

The City of Carlsbad Planning Division  
**A REPORT TO THE PLANNING COMMISSION**

Item No.

2

P.C. AGENDA OF:        October 19, 2016

Application complete date:	N/A
Project Planner:	Scott Donnell
Project Engineer:	N/A

SUBJECT:        **GPA 16-01/ZCA 16-01/ZC 16-01/MP 14-01/LCPA 14-01 – VILLAGE AND BARRIO MASTER PLAN** – Meeting to review Master Plan input to date from the community and Planning Commission and confirm the areas of the Master Plan to revise or study for potential revision. The Village and Barrio Master Plan would regulate land uses for the city’s downtown Village and adjacent Barrio. The Village and Barrio are generally located west of Interstate 5 between Tamarack Avenue and Laguna Drive. The railroad corridor forms the west boundary of the Barrio. Garfield and Ocean Streets generally form the west boundary of the Village. Parts of both neighborhoods are in the Coastal Zone.

**I.        RECOMMENDATION**

That the Planning Commission **ADOPT** Planning Commission Resolution No. 7207, **CONFIRMING** the items staff will revise or study for potential revision as it prepares the third draft of the Village and Barrio Master Plan.

**II.        PROJECT DESCRIPTION AND BACKGROUND**

The first draft of the Village and Barrio Master Plan was released for public comment in November 2015 for an approximate 60-day review period. Staff introduced the plan to the Planning Commission on November 18, 2015, and returned to the Commission on January 6, 2016, to obtain feedback. At the January meeting, the public also remarked on the draft.

Based on comments received, a revised draft was released in April 2016. Staff presented the revised draft at the Commission’s April 13 meeting. At the meeting, staff reviewed the changes made to the plan based on community input to date and outlined the project’s public input process. Members of the community were invited to comment.

On July 13, 2016, the Planning Commission held a special, facilitated meeting at the Carlsbad Senior Center. The meeting was held in a workshop format to emphasize the desire for public participation and comment. The workshop’s only purpose was to receive community and Planning Commission input on the April 2016 revised draft. The well-attended meeting included more than 50 speakers and the submittal of 30 written comments. As part of its presentation, staff noted it would return to the Planning Commission seeking confirmation of the revisions to make to the Master Plan draft, based on the comments received.

At the October 19 meeting, staff will summarize the input received to date and recommend the areas of the plan to either revise or study for potential revision. The public will have an opportunity to review and comment on staff’s recommendations. The only action at the meeting will be for Planning Commissioners to confirm or modify staff’s recommendations; previously, the Commission had taken no action on the draft document as meetings have focused on only presenting information and receiving comments.



Beginning with the first Master Plan draft in November 2015, staff has made available for public review the drafts of the Master Plan on the city's website, at city facilities such as the libraries and Faraday building, and for purchase at the city's Faraday Center. In response to resident suggestions, copies of the April 2016 draft were provided for check-out at the libraries and for review at the Senior Center as well.

Based on Planning Commission's action, staff will begin the third drafting of the Village and Barrio Master Plan. This subsequent draft will be available sometime in 2017, following completion of the Village, Barrio and beach area parking study and staff's revisions to the plan based on community input and the parking study results. Staff expects another community presentation after release of the third draft for public review, followed by Planning Commission and City Council adoption hearings.

### III. ANALYSIS

Four attachments to this staff report describe the public input received on the latest draft Master Plan since its release in April 2016. One attachment is the July 13 Planning Commission meeting minutes. The other three attachments in table form (1) summarize the written comments provided on postcards at the July 13 meeting, (2) show the verbal comments made during public testimony that were recorded in bullet point form on flip charts by the two scribes at the meeting, and (3) summarize the mailed and emailed comments received by staff since April. Many of the comments are provided verbatim, particularly those written on the comment cards and flip charts, and are repeated in the same or across all attachments. Further, while the attachments do not exhaustively list all public comments made, they do effectively identify at least the majority of concerns and opinions people have about the Master Plan.

Based on the public comments received, staff's review of the Master Plan, and its professional judgement, following is the list of plan items that staff recommends for revision or for consideration of revision. Staff has also included below responses to plan items on density, historical preservation, and Chestnut Avenue for which no Master Plan change is proposed but for which an explanation is helpful. Furthermore, this list is not meant to completely identify all changes that may occur; other revisions will likely become apparent as items are studied, the Master Plan is revised, and additional public comment and other agency input are received.

- A. Overall *(Note: Refer to Planning Commission Resolution 7207 (attached) for approved list of plan items to be revised or considered for revision.)*
1. Tone, content, and formatting – As an overall effort, staff will evaluate the plan's contents for redundancy, readability, ease of use, and tone. Ways the document can be streamlined and perhaps shortened overall (e.g., deleting sections on the charrette, economics and tactical urbanism and/or relocating them to the appendix) will be examined. Existing, adopted master or specific plans will be consulted to determine if a different format and wording style and means to present information should be considered.
  2. Graphics – The April 2016 Master Plan draft has many renderings, pictures and maps. Consideration will be given to eliminate unnecessary graphics, partly to aid in the streamlining effort; for those proposed to remain, modified or be added, staff will seek to make them more appropriate to Carlsbad.
  3. Vision and objectives – Staff will review the Master Plan's vision and objectives (Master Plan Part One and Section 4) in light of community comments and the Carlsbad Community Vision and make revisions as appropriate. Staff will also conduct an evaluation to ensure Master Plan components that flow from the vision and objectives, such as development standards (e.g., building height, setbacks) and design guidelines, are consistent with them.

B. Development Standards, Design and Character

1. Development and use standards (Master Plan Part Two – the “Code”) – In particular, this section of the plan will be targeted for streamlining and improved usability. Graphics will be revised and standards will be reviewed for appropriateness.
2. Transect Districts – The adopted Village Master Plan and Design Manual divides the Village into nine land use districts. The draft Village and Barrio Master Plan uses seven Transect Districts instead (see Section 6.2) as a means to provide standards for both neighborhoods. The Transect Districts can be confusing and their intent statements are not clear. Staff will examine the Transect Districts’ effectiveness and may recommend modifications or replacement by a different method of providing standards across the Master Plan area. As part of this evaluation, staff will also study refinements to the boundaries of the Master Plan.
3. Building height – Staff recommends eliminating the proposed height increase to 55-feet. Staff also will evaluate height limits and the maximum number of stories for each district.
4. Community character – Most seem to agree that certain elements in the Village and Barrio bear maintaining: the less dense Barrio core, the Twin Inns at the northeast corner of Carlsbad Boulevard and Carlsbad Village Drive (location of Sun Diego and the Land and Water Company), State Street between Carlsbad Village Drive and Grand Avenue, and the very large trees along Grand Avenue. The overall walkability of the entire Master Plan area and small town feel are other desirable attributes. Many of these qualities are captured in the core values of the Carlsbad Community Vision (e.g., small town feel, community character and connectedness). As noted, staff will review the Master Plan’s vision and objectives for consistency with the Community Vision and seek to develop guidelines and standards that follow suit.
5. Design Guidelines/Architecture – Staff will revisit Master Plan Part Three, Design Guidelines, as to structure, contents, and effectiveness. Examples, text, and graphics will be more Carlsbad-appropriate and responsive to the desired character of the Village and Barrio. An effort will be made to provide guidelines written and illustrated in “plain English.” Staff will also study how the guidelines can have more “teeth” so they can effectively guide project design and assist the public, staff, and decision-makers in project evaluation and recommendation.

Staff does not recommend establishing any particular style or theme (such as a Spanish theme in the Barrio) but does believe providing examples of community-supported architecture in the Village and Barrio would be worthwhile. It seems appropriate for the design guidelines to provide some regulation of exterior materials. Guidelines for building mass should be considered, such as setback requirements for upper building floors. Further, because buildings are in close proximity to the street, pedestrians, and other buildings, quality of design is important to ensure the planning area remains interesting and inviting.

6. Density – The Master Plan proposes no change to residential densities currently permitted either in the Barrio or Village. Further, staff does not anticipate revising densities in any redrafting of the Master Plan. For clarification, “residential densities” are expressed as the number of dwelling units per acre. See Section 6.1 for Master Plan density provisions.
7. Historic Preservation – Staff does not recommend any changes to the Historic Preservation considerations listed in Master Plan Section 2.8 as they offer versatility and many are consistent with the General Plan.

C. Streets, Parking and Circulation

1. Parking – Parking provisions are found throughout the Master Plan and particularly in the Vision and Code sections (Parts One and Two). Parking standards will be revised pending the completion

of the Village, Barrio and Beach Area Parking Study. It is expected the parking study recommendations could impact many Master Plan provisions, particularly the strategies of the Mobility Plan (Section 2.7) and the parking ratios and parking in lieu fee standards (Section 6.4).

2. Street vacations – A policy on street vacations for the Village and Barrio areas will be considered.
3. Alleys – Improved development and design standards are recommended for alleys so that they too present a pleasant appearance in both the Barrio and Village.
4. Alternative Design Streets – The appropriateness of maintaining this designation, which affects some Village streets, will be considered.
5. Bike Plan – Many people commented on the desire for safer bicycling in the Village and Barrio, particularly in the form of bike paths separated from vehicle travel lanes. Staff will review the proposed master plan's contents and recommend changes and may seek the advice of a bicycle interest group.
6. Street lighting – Review the lighting plan, Master Plan Section 2.5.1.4, for adequacy and in consideration of capital improvement projects to improve pedestrian lighting along Carlsbad Boulevard and in the Barrio and street lighting throughout the Village and Barrio.
7. Traffic calming and pedestrian improvements – Continue to evaluate roundabouts, traffic circles, bulb-outs, crosswalks, and sidewalk and accessibility improvements as a way to improve circulation for all forms of mobility in the Village and Barrio; accordingly, staff will review Master Plan Sections 2.5 and 2.6 (and Section 2.6.4, Barrio Streets, in particular) for appropriateness.
8. Chestnut Avenue – The Master Plan supports the crossing of the railroad at Chestnut Avenue as well as several other potential crossings that could be realized with railroad track trenching. No change is anticipated to this support, though it could be refined as trenching details are revealed.

