

From: [Planning](#)
To: [Cynthia Vigeland](#)
Cc: [Eric Lardy](#); [Jason Goff](#)
Subject: FW: Carlsbad Village Plaza
Date: Wednesday, July 17, 2024 7:35:55 AM

From: Ronald Radcliff <radcliff@sbcbglobal.net>
Sent: Tuesday, July 16, 2024 9:00 PM
To: Planning <planning@carlsbadca.gov>
Subject: Carlsbad Village Plaza

July 16, 2024

Mr. Peter Merz, Chairman

Carlsbad Planning Commission

1200 Carlsbad Village Dr.

Carlsbad, California 92008

Dear Chairman, Merz:

As a long-time resident of Carlsbad, I'm writing to express my strong support for the Carlsbad Village Mixed Use proposal on the site of the Carlsbad Village Plaza. The proposal is item #1 on the Planning Commission agenda for July 17, 2024.

The existing complex, which was built more than 50 years ago, is run-down and in need of a facelift. This is the gateway into our Carlsbad Village, immediately visible as residents and other visitors enter our City. We can do better and I welcome the investment to bring about positive change to this center.

Not only will this new project update and improve the appearance of the property – but most importantly, it will also deliver new shops, restaurants, a market, and much-needed affordable housing for our city. My family and I have lived in the area for nearly 25 years. It is more and more difficult for young people, like our son, to imagine being able to afford to live in the place they call home. These kinds of projects, offering housing that will serve not only existing residents, but our future young people who eventually grow up and want to remain in the area, are important to fill that need.

Part of the attraction of living in Carlsbad is the vibrant and ever-changing village core, with restaurants, shops, and other entertainment options. Our family enjoys being able to remain close to home to patronize these businesses and take advantage of not having to travel outside of Carlsbad for those opportunities. This will expand and add to the options available, and we look forward to visiting the new shops and restaurants that will locate in the new development.

This proposal represents a significant improvement over the existing complex in every way.

I respectfully request that the Carlsbad Planning Commission approve this project.

Thank you for your consideration.

Sincerely,

Ron Radcliff

6838 Moorhen Place

Carlsbad, CA 92011

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From: [Planning](#)
To: [Jason Goff](#)
Cc: [Cynthia Vigeland](#); [Eric Lardy](#)
Subject: FW: SDP 2023-0014 (DEV2023-0078) - CARLSBAD VILLAGE MIXED USE
Date: Wednesday, July 17, 2024 7:36:34 AM

From: Chris -Christine- Zamora <cmzamora7@gmail.com>
Sent: Tuesday, July 16, 2024 11:52 PM
To: Planning <planning@carlsbadca.gov>
Subject: SDP 2023-0014 (DEV2023-0078) - CARLSBAD VILLAGE MIXED USE

Dear Planning Commission:

As a Carlsbad Barrio resident, and one who grew up in Carlsbad on Harding Street when it was a sleepy little beach town, I have seen the city grow and develop beautifully and responsibly. However, now large buildings are cropping up throughout the barrio and this is disconcerting.

Specifically, the massive housing that would replace Carlsbad Village Plaza does not adhere to a village atmosphere and the loss of its significant small businesses is not the Carlsbad way for residents, business owners, and local and out-of-town customers.

I would like to stress the following:

- Vital uses: A Village and Barrio Master Plan priority is to “Encourage ‘vital uses’ like small grocery stores, post offices, hardware stores, pharmacies and farmers markets.” Also, the plan states that it will “Update policies to encourage the kinds of small businesses that serve daily needs of residents . . . new policies would encourage these uses to continue and make it easier to add more.”

How do you reconcile the proposed massive housing with the above priorities?

- Modernization: Why not propose modernizing the plaza and re-paving the parking lot so we can retain this community’s “vital [and unique] uses”? Can we allow outdoor spaces for the French bakery and Mexican restaurant? There could be numerous design ideas.
- Increasing business: Don’t we not want to attract visitors right off the freeway for their business? The small businesses we already have are both practical and unique. These are in line with the spirit of Carlsbad, not a high-priced market and coffee shop. And first impressions are everything. Don't we want to be unique, charming, and different from our neighboring cities?
- State housing requirements: I understand the need for more housing due to state requirements, but Carlsbad Village Plaza is not the place for this, especially since we have so much open space elsewhere.
- Community needs: Senior citizens, low-income residents, veterans, and disabled citizens abound in the barrio. How will the loss of the plaza’s stores affect them?
-

Question: What do *you* consider would be a valid reason for advising the City Council to *not* accept TASC0's application for development? I and many others will support that reason, I'm sure.

