGROUND UTILITIES

3. The Committee recommends that "The Council direct staff to explore alternative funding approaches to accelerate the undergrounding of overhead utilities".

VOTE: 14-0-0  
AYES: Dwelley, Wickham, Piro, Gamache, McBane, Chartier, Leger, Lewis, Mamaux, Schlehuder, Wischkaemper, Kubota, Gallagher, Spano  
NOES: None  
ABSTAIN: None  
ABSENT: Noble

## TRAFFIC CALMING

4. The Committee recommends:
- a) Based upon our review of the current state-of-the-art street design in other communities, the Committee recommends that instead of single-standard, the City of Carlsbad utilize different design methodologies committed to preserving the existing nature and character of each neighborhood.
  - b) "Based upon the public testimony we have heard, the Committee has found that one of the most important concerns to the residents of "Olde Carlsbad" is excessive traffic speed. Vehicular traffic speed should be calmed using the state-of-the-art design methods, such as traffic lane narrowing, pseudo-shoulders, improved signage, textured paving, rumble strips, Botts' Dots', Traffic-Circles, and Elephant Ears."

VOTE: 10-4-0  
AYES: Dwelley, Wickham, Piro, Gamache, McBane, Chartier, Leger, Lewis, Wischkaemper, Gallagher  
NOES: Mamaux, Schlehuber, Spano, Kubota  
ABSTAIN: None  
ABSENT: Noble

5. The Committee encourages the City Council to form a Traffic Calming Committee as a follow-up to this committee's efforts.

VOTE: 13-1-0  
AYES: Wickham, Piro, Gamache, McBane, Chartier, Leger, Lewis, Schlehuber, Wischkaemper, Kubota, Gallagher, Spano  
NOES: Mamaux  
ABSTAIN: None  
ABSENT: Noble

## DEDICATIONS

6. The Committee recommends that the Council adjust the Municipal Code requirement to dedicate rights-of-way as a condition of a building permit exceeding \$10,000 in building permit by indexing the threshold from 1992 to increases in the International Congress of Building Officials (ICBO) valuation amount.

VOTE: 7-6-0  
AYES: Piro, Leger, Schlehuber, Wischkaemper, Kubota, Gallagher, Spano,  
NOES: Gamache, Wickham, Chartier, Dwelley, McBane, Lewis  
ABSTAIN: None  
ABSENT: Mamaux, Noble

7. The Committee recommends that street right-of-way dedication be required only for building permits which create new residential dwelling units. Residential remodels would be exempt from the requirement.

VOTE: 7-6-0  
AYES: Piro, Gamache, Wickham, McBane, Lewis, Dwelley, Chartier  
NOES: Schlehuber, Wischkaemper, Kubota, Gallagher, Spano, Leger  
ABSTAIN: None  
ABSENT: Mamaux, Noble

8. The Committee recommends that at such time as rights-of-way are found to be in excess of that required, the excess will be quitclaimed.

VOTE: 12-1-0  
AYES: Piro, Gamache, Wickham, McBane, Lewis, Dwelley, Chartier, Schlehuber, Wischkaemper, Kubota, Gallagher, Leger  
NOES: Spano  
ABSTAIN: None  
ABSENT: Mamaux, Noble

#### FUTURE IMPROVEMENT AGREEMENTS

9. The Committee recommends that Future Improvement Agreements apply to only new construction. Remodeling of existing residential dwelling units would be exempt from improvement requirements.

VOTE: 7-6-0  
AYES: Piro, Wickham, McBane, Lewis, Dwelley, Gallagher, Chartier  
NOES: Spano, Wischkaemper, Kubota, Schlehuber, Leger, Gamache  
ABSTAIN: None  
ABSENT: Mamaux, Noble

10. The Committee recommends that building permit applicants be issued a notification of potential improvement or Future Improvement Agreement obligation at receipt of the building permit application.

VOTE: 13-0-0  
AYES: Wickham, McBane, Chartier, Spano, Wischkaemper, Kubota, Schlehuber, Leger, Gamache, Piro, Lewis, Dwelley, Gallagher  
NOES: None  
ABSTAIN: None  
ABSENT: Mamaux, Noble

11. The Committee recommends Future Improvement Agreements be made subordinate to homeowner's mortgages or trust deed financing at present and in the future. Staff will review language with the City Attorney's office to make sure that the agreement is subordinate to trust deeds.