#### D. Land Use

1. Areas north of Grand Avenue – Staff will examine the appropriateness and adequacy of Master Plan standards and objectives for the areas generally north of Grand Avenue, particularly in the vicinity of the Army and Navy Academy and along Roosevelt Street eastward to Jefferson Street.
2. State Street – Between Carlsbad Village Drive and Grand Avenue, State Street is often cited as a wonderful example of downtown Carlsbad. North of Grand Avenue, State Street is benefitting from private investment but lacks the character that exists in the one block south of Grand Avenue. Focused planning to guide street design, public space and land uses along this street is recommended.
3. City hall – The Master Plan suggests a new city hall as a potential future use of city-owned property at Carlsbad Village Drive and Roosevelt Street (Section 2.4.2). A current City Council strategic policy goal is to plan for a new city hall. One objective of the goal is to evaluate potential city hall locations. Completion of this evaluation is expected in summer 2017. The Master Plan should be consistent with study results.
4. Curb cafes – Curb cafes were approved as part of a three year pilot program according to City Council Policy 78. The pilot program has expired and no new curb cafes can be permitted unless the program is renewed. The April 2016 Master Plan draft contains broad policy language that encourages the ongoing permitting of curb cafes and recommends expansion of the area in which the policy allowed them. Now that the Village, Barrio and Beach Area parking study is underway, study results should influence any Master Plan provision in this matter.
5. Railroad trenching – With release of a comprehensive study on railroad trenching this fall and subsequent review, the Master Plan may need amendment as appropriate.
6. North County Transit District property – While trenching of the railroad tracks is an obvious factor, staff will look to better develop Master Plan standards for NCTD-owned properties in cooperation with the agency. It is expected that the Village, Barrio and Beach Area Parking study will also

provide information on the status and future use of parking lots the city presently leases from NCTD.

7. Implementation Plan – Staff will draft an implementation plan for public improvements that identifies, in general terms, time frames, feasibility and constraints, potential costs, and funding sources.
8. Open space – The Master Plan recommends several open space opportunities, such as the Lincoln Street Plaza and the Grand Avenue Promenade. The Village and Barrio also benefit from three existing public parks and proximity to the beach. Staff will evaluate measures to incentivize developers to incorporate visible and attractive public spaces, particularly along a key corridor such as Carlsbad Village Drive.
9. Undergrounding utilities – A proposal to underground utilities can be constrained by available funding and other, already planned undergrounding projects. Also, undergrounding is commonly done in conjunction with a street improvement project. The feasibility and possible timeframes for undergrounding in the Village and Barrio are not known, but staff can conduct some basic research in this regard; potentially, undergrounding could be a component of the recommended implementation plan.
10. Preservation of a commercial “core” – Residences are permitted in all proposed Transect Districts (except the Civic District, which is applied to the railroad corridor and city parks), though the Master Plan cautions their use in areas where they could break up retail continuity. Furthermore, the current Village Master Plan and Design Manual requires the primary permitted land uses for all ground floor space in the Coastal Zone to be visitor serving commercial uses. Staff will study whether in some areas it may be appropriate to restrict residential uses to upper floors only (in a mixed use format) where a strong commercial street scene or retail continuity is desirable and will confirm with the Coastal Commission the extent of requirements for visitor serving commercial.
11. Mixed use projects – Buildings with a mix of uses would be permitted by the Master Plan. This may include a combination of different commercial uses, such as retail on the first floor and offices above, or a mix of residential and commercial uses. Staff will study what mix of uses is acceptable, including whether time-shares should be allowed in a mixed use project.

#### **IV. ENVIRONMENTAL REVIEW**

Pursuant to Public Resources Code Section 21065, this action to receive confirmation on the items to address during the next revision of the Master Plan does not constitute a "project" within the meaning of CEQA in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and therefore does not require environmental review. An environmental document for the draft Master Plan has been prepared and circulated for public review. If necessary, staff will revise this document so it adequately analyzes potential environmental impacts associated with the revised master plan. The environmental document will be presented for the Commission's consideration as part of the formal public hearing on the final master plan.

#### **ATTACHMENTS:**

1. Planning Commission Resolution No. 7207
2. July 13, 2016, Planning Commission meeting minutes
3. Spoken public comments recorded on flip charts at the July 13, 2016, Planning Commission meeting
4. Written public comments recorded on comment cards submitted at the July 13, 2016, Planning Commission meeting
5. Summary of mailed and emailed comments on the Master Plan received since April 2016

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**PLANNING COMMISSION RESOLUTION NO. 7207**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARLSBAD, CALIFORNIA, CONFIRMING THE ITEMS STAFF WILL REVISE OR STUDY FOR POTENTIAL REVISION AS IT PREPARES THE THIRD DRAFT OF THE VILLAGE AND BARRIO MASTER PLAN. THE VILLAGE AND BARRIO MASTER PLAN WOULD REGULATE LAND USES FOR THE CITY'S DOWNTOWN VILLAGE AND ADJACENT BARRIO.

CASE NAME: VILLAGE AND BARRIO MASTER PLAN  
CASE NO.: GPA 16-01/ZCA 16-01/ZC 16-01/MP 14-01/LCPA 14-01

WHEREAS, the **City of Carlsbad** is preparing a master plan for the Village and Barrio neighborhoods, which are described as:

**The area generally located west of Interstate 5 between Tamarack Avenue and Laguna Drive. The railroad corridor forms the west boundary of the Barrio. Garfield and Ocean Streets generally border the west boundary of the Village. Parts of both neighborhoods are in the Coastal Zone**

("the Property"); and

WHEREAS, the City released its first draft of the Village and Barrio Master Plan for public review in November 2015; and

WHEREAS, based on public comments, including comments from the Planning Commission, the City released a second draft of the Master Plan for public review in April 2016; and

WHEREAS, meetings before the Planning Commission were held on **April 13, 2016**, and **July 13, 2016**, to present information on the second draft of the Master Plan and receive public comment; and

WHEREAS, at the April and July meetings, the Planning Commission took no action on the Master Plan as the only purpose of the meetings was to present information and take public comment on the document; and

WHEREAS, in response to public comments on the second draft of the Master Plan since its release, including mail and email comments, the city has prepared Exhibit A attached hereto and made a part hereof, which lists the items the city will revise or study for potential revision as it prepares the third draft of the Village and Barrio Master Plan; and

1                   WHEREAS, as noted on Exhibit A, the list of items the city will revise or study for potential  
2 revision is not meant to completely identify all changes that may occur; other revisions will likely become  
3 apparent as items are studied, the Master Plan is revised, and additional public comment and other  
4 agency input is received; and

5                   WHEREAS, the Planning Commission did on **October 19, 2016**, hold a duly noticed public  
6 hearing as prescribed by law to consider said request; and

7                   WHEREAS, the staff report prepared for the **October 19, 2016**, meeting included  
8 attachments that listed or summarized the public comments received since release of the April 2016 draft;  
9 while the attachments do not exhaustively list all public comments made, they do effectively identify at  
10 least the majority of concerns and opinions people have about the master plan; and

11                   WHEREAS, at said public hearing, upon hearing and considering all testimony and  
12 arguments, analyzing the information submitted by City staff, and considering any written and oral  
13 comments received, the Planning Commission considered all factors relating to **the recommendation to**  
14 **confirm the items staff will revise or study for revision as it prepares the third draft of the Village and**  
15 **Barrio Master Plan.**

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17                   NOW, THEREFORE, BE IT HEREBY RESOLVED by the Planning Commission of the City of  
18 Carlsbad as follows:

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20                   A)       That the foregoing recitations are true and correct.
- 21                   B)       That based on the evidence presented at the public hearing, the Planning Commission  
22 hereby **CONFIRMS** the list of items contained in Exhibit A, which identifies those items  
23 staff will revise or study for potential revision as it prepares the third draft of the Village  
24 and Barrio Master Plan, based on the following finding that is supported by substantial  
25 evidence in the Record:

26 **Finding:**

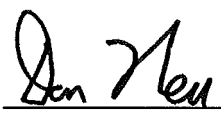
- 27                   1.       The **Planning Commission** of the City of Carlsbad does hereby find that Exhibit A identifies those  
28 items to revise or study for potential revision and reasonably captures the concerns expressed in  
public comments, including Planning Commissioner comments, made on the April 2016 draft of  
the Village and Barrio Master Plan.

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PASSED, APPROVED, AND ADOPTED at a regular meeting of the Planning Commission of the City of Carlsbad, California, held on **October 19, 2016**, by the following vote, wit:

- AYES: Chairperson Anderson, Commissioners Black, Goyarts, L'Heureux, Montgomery, and Siekmann
- NOES: None
- ABSENT: Commissioner Segall
- ABSTAIN: None

  
\_\_\_\_\_  
VELYN ANDERSON, Chairperson  
CARLSBAD PLANNING COMMISSION

ATTEST:  
  
\_\_\_\_\_  
DON NEU  
City Planner



Note: This list is not meant to completely identify all changes that may occur; other revisions will likely become apparent as items are studied, the Master Plan is revised, and additional public comment and other agency input are received.