Thank you for letting me provide input, and please make this input public.

With much regard,

Christine M. Zamora, Barrio Resident

cmzamora7@gmail.com

760.583.6460

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From: [Planning](#)
To: [Jason Goff](#)
Cc: [Cynthia Vigeland](#)
Subject: FW: Comments on smart and final
Date: Wednesday, July 17, 2024 7:35:29 AM

From: Lori Robbins <silentmeowing@gmail.com>
Sent: Tuesday, July 16, 2024 7:33 PM
To: Planning <planning@carlsbadca.gov>
Subject: Comments on smart and final

Dear Planning

Since it's been over a month since the smart and final project was discussed, I am sending my comments again.

Thank you for your consideration.

Lori Robbins

I have 3 concerns

First, I recommend that the Builder make modifications to come into compliance with the Council Approved Barrio/Village Standards by using the approved materials, styles and details.

Second, Before agreeing with the traffic pattern proposed by the Developer, I ask for a second traffic study that is financed by the city with a city approved consultant.

By adding over 1000 new residents – the traffic approaching Route 5 from both directions on Carlsbad Village Drive can become unmanageable. It is critical for the city to understand the risk of a significant infrastructure cost caused by traffic congestion in this area.

Third, I urge the Commission to require that the Parking Garage be designed to ensure a safe and secure environment.

Public garages are the third most common location of ***violent crime***.

For those wanting to see this first hand, I recommend a visit to the Oceanside Parking Garage. It will be eye opening.

Homeless congregate around the garage since it provides shelter and a

place to be out of the public view for drug deals and other crimes. While visiting, I actually witnessed a drug deal. Remember this new garage will be across from Windsor Point.

Security at the Oceanside garage told me that one corner of the garage is used as a bathroom every night. In addition, the public bathroom, has people using the floor instead of the toilets, every day.

I recommend that the garage incorporate louvers or some other design element to prevent people from entering or climbing the garage from the perimeter.

Providing cameras may help but securing the garage in the evening, providing a 24 hour security guard and permitting overnight parking only with a resident sticker will go a long way.

In conclusion

1. Require the project to comply with the approved architectural standards.
2. Get a second city funded traffic study to avoid an infrastructure cost surprise.
3. Require the garage to have a secure the perimeter and entry point. Eliminate the bathrooms and other hiding areas. And finally Require the project to have 24 hour on site security.

Sent from my iPhone

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From: Carol Brickett <pyrocarol@gmail.com>

Sent: Wednesday, July 17, 2024 7:58 AM

To: Jason Goff <jason.goff@carlsbadca.gov>; Planning <planning@carlsbadca.gov>; Council Internet Email <council@carlsbadca.gov>

Subject: Save the Carlsbad Village Plaza

Dear Carlsbad Planning Commission Members / Mayor / City Council Members,

I have written before, but want to say again that:

I am opposed to the proposed redevelopment of the Carlsbad Village Plaza into a large, mixed-use high-density residential complex. (Project Number SDP 2023-0014)

Upon retirement 6 years ago, I moved to Carlsbad Village because it was an area that afforded me the ability to walk to my dentist, eye doctor, restaurants, bakeries, hardware stores, pharmacies, the beach, and much, much more. My daughter, who lives with me due to disabilities from a stroke 16 years ago, is able to be more independent here. She feels safe. The area was beautiful - no high rises - it had adorable buildings and homes. The crime rate was low. Please stop ruining it!!

This proposed development is not in the best interest of Carlsbad and the residents of Carlsbad Village. It will destroy the only grocery store in the village, forcing the residents into more expensive and distant options. It will destroy the only pharmacy in the village, which is important to seniors and residents with limited mobility. The hardware store will go, as will the French bakery, the cleaners, the CRC resale store (which benefits battered women), the laundromat, and other local businesses - many of them family owned and operated. These stores will not return. The retail space will be reduced by 77% and the new space will be much more costly. These stores are an important resource for the village and must stay.

Further, the traffic analysis submitted for this project is seriously flawed. The project is more than 1/2 mile away from the Carlsbad Village Station transit center. Also, the Vehicle Miles Driven (VMT) is miscalculated. This project will not decrease VMT by ~20,000. Rather, it will increase VMT by ~20,000. As a result, a full CEQA VMT analysis should have been conducted.

What's more, this development is inconsistent with the vision documented in the Carlsbad Village and Barrio Master Plan. Specifically, this plan calls for the village to "serve as the historic heart of the city, honoring Carlsbad's past and creating a strong sense of community" in a way that "encourages preservation of each neighborhood's character" and "provides for the daily needs of nearby residents."