VOTE: 13-0-0  
AYES: Wickham, McBane, Chartier, Spano, Wischkaemper, Kubota, Schlehuber, Leger, Gamache, Piro, Lewis, Dwelley, Gallagher  
NOES: None  
ABSTAIN: None

- ABSENT:** Mamaux, Noble
12. The Committee recommends that property owners be given 90 days to respond to demands to comply with Future Improvement Agreements rather than 30 days as currently contained in the agreement.

**VOTE:** 9-4-0  
**AYES:** Wickham, McBane, Chartier, Wischkaemper, Gamache, Piro, Lewis, Dwelley, Gallagher  
**NOES:** Spano, Kubota, Schlehuber, Leger  
**ABSTAIN:** None  
**ABSENT:** Mamaux, Noble

13. The Committee recommends the cost of all improvements be equitably allocated among all of the beneficiaries, and that no FIA exceed the property owner's fair share of the improvement cost.

**VOTE:** 7-6-0  
**AYES:** Wickham, McBane, Chartier, Gamache, Piro, Gallagher, Dwelley  
**NOES:** Spano, Kubota, Schlehuber, Leger, Wischkaemper, Lewis  
**ABSTAIN:** None  
**ABSENT:** Mamaux, Noble

14. The Committee recommends that the City retain its current policy of not building isolated improvements to curbs and sidewalks. The Committee recommends that the portion of Section 18.400.70 as amended in November 1999 pertaining to the policy regarding the deferral of improvement requirements remain as the permanent policy after the building moratorium has been lifted.






**VOTE:** 13-0-0  
**AYES:** Wickham, McBane, Chartier, Gamache, Piro, Gallagher, Dwelley, Spano, Kubota, Schlehuber, Leger, Wischkaemper, Lewis  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** Mamaux, Noble



**Figure 1  
Map 1**

**Study Area Location Map**  
Citizens Committee to Study the  
Sidewalk and Street Improvement Program

**STREET CLASSIFICATION**  
 ALTERNATIVE DESIGN STREETS  
 COMPATIBLE IMPROVEMENT STREETS

**PUBLIC LAND**  
 CHURCH  
 CITY HALL & LIB  
 PARK  
 SCHOOL  
 VARIOUS

625 0 625 Feet



  
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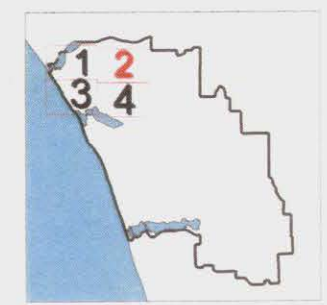
**CARLSBAD  
HIGH SCHOOL**





**Figure 1  
Map 2**  
Study Area Location Map  
Citizens Committee to Study the  
Sidewalk and Street Improvement Program

- STREET CLASSIFICATION**
- ALTERNATIVE DESIGN STREETS
  - COMPATIBLE IMPROVEMENT STREETS
- PUBLIC LAND**
- CHURCH
  - CITY HALL & LIB
  - PARK
  - SCHOOL
  - VARIOUS



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**Figure 1  
Map 3**  
Study Area Location Map  
Citizens Committee to Study the  
Sidewalk and Street Improvement Program

**STREET CLASSIFICATION**  
 ALTERNATIVE DESIGN STREETS  
 COMPATIBLE IMPROVEMENT STREETS

**PUBLIC LAND**  
 CHURCH  
 CITY HALL & LIB  
 PARK  
 SCHOOL  
 VARIOUS

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Figure 1  
Map 4

Study Area Location Map  
Citizens Committee to Study the  
Sidewalk and Street Improvement Program

STREET CLASSIFICATION  
■ ALTERNATIVE DESIGN STREETS  
■ COMPATIBLE IMPROVEMENT STREETS

PUBLIC LAND  
■ CHURCH  
■ CITY HALL & LIB  
■ PARK  
■ SCHOOL  
■ VARIOUS



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