A. Overall

1. Tone, content, and formatting – As an overall effort, staff will evaluate the plan’s contents for redundancy, readability, ease of use, and tone. Ways the document can be streamlined and perhaps shortened overall (e.g., deleting sections on the charrette, economics and tactical urbanism and/or relocating them to the appendix) will be examined. Existing, adopted master or specific plans will be consulted to determine if a different format and wording style and means to present information should be considered.
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3. Building height – Staff recommends eliminating the proposed height increase to 55-feet. Staff also will evaluate height limits and the maximum number of stories for each district. Further, consider the appropriateness of allowing architectural projections, such as towers, to exceed the maximum building height.
4. Community character – Most seem to agree that certain elements in the Village and Barrio bear maintaining: the less dense Barrio core, the Twin Inns at the northeast corner of Carlsbad Boulevard and Carlsbad Village Drive (location of Sun Diego and the Land and Water Company), State Street between Carlsbad Village Drive and Grand Avenue, and the very large trees along Grand Avenue. The overall walkability of the entire Master Plan area and small town feel are other desirable attributes. Many of these qualities are captured in the core values of the Carlsbad Community Vision (e.g., small town feel, community character and connectedness). As noted, staff will review the Master Plan’s vision and objectives for consistency with the Community Vision and seek to develop guidelines and standards that follow suit.

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#### C. Streets, Parking and Circulation

1. Parking – Parking provisions are found throughout the Master Plan and particularly in the Vision and Code sections (Parts One and Two). Parking standards will be revised pending the completion of the Village, Barrio and Beach Area Parking Study. It is expected the parking study recommendations could impact many Master Plan provisions, particularly the strategies of the Mobility Plan (Section 2.7) and the parking ratios and parking in lieu fee standards (Section 6.4).
2. Parking structure – Evaluate a parking structure in the Village even if the parking study does not recommend one.
3. Street vacations – A policy on street vacations for the Village and Barrio areas will be considered.
4. Alleys – Improved development and design standards are recommended for alleys so that they too present a pleasant appearance in both the Barrio and Village.
5. Alternative Design Streets – The appropriateness of maintaining this designation, which affects some Village streets, will be considered.
6. Bike Plan – Many people commented on the desire for safer bicycling in the Village and Barrio, particularly in the form of bike paths separated from vehicle travel lanes. Staff will review the proposed master plan’s contents and recommend changes and may seek the advice of a bicycle interest group.
7. Street lighting – Review the lighting plan, Master Plan Section 2.5.1.4, for adequacy and in consideration of capital improvement projects to improve pedestrian lighting along Carlsbad Boulevard and in the Barrio and street lighting throughout the Village and Barrio.
8. Traffic calming and pedestrian improvements – Continue to evaluate roundabouts, traffic circles, bulb-outs, crosswalks, and sidewalk and accessibility improvements as a way to improve circulation for all forms of mobility in the Village and Barrio; accordingly, staff will review Master Plan Sections 2.5 and 2.6 (and Section 2.6.4, Barrio Streets, in particular) for appropriateness.
9. Entry monuments – Consider improvements to entry features that welcome people to the Village.
10. Chestnut Avenue – A crossing of the railroad at Chestnut Avenue should move forward regardless of trenching.

## D. Land Use

1. Areas north of Grand Avenue – Staff will examine the appropriateness and adequacy of Master Plan standards and objectives for the areas generally north of Grand Avenue, particularly in the vicinity of the Army and Navy Academy and along Roosevelt Street eastward to Jefferson Street.
2. State Street – Between Carlsbad Village Drive and Grand Avenue, State Street is often cited as a wonderful example of downtown Carlsbad. North of Grand Avenue, State Street is benefitting from private investment but lacks the character that exists in the one block south of Grand Avenue. Focused planning to guide street design, public space and land uses along this street is recommended.
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4. Curb cafes – Curb cafes were approved as part of a three year pilot program according to City Council Policy 78. The pilot program has expired and no new curb cafes can be permitted unless the program is renewed. The April 2016 Master Plan draft contains broad policy language that encourages the ongoing permitting of curb cafes and recommends expansion of the area in which the policy allowed them. Now that the Village, Barrio and Beach Area parking study is underway, study results should influence any Master Plan provision in this matter.
5. Railroad trenching – With release of a comprehensive study on railroad trenching this fall and subsequent review, the Master Plan may need amendment as appropriate. In addition, the Master Plan should emphasize covering as much of the trench as possible.
6. North County Transit District property – While trenching of the railroad tracks is an obvious factor, staff will look to better develop Master Plan standards for NCTD-owned properties in cooperation with the agency. It is expected that the Village, Barrio and Beach Area Parking study will also provide information on the status and future use of parking lots the city presently leases from NCTD.
7. Implementation Plan – Staff will draft an implementation plan for public improvements that identifies, in general terms, time frames, feasibility and constraints, potential costs, and funding sources.
8. Open space – The Master Plan recommends several open space opportunities, such as the Lincoln Street Plaza and the Grand Avenue Promenade. The Village and Barrio also benefit from three existing public parks and proximity to the beach. Staff will evaluate measures to incentivize developers to incorporate visible and attractive public spaces, particularly along a key corridor such as Carlsbad Village Drive.
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10. Preservation of a commercial “core” – Residences are permitted in all proposed Transect Districts (except the Civic District, which is applied to the railroad corridor and city parks), though the Master Plan cautions their use in areas where they could break up retail continuity. Furthermore, the current Village Master Plan and Design Manual requires the primary permitted land uses for

all ground floor space in the Coastal Zone to be visitor serving commercial uses. Staff will study whether in some areas it may be appropriate to restrict residential uses to upper floors only (in a mixed use format) where a strong commercial street scene or retail continuity is desirable and will confirm with the Coastal Commission the extent of requirements for visitor serving commercial.

11. Mixed use projects – Buildings with a mix of uses would be permitted by the Master Plan. This may include a combination of different commercial uses, such as retail on the first floor and offices above, or a mix of residential and commercial uses. Staff will study what mix of uses is acceptable, including whether time-shares should be allowed in a mixed use project.
12. Grand Avenue Promenade – The master plan recommendation to convert a portion of this street into a public plaza should remain.

Minutes of: PLANNING COMMISSION  
 Time of Meeting: 6:00 p.m.  
 Date of Meeting: July 13, 2016  
 Place of Meeting: SENIOR CENTER

### CALL TO ORDER

Chairperson Anderson called the meeting to order at 6:00 p.m.

### PLEDGE OF ALLEGIANCE

Commissioner L'Heureux led the Pledge of Allegiance.

### ROLL CALL

Present: Chairperson Anderson, Commissioners Black, Goyarts, L'Heureux, Montgomery, and Siekmann

Absent: Commissioner Segall

### STAFF PRESENT

Peder Norby, Facilitator  
 Don Neu, City Planner  
 Ron Kemp, Assistant City Attorney  
 Tammy McMinn, Administrative Secretary  
 Farah Nisan, Senior Office Specialist  
 Scott Donnell, Senior Planner  
 Jason Geldert, Engineering Manager  
 Pam Drew, Associate Planner  
 Jessica Padilla Bowen, Community Relations Manager

### PUBLIC COMMENTS ON ITEMS NOT LISTED ON THE AGENDA

Chairperson Anderson asked if anyone in the audience wished to speak to an item not on the agenda. Seeing none she asked Mr. Neu to introduce the first item.

### PLANNING COMMISSION PUBLIC HEARING

Chairperson Anderson asked Mr. Neu to introduce the first item and opened the public hearing on Agenda Item 1.

1. **MP 14-01 – VILLAGE AND BARRIO MASTER PLAN** – Receive public and Planning Commission comments on the Draft Village and Barrio Master Plan. The proposed planning document provides land use regulations and design guidelines for the city's downtown Village and adjacent Barrio. The Village and Barrio are generally located west of Interstate 5 between Tamarack Avenue and Buena Vista Lagoon. The railroad corridor forms the west boundary of the Barrio. Parts of both neighborhoods are in the Coastal Zone.

Mr. Neu introduced Peder Norby and he gave a brief overview of how the evening would run, including being respectful of everyone's time and statements.

Mr. Norby introduced Senior Planner Scott Donnell who would make the staff presentation.

Mr. Donnell gave a brief presentation and stated he would be available to answer any questions.

Chairperson Anderson asked if any member of the audience wished to address Agenda Item 1.

Theresa Barns, RN, thinks there should be a hearing impaired symbol on hiking/biking trails to let people know that somebody has a hearing loss. We need to preserve the hearing of younger people, and bring ear health to Carlsbad with a logo younger people can relate to. The logo is part of the Draft Plan and she would like to see it in the Final plan.

John Gomez, 3306 Madison Street lives in the same house his grandfather built in 1939. Has been involved in all of these meetings for the last 10 years. His perspective is that we just get going with the project.

Corri Schumacher, 954 Homewood, believes City Hall needs to stay where it is and be rejuvenated. The motels should include a policy for affordable visitor accommodations. She would like to suggest making the Barrio a historic district that celebrates the Spanish/Mexican heritage.

Kimmy Chatfield, 4067 Aiden Circle, finds many areas throughout the city that has bike sharrows to be dangerous. She has had many motorists honk at her and speed past her. She would like to see safer bike lanes especially near Buena Vista Lagoon leading into Oceanside with barriers, as well as along Carlsbad Village Drive entering the Village. She would like to see better bike safety implemented.

John Grubbs, 24-year resident at 3257 Garfield Street, wanted to compliment how wonderful the pedestrian improvements are along Carlsbad Blvd. He has a concern about underground electricity. Nothing has been done in 24 years to address that issue.

Kevin Slotick, 3484 Roosevelt Street for 3 years. He agrees with John and has been a part of this process since they moved here. Seeing the timeline sliding is disheartening. Let's get to it. The charrette project was positive and productive.

Marissa Torres, 880 Magnolia Avenue, said let's not talk about it, let's just be about it. She stated that safety is an issue in Carlsbad and there is no lighting in the Barrio community. She invites us to her home to see how dark it is at the corner of Harding & Magnolia. She would love to see the Barrio as a historic district.

Patricia Davis, 2631 Roosevelt. She loves living in the Village for the last 12 years. She likes watching the progress. On the 2600 block of State Street the density that they are trying to put into ¼ acre of land appalls her. Areas are overdeveloped. Let's keep it a Village.

Ray Sanchez, 67-year resident. He is concerned about high rise buildings, now they are building higher than 62 feet. Wants the Village to be able to shop and walk around safely. Doesn't like Roosevelt commercial buildings and they started building apartments.