I understand that progress is inevitable, but this is the wrong project for this location. It will irreversibly alter the character of the Carlsbad Village, the character that I and so many residents wish to preserve.

In light of these points, I urge you to act in the community's best interest by rejecting the proposed development of SDP 2023-0014. Please consider the long-term effects such a project would have on the fabric of our community and the daily lives of its residents.

Please notify me when any public hearings are scheduled regarding this project. Thank you.

Sincerely,

Carol A. Brickett and Tracy Hurd
3160 Lincoln St. Unit 1
Carlsbad, CA. 92008
760-573-0534

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July 17 2024

To: City of Carlsbad, Planning Commission
Re: Carlsbad Village Mixed Use, SDP 2023-0014
From: Clyde Wickham- Retired City Employee (Current Development Engineer)

INTRO:

WELCOME TO CARLSBAD !

This was our statement to showcase the Village of Carlsbad.

This project as proposed is NOT something to be proud of. It is too big, too crowded and proposes too much to be crammed into a 4 acre lot - **right at the Village doorstep; the gateway of Carlsbad.**

First and Foremost, this project is in the wrong location.

Staff has generated a livable, walkable and drivable community. For years we have approved Senior Housing. There are hundreds of seniors living within a few blocks of this project. And this is the Village Shopping Center. It needs to be remodeled or upgraded, But NOT What is Proposed. It needs to serve the community including the Senior Citizens. Now we have the perfect plan for this community and you are taking away the Shopping Center, The Pharmacy, The Hardware Store, The small Mexican Take out and sit in restaurant, even the Laundry Business. It's not a good plan or a good Project. This Existing Shopping Center is close to perfect for this community. Will something half of the size work **NO**

The Hardware store serves most of the properties in this part of Carlsbad. Its convenient, close and is a very good neighborhood Hardware Store. I believe, the "Denault's" Hardware Store was mitigation for the Train Station Project almost 20 years ago. The Traffic Report states that the nearest Hardware Store is Roughly 4 Miles away. They state that there are 3.

But why would the City of Carlsbad push it's citizens to shop out of town, to drive multiple of miles away to another Hardware Store? At the end of this presentation I will discuss 3 Alternatives to Resolve this nightmare on Elm Street

(this a joke It It used to be Elm Street ... but now its a nightmare)

The City has always been a leader in design and development. Now with this project, we are leading in the destruction of our "Village". It's not going to stop until we do something about it.

This is a sad day for all of us. If approved, this will be a development scar on the City for ever. And... If it fails the developer will just sell it and move on.

Has this Developer: (Tooley Interests, or GRT Carlsbad Village)

Has he ever built a project of this size and complexity ?

Answer: NO

He has never built a project of this size and complexity. His record of Projects is minimal.

The Developer can:

Get these approvals and sell the package to another Builder or Developer

Get the approvals and just sit on the project until the Market picks up

Build the Project, and if it Fails, will he just sell what he can and just walk away.

All at the Expense of Carlsbad Citizens

Your Hands Are Not Tied

Staff has been working on this project for more than a year. We (the Citizens) could have been notified a long time ago. Instead we have to scramble to research and review what the City and Staff has **not** done very well.

Instead ... the Citizens has to present the opposition to the Planning Commission and eventually the City Council.

I hope we can turn this train wreck around.

Senate Bill 330 has taken over our discretionary review process. Even with this loss, City Staff should have reviewed it more thoroughly.

Traffic and Circulation on Carlsbad Village Drive:

The Total Traffic Counts - From Traffic Staff are: 28,968 cars per Day. This is from April 4th, 2019. Round up to 29,000 ADT

The traffic volume today, 5 years later is **more**. And 28,900 cars represents more than the capacity of this 2 lane collector. All of the people who use this roadway can attest to this high volume. The City calls it an "IDENTITY STREET" so it no longer has a classification of an arterial or the requirement of LOS - Level of Service - Per City regulations.

This Volume (29,000 vehicles) is More than a 2 lane secondary Collector Can Handle. I did exactly what staff should have done and took a look at the Traffic Volume and the Capacity of the roadway. If we could assign a Level of Service (LOS) to this "Identity Street" it would be a "D" or an "E"..... Beyond the acceptable limits of an Arterial. It's Too much Traffic.

The Accident Records of this Arterial: Is The Worst Collision Road Segment In Carlsbad. I used to gather this information and work on these reports years ago. It was the worst then and today even though we have built a median and controlled turns into and out of this shopping center. **It is still the worst.** The past 5 Year Traffic Collision Data indicates there have been 40 Accidents in this Block. The proposed project will make it worse by closing 3 of the 5 driveways and using an alley behind Jack In the Box & Texas Liquor as a 24' wide right turn in and right turn out from this center.