Alex Kananchuck, industrial property at 3305 Tyler Street., stated that the area is full of investments, people who own homes and businesses. He wants to see respect of those people's investments. He doesn't think the Heritage area is a good idea as you've taken the Village and put it together with the Barrio. You've combined two areas into one. The Village area doesn't claim any historical significance. It's time to move on.

David McGee, 3478 Roosevelt, said that you're doing a great job on the city plan. He is concerned about safety and Carlsbad is going off the richter scale. Roosevelt Street is a drag strip and is dangerous. We need to use the utmost awareness of slowing traffic on Roosevelt and Madison. He would love to see Chestnut open up to the beach and give access from the Barrio over the railroad.

Calin Smith, 675 Oak, said you're doing a great job and you have made Grand Avenue handicap accessible. A lot of people can't get down the steep hill to the beach, so he suggested making the Pine Avenue trail into a switchback for better access. Oak and Madison is pretty dangerous. He has heard about a roundabout to slow traffic. He sees near accidents and near fights almost every day. He suggested installing a stop sign at Oak and Madison.

Carolyn Watson and training dog. She grew up in Pacific Beach and it became the alcohol center with all the bars. She doesn't want this to happen to Carlsbad. Keep up the good work and don't let the money-making bars sway you.

Alice O'Riley, 2669 Garfield Street, taking over parent's house. She has a concern about Carlsbad Village Drive being narrowed down. She stated that it gets very clogged with cars and it would be a catastrophe.

Jeffrey Utter, Roosevelt Street, was at a meeting a few months back and brought up his concern of building height. Many residents weren't aware that it was already set at 45 feet in the Village. Nothing came up in the draft raising it to a 55-foot maximum building height. We think that tends to destroy the character of the Village. Some people think it should be downsized, and we shouldn't be going higher. Commissioner Siekmann wanted to clarify that the building height is 45 feet. The 55 feet is not living area. You can have a building of 4 stories, up to 45 feet in certain areas and the 55 feet is roof architecture. She stated she was not saying pro or con but just wanted to give you the facts. Mr. Utter stated that it's still 10 feet higher.

Mr. Donnell stated that Mr. Utter was correct that there wasn't a proposal in the November draft to raise the building height to 55 feet. That Draft was put out for public review and when our consultant was here in December we tested that document with developers and architects.

Laura Dellashack lived here for 40 years and feels it is well past time to improve the lighting and sidewalks in the Barrio. She said that the height limit is way too high and would like to see a 3-story height limit. She urged to be very careful about the mixed use concept. When you start combining condos with retail with townhomes and with parking garages you're making a mess.

Jessica Kiko, 3900 Garfield Street. She's at the edge of the master plan and there are noisy motorcycles and cars speeding down Tamarack. Wanted to say that green space is very valuable. The little area at the corner of Carlsbad Village Drive and State Street that sells smoothies and does yoga on the weekend is always packed. We have one chance to get this right so that it's not just all concrete so people can enjoy some open space.

Simon Angel, 3324 Tyler Street, has been here all his life. Maybe worthwhile to look at making Tyler a one-way street for safety reasons. He echoes that we need Chestnut access to the beach and would be a real help to get people to the beach.

Sara Matalatilla, 3215 Tyler Street. She agrees that respecting people's property who live here is a must. This pertains to the street that will go through Pine and it will go through her house.

Robin Hansen, 3514 Highland, southeast corner of Chestnut. There are frequent accidents on their corner. She said that making Chestnut go through to the beach would be a nightmare and make her sell her property. She said the traffic is already bad from the high school. She agrees with protecting investments. She owns businesses in the area and if she has to add machinery to their business, there is a 15-year depreciation. They've been serving this community for a very long time. She said to keep up the green space and safety. Commissioner Siekmann asked if the pass through from Chestnut to the beach is only bicycle and pedestrian would she oppose it. Ms. Hansen replied no.

Angel Nugent, lives and works at 3363 Tyler Street. She helps to manage two apartment buildings for seniors 55 and over in the Village. She appreciates the loading zone for 20-minute parking that helps the accessibility for seniors so much better. She echoes making Tyler Street a one-way street. That would increase the traffic flow and make the people walking safer. Seniors have difficulty navigating in the dark and it shuts them in.

Lilly Pomones, 3363 Tyler Court wants better lighting as well. She fell a week ago and broke both arms walking down the street and would appreciate better lighting.

Robert Wilkinson, 2277 Cameo Road, representing Imagine Carlsbad. He appreciates the city government switching to alternative fuel for their diesel vehicles. To build a world class city, we need to get this master plan correct. We have given the Commission comments to look at, and we understand this is now a multi-year process and everyone is anxious to see progress. He gave out a list of 12 items. The master plan is currently missing a major feature which is the protection of commercial uses in the core area, which means the development industry can come in and build as many homes as they want, but we need to protect retail and office space. He said he knows building heights are a sensitive issue. He urged the public to go to the west end of Grand Avenue west of the Boulevard and take a look at that and see how that feels. It's three stories on one side and close to four stories on the other. He's not afraid of the height. He is afraid of the

quality of the architecture and the guidelines that are in the Master Plan are ineffective. We've had some poor looking projects approved in the Village.

Michael Hulbert, 563 Laguna Drive, reviewed the Master Plan and is concerned about the \$80 million to trench the railroad tracks and the statistics backing it. He checked the Appendix to see how this polling was done and saw it was by 90 people in a city meeting including city officials. If you're spending \$80 million it should include a poll from the entire city. He asked where the \$80 million is coming from. No answers? He said the traffic on Carlsbad Blvd. is the impediment to getting to the beach, it isn't the train tracks. He doesn't understand why that is the emphasis of the trenching. He agrees that some buildings on State Street are atrocious and come right to the curb, including one on Laguna Drive and on State Street. There is one huge wall from the Taylor Morrison thing which is the same as having a 4<sup>th</sup> story.

Gary Nessin, 22987 Highland Drive and business on 500 Grand Avenue, and with Imagine Carlsbad. He is fully supportive of trenching the tracks as in the future there will be many more trains. Hopefully it would be economically viable. The new plan is far superior to the old plan and has good plan and vision. We need to ensure the core area has commercial and office space and room for a drug store since people will be working and living in the Village. We need to make sure the Civic Center remains at 1200 Carlsbad Village Drive and the employees of Faraday be moved there. He agreed that the areas that are 3 to 4 stories high are not uncomfortable. The Grand Promenade is a lineal park and a lot of open space. Commissioner L'Heureux asked if we limit the amount of residential in the core area. Mr. Nessin said yes, in the core area, Grand Avenue, parts of Roosevelt Street to Carlsbad Village Drive, should be limited to the 4<sup>th</sup> floor. When people are looking for a drug store and movie theatre there won't be any room left. Commissioner L'Heureux asked if he's suggesting that any residential be in a mixed use environment as opposed to a stand-alone residential. Mr. Nessin said if you go half a block north of Grand Avenue and Oak Street south it's all residential and wouldn't be mixed use.

Dr. Johnson on behalf of homes on Jefferson Street. They've all invested and improved their properties. He's here to address the project called the Harding Street Pacific Wind project which will destroy the quality of life in the immediate neighborhood. High density increase of 500% comprising of low income people enclosed in a tight ghetto-type environment with inadequate parking. The immediate problem is that the proposed structures are 3-story buildings adjacent to their properties with noise and blocking their sunlight. There will be no privacy and not the quality of life they envisioned. This is an unwarranted intrusion and a very bad design. He suggests Harding Street should not be given away free to the developers. Harding Street should stay as-is. A 3-story building could be on the east side of Harding that wouldn't interfere with having one-story good quality design houses on the other side. The parking could easily be improved with having a 3-story parking structure on the far side. He said to please keep Harding Street open. It will make life livable. Please take this into consideration.

Lori Boone, 3955 Skyline Road. She stated that this is really interesting that this area right where we are tonight used to be the original schoolhouse in Carlsbad in 1924. She brought a map of Carlsbad in 1925. The population then was 400 people. Their church has been in the same space for 90 years. Before that was built, many people said not to build another church in this area. They voted and wanted to stay in the Village and in the heart of Carlsbad. They heard the statistics that people are moving back into the Village, she got excited because it's not only the historic vision but the future as well. Make it a one vision unified seamless master plan.

Teri Chalfant, 3304 Roosevelt, works at 3292 Roosevelt, stated everyone is doing a great job on the plan. Her family has served the community since 1943 and it was small back then. Carlsbad was family oriented and about relationship building, and she would like to see this community stay that way. Debbie Fountain and Courtney Pene have worked with them trying to build community in this area. She'd like to see that safe guarded by the master plan development. She said green is important and healthy, concrete is not. The culture and the history are important and people visit other towns to visit their cultures and she'd like to preserve her culture. Barrio means neighborhood. 3<sup>rd</sup> graders came to learn the history and where people have been. She'd like to see more mom and pop style businesses kept here. She is in favor of pedestrian access from Chestnut to the beach.

Linda Schlesinger echoes the comments about the height and density. Elm Avenue looks like it will be claustrophobic. The new buildings on State Street are horrible. We need to take another look at reducing lanes on Carlsbad Avenue and the roundabouts by the beach and Tamarack. She thinks it's insane to consider. She asked the Commission if any of them or their family members own any homes, businesses,



real estate or investments in the Village area. Commissioner Montgomery responded that every Commissioner is required to file a Form 700 and everything is listed on that form, and that those forms are available for viewing at the city. Commissioner Goyarts asked her about keeping the height low or lower. She responded to keep it at 45 feet or lower, or preferably 35 feet. Ms. Schlesinger asked Commissioner Siekmann if they could add architectural enhancements on the second floor instead of the third. Commissioner Siekmann responded that she was only giving specific information that is in the plan. She isn't pro or con, just giving facts.

Dede Trejo, her mother owns Lola's. She wanted to clarify that Envision Carlsbad is a 19-member group that is hand-picked by the City Council. She isn't a big fan of the gentrification of this plan or the timeshares that have been proposed and approved. She doesn't like the height limits. Fifty-five feet is way too high. She's not a fan of the project proposed on Jefferson by the elementary school. Not a fan of the density. The Barrio is becoming the parking lot for the Village. She hopes you take all her comments into consideration. Commissioner Goyarts asked her about her comment on no timeshares. She replied that there are 21 units on State Street with parking and a weird gate. She asked the Commission to look into what timeshare turnover is.

Julia Adjor, 18 years on Madison Street in the Barrio, said let's get on with it. We've been talking about the pedestrian bike bridge over the bridge on Chestnut forever, and it's completely different from the railroad track trenching and is much cheaper. She asked what fractional condos are because there is a sign up on Madison Street. She stated that there is a waiting list for a Community Garden and suggested residents in apartments or without much land be moved to the head of that list. The words walkable, greenness and livability are not just buzz words. They need to be part of the plan. Chairperson Anderson stated that fractional condos means that a buyer has a specific block of time for that property so there were several owners. Ms. Shore asked if that was the same as a timeshare. Chairperson Anderson stated that it is similar but you have a set time that you own that property and it's the same every year.

Chris Wright, 4902 Via Arequipa, thanked everyone for being here. She stated that we are a Village, we're not a town. She wants to keep the funky beach town atmosphere, she is against trenching of the tracks, and she wants to extend Grand Avenue east. The mixed use project called the Ocean is appalling that it was even passed. It has commercial, timeshares, condos, a sump pump, and underground parking. She wanted to state that timeshares don't count as living units and that allows for more density. We need to be able to count density as living units and get a true feeling of how many people live here. She's not in favor of the parking structure. She wants to emphasize the historic value and diversity of the Barrio. She wants to keep traffic slow on Roosevelt. Commissioner Goyarts asked her about parking structures and how would the city handle the volume of parking without them. She responded that no parking structure belongs in the Barrio or the Village as it loses the feel of the Barrio.

Alan Wanamaker, has been a resident and business owner for 29 years. He is shocked on his drives home that we've lost 5 big old trees in the last week on Jefferson Street. He wants the city to say they won't cut down any more trees as part of the plan. The city had an order to cut trees down 25 years ago and they stopped that from happening. We need to have a policy to not cut first. Across from the Boys & Girls club we've built a sidewalk out around a giant Eucalyptus tree to save the tree. He keeps hearing about timeshares and we have a healthy timeshare community. Carlsbad by the Sea has been here for 40 years. They're making money and they will stay timeshares and are a good asset to the community. Commissioner Goyarts asked if he would support the planting of more shade trees. Mr. Wannamaker said he'd love to see more trees, just don't cut down any more trees. Commissioner Goyarts asked if he would propose planting more shade trees if a tree needed to be cut down for a project. Mr. Wannamaker stated that it takes 35 years to grow a shade tree. Chairperson Anderson asked if he values the eucalyptus as highly as the ficas. He said no.

Susan Hollander has lived here over 20 years. Her injuries are because of being hit by a car on her bike in Carlsbad. She commends Carlsbad for wanting to be more bike friendly, but doesn't think the safety issue has been completely addressed. You have to control the traffic and speed of the cars. Paint the ground green for bike lanes and put in a concrete barrier between the vehicles and cyclists. It will save lives. Multiple people have died because they have been hit by cars. There are a lot of models being used by cities that Carlsbad should look at. Avail yourselves to the cycling clubs and community to see what can be done. Look at what Leucadia did with a lane diet and electronic signage. You also have to let the Police Department know to support the cyclists. She's really not convinced all these plans for the Village and Barrio area are in Carlsbad's best interest.

Cindy Vigne, 3880 Hibiscus Circle. She stated that after all the planning meetings it looked like the updated master plan would be approved and we would all share in updating Carlsbad. She owns a business at Oak Avenue and Tyler Street which was zoned as light industrial. The new master plan zoned it as commercial. She was so excited and sold her smog shop equipment and then received a notice that the master plan would not be approved by the Council. She not only sold her smog equipment and business, but also did not release her business space to an auto repair man knowing that the area would be rezoned and she could install more up to date equipment. She rented a space to the Succulent Café and they have helped beautify State Street. With the rezoning you can manufacture anything there but not food. She is so sad and disheartened as her and her property are in limbo. She thinks it's so important that these plans be taken forward. Commissioner Montgomery felt there was a real disconnect with the master plan and the parking study requirements that we didn't have in our hands. It's very difficult for us to resolve these things without having that toolbox and he feels her pain but he can't stress enough how interconnected parking requirements are to this master plan. We need updated data to make decisions for the long haul. Ms. Vigne said that she's given up her tenants rent and that's a risk she took.

Sherry Smith, Jefferson Street across from elementary school. She's excited about the plan. She's concerned that we're preparing for more density but reducing lanes to two in several areas of the Village. She thinks of gridlock. She also shops in the Village and moving around with fewer lanes will be difficult. She is concerned about keeping the Village feel.

Gil Alvarado lives in the house that his parents moved in to in 1938. The plan is headed in the right direction with a lot of tweaking to do. He started a group called Old Carlsbad Village Association. We had a cleanup which the city helped us with. He has been invited to join the historical society. His goal is to define what is historical and preservable and how to improve that. Wanted to thank you very much for all of the efforts. Commissioner Goyarts said they have read the letters from the association and want to know what the tweaks are that you would make. Mr. Alvarado said safety issues including slowing down traffic, and 4-way stops at every other intersection would help. Lighting is also an issue as is the dilapidation of homes in that area. We are extending ourselves as neighbors helping neighbors. Chairperson Anderson asked about the Barrio name. Mr. Alvarado said he is very much for progress and there is an issue with Barrio vs. Village. He has never associated as being part of a Barrio. Barrio is more synonymous with ghetto.

Sherry Alvarado, 3331 Tyler Street, said the meaning of Barrio is "especially one with a high poverty level." A house in the Barrio just sold for \$1,150,000. This is a high priced Barrio. Do we really need a Barrio 20 years from now? The realtors call the Barrio Carlsbad Village. She's all for one Village. We're working together to clean up our neighborhood. Continue the medians on Roosevelt and Madison. Improve the lighting and speed control. Maybe we need blinking signs or more stop signs. She would like to have a crossing at Chestnut. She would like to see more charging stations for electric cars. Let's move forward with this.

Michael Hedrick, 3557 Madison Street, stated that we need a crossing to the beach. When he moved here it was for access to the beach, and there was no fence and he could walk. Now he has to drive to the beach even though he's only a couple of blocks away. Leucadia and Encinitas don't have a fence along the tracks. Let's do the same here. His mother lives on Maple Street and can't get to the Senior Center only 4 blocks away without driving. Kids climb the fence to get to the school. He encourages roundabouts which use less energy and pollute less and are safer than an intersection with a light.

Al Deinegete, 3422 Madison, said the Barrio name is fine with him and he's fine with parking garages. He said we need a fast track crossing at Chestnut. We need to have added parking for each unit that's built. Families have multiple cars so more than one space is required. He'd like to have a parking structure right outside the Senior Center and the park and put pickle ball or tennis courts on top of it and movies on the side of it.

Janice Sinclair, Woodward Road, would like to request that you print copies of the master plan for people to see. The voters need to be educated to participate. You have to look at it online or in the library. No one has that much time. You can pay \$50 but that's prohibitive with people's budgets. If you distribute free copies, you can educate the citizens and show them that their input is valued. Places for them to pick them up could be City Hall, libraries, Safety Center and the Faraday office. Mr. Donnell stated that we will be making provisions for people to check the documents out for a limited time from the libraries.

Mario Monroy, 2955 Ocean Street, has been active in the Barrio for over 30 years. He showed a map showing all the properties and the number of homes you can build in each parcel in the Barrio dated June 12. This is approved by the state and the city and is part of the housing element. There is no density change in this project. He would like to address the issue about Harding. The east side of Harding is high density and in the plan there is a discussion about underground parking. Underground parking isn't economical. He would like to suggest modifying the area ED that the first floor be parking. Look at Palm and Harding for an example of this.

Javier Uretta, 3280 Roosevelt Street, since 1988. In 1997, there was a flood and if you put parking underground it will be 10 feet deep in water. The crossing to the railroad tracks is a must. We need to slow down traffic. We don't have too many cars, they just need to slow down. The businesses are doing better. He loves the Barrio name. Young people are coming here now. The Barrio should be 2 stories and 4 stories anywhere else. It's quality of life that drives people here. The State Street buildings are doing fine by the circle. Put the high density buildings along the railroad track and freeway.

Joanna & Charles Bravendar, 3952 Jefferson Street in the Barrio. We're half a block from Jefferson and Tamarack and from the elementary school. Traffic is unbelievable. The roundabout is what concerns us. Charles talked about the backup of traffic to the school. He said that if you place a roundabout there, traffic will come to a screeching halt from the school and the off ramp to the freeway. We'll have gridlock on the roundabout.

Mike McDonald reiterated the crossing to the beach. We are the only city that doesn't have multiple crossings to the beach including a very long fence that makes us feel very segregated. He stated that we should do the crossing at Chestnut before you even think about the trenching. The roundabouts on surface is a good idea but when you go to the roundabout on the north end you see new skid marks and obnoxious flashing signs before the roundabouts. He proposed bump outs which will be safer and look nice. Thank you for doing whatever you're doing. You are trying to do something we'd just love to see it in action.

Mike Frayhill stayed here for 5 years on Chestnut and Lincoln. He never considered it the Barrio, it was just a cool place to live. He bought a home on Harding across from the church. He loves the Village and the concept. He would like to keep the small village feel and keep city hall where it is.