Most of the accidents are Vehicle Turns, and Right Of Way, Following Too Close, and simply frustrated Violations.

Also- there is no Truck Service or loading zone onsite of the proposed plan.

The traffic study is eliminating 616 vehicles of traffic. I know some residents will walk to the Mini-Grocery store and some will walk to the 7-11. But 1/2 of the residential traffic count generated by this project has been subtracted by almost 50% By using "internal capture".

THIS IS WRONG. I know the consultant will say that it's within internal trip capture, guidelines. But this project does not have a large market, they only have the 5,800 Sq.Ft. Mini Grocery Store. This is Less than 1/4 the size of the existing grocery store (24,000 Sq.Ft.).

This cannot be removed as "Internal Capture". If it was a WallMart or full sized market, there would be a good argument for 30% Internal Capture but NOT a 50% "Internal Capture".

The Consultants that the developer has hired are truly working for the developer. Their reports and documents are not complete. They have also modified the traffic volumes before they studied the entire project. They doubled the density and added (4) waivers to avoid a reasonable design. Technically this projects was designed backwards.

And.... Technically, this project is still not a complete submittal.

The proposed project cannot accommodate the required parking necessary to serve the project citizens and the future residents of Carlsbad. The Staff says "It Is Exempt" because it's within a 1/2 mile of the train. So why are you building more parking spaces? Use that space to build a larger Market and Hardware Store

The numbers that the developer gave you are WRONG. LL&G subtracted the commercial parking and never added what was left over back in to the proposed parking spaces. They did not account for all of the Commercial Buildings that will be demolished. They reduced the traffic before they gave the bonus and the waivers to the project. The total project parking and traffic as a whole should be identified BEFORE they add the Bonus Density and Waivers. This alone is a serious mistake of the project.

The LL& G traffic report has inconsistent facts ... the ADT information was produced by cell phone traffic and street light data (P.7 of LL&G report). Again not a clear and precise method of reporting ADT. The traffic engineer may argue in favor of this as an acceptable standard of study. NOT IN MY BOOK. It appears this method was used for the benefit of the developer and in contrast to the ADT for the loss to the City. The data presented in the traffic report is conflicting. I recommend going back to the basics; use the SAN DAG Guide. Interestingly, they only used the SAN DAG guide for the traffic to be removed. and the VMT guidelines for the "Not a Significant Impact" statement. How can you generate 218 multi family units, and replacing 13,800 sq. ft. of Commercial. And Call that "Not a Significant IMPACT".

The project will remove 24,800 Sq. Ft. (Smart & Final) and also 9,000 Sq.Ft. (Hardware Store) and replacing it with 13,000 Commercial and 218 apartments. Again nothing is mentioned about for the other commercial buildings to be demolished. Anyway it's a smoke and mirrors scam to claim "No Significant Impact"

There are some major gaps in the site plans:

Where is the detailed grading plan?

Where are the details and the number of piles to be driven for foundation stability. The answer: "To be addressed upon final design". This is NOT an acceptable answer.

The Public Health and Safety issue is very serious. The Pedestrian, Bike, and Vehicle impact will create a hazard to everyone who lives, drives, or walks by this project - **This is a Public Health & Safety Hazard.** There will also be a constant amount of noise for 6 months to a year of Demolition and Construction. The Pile driving could be a month of constant 80 Decibel pounding of (an unknown) a number of Piles to stabilize the Foundations on top of a 5' Water table under this site. How will the "Mud" be Hauled off? Will Pumps be required to run constantly?

I am not arguing the EIR report I am arguing about the errors of the traffic study and design of the project that I don't believe the Staff has adequately reviewed.

1. **There was no conclusive answer from staff to how much Average Daily Traffic proposed or existing.** The staff answer was, we don't do that anymore..... And... we use VMP and VMT as our traffic tool to study traffic instead. **YOU SHOULD USE EVERY TOOL that YOU HAVE available.** The VMP method was created by CalTrans as a tool to monitor and study air pollution. The ADT calculation counts how much traffic and vehicles are onsite and the other (VMP) counts how well the traffic flows to the street system.
2. **The Volume is 28,900 Vehicles per Day (4/2/2019) City of Carlsbad Transportation Department**
3. I know staff does not use LOS (Level of Service), **But they should.** As stated above, the volume of traffic cannot be absorbed on Carlsbad Village Drive. These tools will show the impact and what will fit on the available roadway.
4. The LOS on Carlsbad Village Drive would be a "D" or an "E"... Both are Bad. This means that there is a good chance that you will miss 1 or 2 Traffic Signal cycles. Almost Grid-Lock.