Maria Serva lived in the Village for 10 years. Moved from Orange County because of the high density. She saw small businesses turned into big industry and drove people away. The Village feel is why she loves Carlsbad. She loves the Barrio separated because culture is not all one, culture is individual. People tend to be afraid of areas like the Barrio. If the area is run down and there is no lighting, she would be afraid if she didn't know the community. The culture and history brings charm and what tourists want to see. She doesn't want a roundabout. It would completely stop because of the pedestrians. She likes Plan 3 where it is a square and not a roundabout.

Nicholas Alvarado lives in Carlsbad Village. If you want to keep the name the Barrio in your heart that's great, but 30 years from now he won't want this area to be the Barrio. We breathe the same air that they do in the Village. It should be called the Village. We should be able to cross to the beach at Chestnut. They've done it at Poinsettia. You can easily make a crossing path and make it safe. If you lived within walking distance to the beach wouldn't you want to be able to get there a lot easier? Chairperson Anderson asked him if he had climbed the fence. Mr. Alvarado stated that he had. Others have cut a hole in the fence to get through. He said that if you could do something in a short period of time why not do it. Commissioner Siekmann asked Mr. Neu if it was a railroad fence or city fence. Mr. Neu stated it was a railroad fence. It is his understanding that NCTD put up the fence for concerns of safety.

John Bailey, 790 Magnolia Avenue, commented on the fact that the master plan is being stalled because of the parking study. The density is what it is. He's been harping about parking for over a year. We have current parking standards right now. The purpose of the parking study is to decrease parking. Right now the standards we have in place are in the low end from other beach cities. The plan reduces parking by about 1/3, and when you have this much density it's going to put a strain on those parking standards. If you leave the standards as they are now, you'll have sufficient standards to move this project forward by the end of the year.

Andrea Portia has only lived here for 9 months and owns a business on State Street. It seems like the purpose is trying to make Carlsbad Village more cohesive. There seems to be a lot of loopholes in the

architectural standards. She stated that there is a proposal for a Promenade on Grande. Look at other cities like Boulder, CO, they have a proper promenade with a parking structure that makes the area more walkable for young families. She thinks you can make all of State Street to Beech a proper, closed-off promenade. The architectural standards make it feel haphazard.

Ann Voice, 4890 Rolanda Way, moved here because Forbes Magazine said it was the 4<sup>th</sup> best place to retire. She checked out the master plan from the library and can have it for 3 weeks. She's worried about the height but perception is only so much and she doesn't buy that it's only another 15 feet. Make it architecturally correct and visibly appealing. She asked for the Commission to look at the demographics – you're not going to keep young people here if you don't. She makes a point to buy things here and spend her money here. She wants her daughters with master's degrees to stay here and not move to Dallas.

Jane Cassidy, 645 Anchor Way, stated that what you've done on Carlsbad Blvd. is a good job as it is a main artery to the city. She stated that we need to add berms for bicycle safety. She remembers going to the first Barrio meetings years ago and saw we got push back from the people. It was good that you didn't push ahead and do things wrong, however doing some small things now would help quite a bit. A crossing at Chestnut would be making progress. Trenching the tracks seems to be a huge effort of time and money. If you could pull that out of the plan and separate it she thinks that would help. She commented on the height and that maybe we just need to be more selective. Placing the higher buildings right next to each other doesn't give a good feeling. She stated that a smaller development was going in near Magnolia and Jefferson and the developer purchased parking credits. She said not to let them purchase the parking credits.

Mr. Donnell read a comment from Ralph Muncaster stating that the blinking yellow lights crossing Carlsbad Blvd. really, really work as he walks to the beach twice a week.

**Commissioner Goyarts asked if staff could provide an update on traffic calming and lighting to everyone present which were some of the top issues, requests from the previous Village and Barrio Master Plan meeting.**

Mr. Norby introduced Doug Bilse, City Traffic Engineer, who gave a brief presentation regarding ADA requirements in the Barrio area and an update to everyone present regarding a project addressing pedestrian safety and to slow down traffic. Roosevelt to Madison and focused on Chestnut from I-5 to the Coastal Rail Trail. 13 locations on Chestnut and 2 on Pine, includes pedestrian flashing beacons to slow down traffic at Chestnut and Roosevelt, as well as Chestnut and Madison and many other improvements. The goal is to be finished by Labor Day weekend.

Mr. Norby asked if the Commission had any questions of staff.

Commissioner Black asked about bump outs instead of roundabouts. Mr. Bilse stated that they were another measure of traffic calming that can be used and would not penalize drivers driving the speed limit.

Commissioner L'Heureux stated that he knows you have many projects in the pipeline, but he's hearing that there seems to be a lack of communication between the city and the citizens. Is there a way to let everyone know the short-term projects that are coming up? Mr. Bilse said we are emphasizing the public outreach on these projects.

**Commissioner Goyarts stated as a follow up from the previous Village and Barrio Master Plan meeting, a few of the main topics were to reduce speed on 3 of the main streets and lighting, commented that he understood that it is happening, and asked Mr. Bilse for an update. Commissioner Goyarts stated that a study has been completed on lighting for the entire Barrio, and we have funds for Capital Improvements and expect to have this done next year. Mr. Bilse said there is a project in the CIP for lighting in the Barrio and they are waiting for the master plan so that the proper lighting standards are installed. He also stated that now that we have funds in the CIP, we expect to have that done next year.**

Mr. Donnell responded to Commission L'Heureux's comment. We are working on communication issues with both Barrio and Village residents through the monthly Barrio Strong meetings to establish 2-way

communication and have opportunities to update them on various improvements such as the CIP. That has occurred at a lesser extent with the Carlsbad Village Association.

Mr. Neu explained that the intent for tonight's meeting wasn't to go through each of the comments and reply to them, but staff would work through the comments to create a list of areas staff would focus on for revisions to the latest draft of the master plan. Staff would bring the list to a future Planning Commission hearing to obtain concurrence from the Commission on the list.

#### COMMISSION COMMENTS

Commissioner Montgomery has been a resident for 30 years. He doesn't own any property in the Barrio or the Village. When there are conflicts we have to recuse ourselves by law. We as Commissioners have the opportunity to visit other cities throughout the years. We are able to be exposed to other great ideas through hundreds of cities throughout California. Several have had tremendous success with rejuvenation and master plans that have revitalized their communities. He's leaning toward calling the area the Village but understanding that others can affectionately refer to the Barrio by name. In other cities there is subtle monumentation or landscaping to draw attention to special areas of the city. He's in full favor of making the Grand Avenue Promenade a walking promenade. Having an at-grade crossing at Chestnut to the beach would be great. He believes a parking structure with key anchor tenants adjacent to it could be done architecturally well and would relieve some of the parking stress. Commissioner Montgomery stated that we should have traffic calming throughout. He is not in favor of 55-foot height limits for architectural variances. He would like this master plan to close all of that and include 3-story maximum structures. He believes we need strict architectural standards. It's all about curb appeal.

Commissioner Black thanked everyone for coming to make their comments heard. We're taking everyone's words to heart because we live here too. His main points of contention are parking and traffic, condos mixed with timeshares, and elevations. The next time we meet he thinks we'll be able to vote on it and get it rolling.

Commissioner Goyarts stated that **it is hard to recap this whole Master Plan in 5 minutes however, he will highlight some of his thoughts as he is in favor of a Central Park, Grand Avenue Promenade and historical designations.** Trenching the tracks and connecting neighborhoods would be amazing. He stated that we should have a short-term plan to address the safety concerns, reduce speed on streets, lighting, and an overpass on Chestnut to the beach. **The Traffic department was here speaking about the immediate plan to address the speeding, safety concerns, lighting and railroad crossing on Chestnut.** He said that a parking structure is inevitable as millions of visitors come here and at some point we'll need a structure. You plan it well and place it out of sight behind store fronts. He is in favor of the 45-foot height restriction without a 55 height extension, which can be needed for elevator shafts, etc., as long as we can limit it. He is more in favor of owner occupied rather than mixing it with timeshare units. He stated that all of your comments are heard clearly and added **that we live in one of the best cities in the US and we love living here.**

Commissioner Siekmann stated that high land costs can limit what type of structure can be built on it. We need to be flexible in our regulations so we can allow the best options for the future of our community. The Village & Barrio lends itself to density due to the transportation hubs. We are fortunate to be getting your input and we all will have to compromise. She opposes the roundabout at Tamarack and Jefferson with people coming off the interstate and children crossing there. She stated that shared spaces are where streets are used for both people and autos, and should be discouraged in areas around parks. There is an idea of eliminating alternative design streets. We can't create a financial hardship to the homeowners that might be affected by this change. The core district has the 45-foot height limit which has been in place for a very long time. We have to remember that there are people who own these properties and are expecting to go up to the limit. As far as the extra 10 feet going to 55 feet, we should create a standards modification for people to come before the Planning Commission to get that approval with input. She disagrees with the 11 foot first floor commercial height. She asked that page 6.30 of the plan add "underground" to the definition of a parking structure. She hopes we can obtain money from the railroad district for trenching the railroad. The crossing at Chestnut for pedestrians and bicycles should be a priority as everyone has waited long enough. She is looking forward to uniform lighting for the Village and Barrio together. She also noticed bicycle boxes to sit at a stop sign for safety. She liked the improvement of Tamarack /I-5 entrance to the city and that it needs to be welcoming. She stated that the downtown mobility commission should be the Planning Commission because you have to know land use. She thinks the parking study was a good idea.

She is in favor of parking structures and parking meters downtown. She thinks loading and unloading zones are a great idea. She stated that the historic part of the Barrio needs to be valued. She stated that making Tyler a one-way street needs to be looked into.

Commissioner L'Heureux thanked the 52 people who shared their thoughts tonight. He stated that the plan has a lot of good merits and is heading in the right direction. He's very concerned about the intersection of density, height and architectural appearance. We may need to take another look at having a design review committee again. As people have seen The Wave project they have said it's not what they want. We as the Planning Commission need more authority to send a project back or have stronger design guidelines. He stated that mixed use is fine but it has to be appropriate for the location, size and the neighbors. He really appreciates all the work that was done with Imagine Carlsbad and protecting the core. He likes the concept of the entire area being the Village and other historical designations of areas. He has some real problems on height in the core as they are out of character. We need to look at the interface between cars, pedestrians and bicycles in a limited area. The idea of sharrows scares him and it's an educational process. There's a lot of opportunity for conflicts. He agrees that a crossing at Chestnut to the beach for pedestrians is critical. The trenching is a huge opportunity and a long-term vision that we should put in a separate appendix. He stated that opening a huge linear park in the middle of town is a huge vision. He is concerned about reducing the lanes on Carlsbad Village Drive and on Carlsbad Blvd. without a lot of community input. He would like to see a better emphasis on undergrounding utilities in South Village with a concerted effort of the city not waiting on SDG&E. The extension of the sidewalk along Carlsbad Blvd. needs to be extended down to the power plant. He stated that we need a parking structure downtown.

Chairperson Anderson asked if the Commission wanted to extend the meeting to 10:15. Commissioner L'Heureux moved and Commission Siekmann seconded. The Commission voted to extend the meeting.

Chairperson Anderson loves the Village feel and wants to retain that. The Planning Commission doesn't have the architectural power to disapprove projects that they don't like architecturally. She is not in favor of modern architecture because it's not timeless and it doesn't fit in with the small-town, Village feel. She would like to see it become a guideline for traditional architecture. She stated that developers were coming in with flat roofs to stay under the 45 feet limit so the **Planning department** added the 55-foot architectural **height limit**. She is concerned about some of the surveys in the document lead the reader by asking if we like wider sidewalks but not saying that the road would be limited to one lane. Cars need to have priority. She's concerned about the bike lane striped by parked cars. She's concerned about sharrows and doesn't think they are safe. She would like to see one Village. If you want to maintain the Barrio name it could be Village Barrio or Carlsbad Barrio. She stated that in real estate they don't use the word "Barrio" due to the negative connotation. The properties are more expensive because we allow higher density. She is in favor of a crossing at Chestnut. Let's make it safe and do something sooner rather than later.

#### **CITY PLANNER COMMENTS**

Mr. Neu shared Commissioner Segall's **written comments (attached to the minutes)**. Commissioner Segall was not able to attend the meeting due to a family emergency. Commissioner Segall mentioned the need for anchor stores in the Village, parking and timeshare issues, and the need for architectural standards. He also provided comments on density, building height, outdoor eating areas, walkability, and the Village/Barrio names.

Mr. Neu stated that the next steps will be to assemble a list of the information and come back to you in late August or September in the form of a Planning Commission resolution to make a motion to identify the areas of the plan you want us to work on. At that time, we will consider what staff would propose to do in regard to the various issues. Our intention is that we would have that meeting at the Council Chamber so it can be webcast and recorded and the meeting will be noticed.

Chairperson Anderson thanked the audio/visual people and the great work to get things set up. She also thanked everyone for coming out and giving us their comments.

#### **CITY ATTORNEY COMMENTS**

None.

**ADJOURNMENT**

By proper motion, the Regular Meeting of the Planning Commission of July 13, 2016 was adjourned at 10:10 p.m.

A handwritten signature in black ink that reads "Don Neu". The signature is written in a cursive, flowing style.

**DON NEU**  
City Planner

Tammy McMinn  
Minutes Clerk

From Jeff Segall

Overall, I am appreciative of the plan and work that went into it.

Plan needs to have a set of have recommendations for implementation. Need immediate, mid-range and long-term implementation plan. Decision makers and the public should have a good perspective of how a comprehensive plan can be implemented. This is especially true since, over the years, we have had numerous attempts, with extensive public vetting, to develop a viable plan. Such recommended ideas should not be part of what we actually approve. That should be a separate action for the Council. However, the ideas will give the plan credibility and allow all to better understand how the vision can transfer to reality.

**Need Anchors** – Book Store and Drug Store to serve residents and tourists. Powell's Books in Portland is an example.

**Parking** – Need a parking structure. Most other downtowns have this. This will encourage development. For residential uses, parking has to meet the appropriate, logical on-site requirements for residents AND guests. For commercial and restaurants, on-site is not a requirement as long as public parking sites are designed and adequate.

Recommend better parking plan in Barrio. Can't keep approving multi-units without on-site parking....and pushing it to the street. Need better residential ratios and guest parking options. I support some of John Bailey's recommendations in this regard. I will be having a more difficult time in the future for making findings to approve residential Barrio developments with existing parking ordinances. For example, in many places on Magnolia as it curves into Roosevelt, there are red curbs eliminating much needed street parking.

**Timeshare** - Eliminate potential for OO and NOO in same building. Incompatible uses. Also, ensure that OO and NOO structures do not create incompatible uses...such as next to each other. Ensure that NOO are for 7 days rental or more. No weekend rentals.

**Elevation and Architectural** - Prefer some intentional design elements that are regulated, not recommended, suggested or presented as guidance. Right now, it's a hodge-podge of design elements with no character. Specifically, what are we going to do with modern, coastal, contemporary California-style designs? Either we allow them or we don't. I like and encourage the concept of buildings fronting streets and parking lots hidden. I like concept for Village Faire. Must keep the old Twin Inns building as major focal point of village, and preserve its history and heritage. Bring back the chicken!!

I like many of the recommendations made by Gary Nessim and Robert Wilkinson on their Comments on the Plan from Imagine Carlsbad, presented to the Commission in January. They have a clear and accurate vision on the Village and Barrio needs. I especially like their concept



of requiring a variety of building frontage if a large business comes in, to keep that small town feeling.

**Density** – What is the appropriate density for residential? I don't know how to determine what is good, bad or ugly.

**Height of building. District.** Need to see more on this. Concerned with 45' plus buildings in Core and Center Districts. Need to see street-scene elevations and renderings to better understand.

**Outdoor paseos and eating areas -**

**Great Streets; Walkable Community** - Need four lanes on CVD and CB. Consider paseos on State and Grand. Or one-way traffic, allowing bike lanes on side streets, and increase paseos. Consider eliminating on street parking, once a parking structure is built. Only allow service/delivery vehicles...as certain times.

**Demarcation of Village and Barrio**...to create a sense of each community. Street signs could be quaint way to do this.

**Barrio Name Change?** Need to come to terms with this. Established community likes Barrio name; new residents do not.

July 13, 2016 Planning Commission Workshop on Village and Barrio Master Plan	
Spoken Public Comments Recorded on Flip Charts	
Comments made by more than one speaker	
•	Trenching for over/underpass on Chestnut to beach
•	Wants to see plan progress
•	Vote to “get going”
•	Need lighting in Barrio for safety
•	Barrio - historic neighborhood
•	Create green areas - not all concrete
•	One Village - don't separate Barrio and Village
•	Support trenching
•	Grand Promenade
•	Likes parking structures (e.g., outside Pine Avenue Park, put pickleball/tennis court on top floor)
•	Create a pedestrian promenade with parking structure at one end
•	Consider making Tyler one-way
•	Preserve culture and history
•	Lighting up Village and Barrio for safety
•	Would like to see three story limit
•	City Hall stay where it is, in good spot
•	Make Barrio Historic District
•	Against trenching
•	55-foot building height destroys Village character; currently it is 45 feet
•	Density (i.e., State St) is too high too dense on small lot-keep it a Village
•	Underground utilities
•	Do not construct roundabouts
•	Increase safety
•	Barrio safety issues: traffic, speeding, need for more four-way stops, more lighting, dilapidated buildings
•	History important
•	Keep height below 45 feet
•	Flashing beacon lights work

<p align="center"><b>July 13, 2016 Planning Commission Workshop on Village and Barrio Master Plan</b></p>	
<p align="center"><b>Spoken Public Comments Recorded on Flip Charts</b></p>	
<p align="center"><b>Other speaker comments</b></p>	
•	Don't show uses on someone else's property
•	Roosevelt & Madison = slow traffic
•	Incorporate "hearing" (ADA) into plan
•	Motels = affordable accommodations
•	Oak and Madison is dangerous; needs a stop sign
•	Don't have too many alcohol-serving establishments
•	CVD should remain two lanes
•	Does not like timeshares
•	Don't combine uses (i.e., apartments/timeshares)
•	More protected bike lanes/no sharrows
•	CVD = unprotected bike lanes = unsafe = need more protected bike lanes
•	Respecting people's investments/property
•	Need protection of businesses (retail/office) from residential development
•	Need better architectural design standards
•	Doesn't want to spend \$ on trenching
•	Keep core areas office/business uses (residential- serving businesses)
•	Limit residential uses or have on 3rd/4th floors
•	Harding Street (east side 3 story/west side one-story) - 3 story parking structure
•	More mom and pop stores
•	Wider sidewalks
•	Need setbacks from curbs
•	Decrease density in Village - Village parking occurs in Barrio
•	Timeshares = do not have enough parking, = don't count for living/residential
•	Keep Barrio SFR
•	Roosevelt = high speed/unsafe
•	Not in favor of parking structures in Barrio (i.e., ugly) and Village
•	Incorporate into plan that city won't cut down any more trees
•	Include green paint (sharrows) on roads for bikes

July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan

Spoken Public Comments Recorded on Flip Charts

- Install concrete barriers to protect bike riders from cars
- Height and density need to be reconsidered
- Does not want any lanes reduced in the Village, especially with increased density
- Install more charging systems
- Increase required parking ratio
- Decrease speeds/slow down traffic
- Barrio = 2 story and increased density
- Village = 4 story maximum
- Increase density along freeway and RR tracks
- Install bump-outs to slow traffic
- Move forward with plan instead of waiting for parking study
- Construct smaller houses
- Flashing signs to reduce speeds
- Remove trenching of RR tracks from master plan
- Limit where tall buildings can be located-need more space for taller buildings
- Do not allow parking in lieu fees in Barrio - not enough parking now
- Carlsbad Blvd – Safe for pedestrians
- Captures feedback, positive process
- ADA access Grand
- Latest draft is an improvement on first draft
- Need some height/density
- Community building efforts
- Keep funky Village
- Timeshare asset
- More green good
- Consider roundabouts