This project is ready to be approved without a complete staff review. I have read the staff report and I believe the site plan does not include adequate information for the approval of this project.

More importantly

Lets look at what is wrong:

1. **There was absolutely no public out reach or "Community Stakeholder Communication"** (City Council Policy No 84).

2. The answer of “**Our Hands are Tied**” is simply not acceptable. Your hands - as staff- are never tied, Unless your managers are directing you to ignore common sense - and just approve what you have on your desk and move on. The hands of the Planning Commission are not “tied” either, you are an arm of discretionary approval for the City of Carlsbad. Stand up and say NO to this project as proposed. Please... Stand up together and **UNANIMOUSLY VOTE to RECOMMEND A MORATORIUM - BASED UPON PUBLIC HEALTH & SAFETY.** This will send a message to City Council to improve the project. I know that you have to approve the project, But it could be a marginal approval, by 1 vote to stand up and disagree with the State Mandate.
3. **The Pedestrian Element has not been addressed.** How will elderly citizens maneuver in and out of the project? When walking, the pace of an elderly citizen is slow. All Traffic Engineers know this. Signals have to be extended to allow for pedestrian crossing. If a person misses the signal crossing light and tries to cross on the flashing light, they will make it to the middle. Then we are on the edge of an accident.
4. With all of the construction traffic, bike and pedestrian access and simple travel will be more of a safety hazard.
5. There will be more than 50 truckloads of export (earth) leaving this site (750 Cubic Yards). This is only the earthwork ,there will be the same or more truckloads of construction demolition and debris from this site.
6. The ground water level is reported to be 5’ below the surface. This will exacerbate the soils removal and the demolition to be hauled away. With the water table as reported, the proposed construction will require pilings to be placed (Pounded). This is to support the foundations and 5-story buildings.They didn’t say how many pilings will be required, that is to be determined **AFTER** the approval. This should be discovered **NOW, BEFORE** the approval. What if there are 10 Pilings? This activity alone will take days, weeks to pound the pilings to support the foundation. This presents another hazard to the Public Health and Safety of this community. Sleep, rest and just living with this pounding noise is not Healthy.
7. Public Health and safety is a serious impact. Walking and trying to rest while equipment and construction is constantly disrupting any form of relaxation. Signal and traffic congestion can also increase accidents to anybody caught in the congestion. Bicycle & E-Bike accidents are part of the vehicular accidents and are all part of the Health and Safety discussion. The total pressure of circulation and access will increase dramatically. Remember this is the most dangerous segment in the City. Air Quality will be Hazardous.
8. Stress from using Ride Share services. Stress from trying to find another Pharmacy and Grocery Store. The longterm impact on the community will rise.

THE Public Health and Safety Element is a compelling reason for a Moratorium.

Let’s look at what is right:

Nothing..... Except the old Village Shopping Center needs to be re-built

What can we do about it:

- A. **City Council can Adopt a Moratorium to pause the rush.** This pause will allow for staff to continue the review to correct the errors, and to provide the missing public out reach. The City and the developer can hold a series of Community Stake Holders Workshop’s to resolve issues and possibly improve this project. A moratorium would require a 5-4 vote by

City Council to approve a Moratorium. Planning Commission can recommend this as a unanimous solution. Again: Please... Stand up together and UNANIMOUSLY VOTE to RECOMMEND A MORATORIUM - BASED UPON PUBLIC HEALTH & SAFETY. This will send a message to the City Council to improve the project.

B. The City could buy the Neighborhood Village Shopping Center: The Land Cost, The Construction Demolition Costs, The Development Costs... and interest for time to build And what is your profit ? It will be Minimal \$... As a City owned project we could develop the Neighborhood shopping Center with the Affordable Housing on the 2nd story, Even a 2 story parking structure.... All hands down this is much better for the Citizens of Carlsbad. and fills the need of Proposition 330. The Developer can make his profit without any effort.

This can be negotiated with the developer while we have the time of a Moratorium.

C. The project could be approved in 2 stages.

Stage 1 would be to build part of the project. That is: The 5 story parking structure, and only 1/2 (Next to the Parking Structure) of the proposed apartments, and the commercial component.

Stage 2, **If - the project is determined to be successful and if - the parking and circulation work out, (the project) can build the final portion of apartments.** This is a risk on the developers side and also a commitment on the City's side to support the Senate Bill 330. If there are any issues or changes to improve the project both the City and the Developer can modify the project without an additional public hearing.

Please consider my suggestions

Clyde Wickham, Former Current Development Engineer, Carlsbad