<p><b>July 13, 2016 Planning Commission Workshop on Village and Barrio Master Plan</b></p>
<p><b>Spoken Public Comments Recorded on Flip Charts</b></p>
<ul style="list-style-type: none"> <li>• Carlsbad Blvd – Pedestrian crossing improvements</li> </ul>

<p><b>July 13, 2016 Planning Commission Workshop on Village and Barrio Master Plan</b></p>
<p><b>Planning Commissioner Comments Recorded on Flip Charts</b></p>
<p><b>Comments made by more than one Planning Commissioner</b></p>
<ul style="list-style-type: none"> <li>• Density/height/appearance = may need to include architectural design guidelines</li> </ul>
<ul style="list-style-type: none"> <li>• Trenching and capping RR tracks - linear park</li> </ul>
<ul style="list-style-type: none"> <li>• Chestnut crossing – Pedestrian/bike only</li> </ul>
<ul style="list-style-type: none"> <li>• Well done parking structure</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic calming</li> </ul>
<ul style="list-style-type: none"> <li>• Chestnut crossing – Pedestrian/bike only</li> </ul>
<p><b>Other Planning Commissioner comments</b></p>
<ul style="list-style-type: none"> <li>• At-grade RR crossing at Chestnut</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic calming in Barrio - lane diets, bulb-outs</li> </ul>
<ul style="list-style-type: none"> <li>• If there is a 4th story, require top floor to be setback</li> </ul>
<ul style="list-style-type: none"> <li>• Need strict architectural standards</li> </ul>
<ul style="list-style-type: none"> <li>• Opposes roundabout at Tamarack and Jefferson, but is okay with them in other places</li> </ul>
<ul style="list-style-type: none"> <li>• Barrio - by the park - streets shared by cars and bikes should be discouraged</li> </ul>
<ul style="list-style-type: none"> <li>• Create a standards modification = PC would have to approve height increase from 45' to 55'</li> </ul>
<ul style="list-style-type: none"> <li>• First floor ceiling height requirement of 11' not liked</li> </ul>
<ul style="list-style-type: none"> <li>• Should allow underground parking structure</li> </ul>
<ul style="list-style-type: none"> <li>• Doesn't agree that if not enough parking they shouldn't have parking waived</li> </ul>
<ul style="list-style-type: none"> <li>• Need a noise ordinance</li> </ul>

July 13, 2016 Planning Commission Workshop on Village and Barrio Master Plan	
Planning Commissioner Comments Recorded on Flip Charts	
•	Mobility Commission should be the PC
•	Need paid parking meters in the Village - more expensive closer to the core-
•	Good idea to have a trolley system
•	Should limit areas where cars/bikes/pedestrians are together
•	3 story limit plus additional height for roof
•	½ mile trench covered
•	Some historic designations
•	Density makes sense as transportation hub (train)
•	Underpass to City Hall
•	Mobility hub with train
•	Lincoln Plaza
•	Uniform lighting
•	Bicycle boxes
•	I-5/Tamarack entrance to city
•	Downtown Mobility Commission should be Planning Commissions
•	Parking structures
•	Loading/unloading zone
•	Trolley

**July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan**

**Written Public Comments Recorded on Comment Cards**

1. Bicycle and pedestrian facilities (other than the Chestnut Avenue crossing)
  - a. Need more protection and better and more protected bike lanes
  - b. Plan should promote biking/walking in the Village and Beach areas.
  - c. Safe bike lanes and transitions
  - d. Comments about sharrows and bike lanes (but no specifics given)
  - e. Bike lanes need to be physically separated/protected from vehicle traffic.
  - f. Cars and bikes should not share lanes; there should be a low cement barrier between them.
  - g. If we're going to focus on cyclists, we also need to enforce the rules cyclists need to be following:
    - i. Cyclists don't belong on the sidewalk, pedestrians do.
    - ii. Cyclists need to ride with the flow of traffic, not in the wrong direction.
    - iii. Cyclists are equally responsible for the dangers of cycling. The responsibility does not lie solely on the backs of the automobile owners and drivers.
  
2. Building height/other standard
  - a. Keep 45' limit.
  - b. Density/building height below 45'
  - c. 3-story height limit, please; 55' too high
  - d. Limit building height and density of new developments in the Barrio.
  - e. 45' heights are already too tall; go back to 35' (we are a Village).
  - f. Keep to 45' height at most.
  - g. Setbacks in front of tall buildings
  - h. 3 story height limit
  - i. No 55' building height; keep to 30'.
  - j. Height should stay 35-40'.
  - k. Supports three story height limit
  - l. Height limits - two story in residential, three story in business area; don't block air flow, views.
  - m. Limit height to three stories.
  
3. Character
  - a. Carlsbad Village - in a Village there are no high rise buildings.
  - b. New Taylor Morrison structure (Sea Grove) doesn't fit Village atmosphere, we are getting boxed in with these 4 story buildings; destroys character of Village.
  - c. Disagree with the high-density, high rise buildings which take away the Village character.
  - d. Don't see character and /or quality architecture in buildings on State, Roosevelt, Madison, etc.
  - e. Less density downtown - keep the Village feel
  - f. Maintain as much as possible Village feel and look.
  - g. Keep Barrio with homes.

July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan

Written Public Comments Recorded on Comment Cards

- h. Keep Carlsbad as a "village."
- i. Keep Carlsbad a Village.
- j. No more high rise buildings - extreme parking
- k. Agree that more architectural unity for future in Village is good idea
- l. Keep Village a village, not a dense parking lot.
- m. New condo/apts too high - look like "big box" stores - not interesting, too plain, straight, boxy lines, no curves
- n. Keep village feel and have old English theme and have Spanish feel in the Barrio.
- o. Supports strict architectural standards
- p. Design standards - don't build to edge - can't walk by
- q. The top two core values (small town feel, beach community character and open space)
  - i. Taller, higher density buildings destroy small town feel
  - ii. Less building and more parks contribute to core values
- r. Maintain the charm! Let's not become dumpy strip centers. My out of town pals love that we are still quaint and not Ventura-ish.
- s. Let's not become North Park of the north. Congestion and insufficient parking create a hostile environment. I know I've lived in North Park before. People already park all the way to the edge of my driveway, making my exit unsafe at times. Another North Park syndrome is an exciting business opening up, then a few months later that business is gone. The potential customers go somewhere else when the area is too congested, with insufficient parking, poor lighting, and lack of safety. No North Park north!

4. Chestnut Avenue crossing

- a. Open Chestnut to beach, foot and bike traffic only; Cardiff and Solana Beach are examples.
- b. Chestnut thru to the beach is a great idea.
- c. Pedestrian and bike access to beach via Chestnut for Barrio residents
- d. Love pedestrian overpass on Chestnut
- e. Overpass on Chestnut to the beach
- f. Connect the Barrio to the beach via Chestnut.
- g. Build the pedestrian/bike crossing at Chestnut and rename the neighborhood "Barrio Beach."
- h. Crossing to the beach at Chestnut Avenue!
- i. Track over-crossing at Chestnut: What's the story?

5. Civic center/city hall

- a. Don't need a new civic center; [present one] has good central location and Faraday provides office space; instead, modify existing.
- b. The landmark of Carlsbad is the ocean, not a civic building.
- c. Keep city hall where it is next to library.



**July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan**

**Written Public Comments Recorded on Comment Cards**

- d. No city hall in the Village!
- e. Dislike moving city hall; big waste of tax money, which could be spent better elsewhere.

**6. Historical**

- a. Barrio as a historic district is a good idea.
- b. Circle K mural is not historical; building was originally a church.
- c. Preserve Barrio historical heritage.
- d. Any historical designations should be by individual structure, petitioned by owners.
- e. Historic Barrio similar to Old Town or Old Sacramento
- f. Give careful consideration to any historical or potentially historical sites
- g. Make Barrio and Lola's historical site.
- h. Make Village historical like water building.
- i. Make old town Hispanic feel
- j. Please preserve the historic character of the area and maybe encourage new construction to look historic.

**7. Land use**

- a. No more bars in village or Barrio
- b. Concerned with proposed parking structure and businesses on Roosevelt Street between Carlsbad Village Drive and Grand Avenue. Closure of those lots during redevelopment will significantly impact my business; what parking alternatives will be implemented for adjacent businesses. Timeline?
- c. Plant more trees to clean the air.
- d. More trees - they add so much to the area
- e. The zoning map of the Barrio is constantly changing.
- f. Have time shares count as density units
- g. Sidewalks, safety and green spaces should be a priority.
- h. Green space is important, but drought-resistant of course
- i. Timeshares don't contribute in any way to a real community; of course these contribute to density and must be accounted for as such.
- j. Affordable visitor accommodations
- k. Like Solana Beach, Cedros are keeping small local business, not Subways.
- l. Don't split up/do anything to change the Village Square. It is cute and charming as it is. Many events are held in the interior atrium and they are well attended.
- m. There's too much noise from the bar crowds downtown at night, especially on the weekends.
- n. Don't make the commercial areas all boutique and pricey restaurants and other things aimed at visitors. Don't lose the "old time" regular businesses that serve the residents.
- o. Village/Barrio should be one neighborhood.

**July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan**

**Written Public Comments Recorded on Comment Cards**

- p. Parking strip (between curb and sidewalk) - may we have a definitive answer as to what we are allowed to do with that space? I was told that I am responsible for that strip of land, as a homeowners, but have not received any direction as to what I can and can't do with the space.

**8. Master Plan**

- a. Please move forward with the master plan. Barrio has been without such a document for a very long time and it shows this neglect.
- b. We like much of the plan: lighting, slowing of traffic, traffic circles; "dressing up" the Village; and, allowing more creative and artistic lighting in the Village.
- c. Don't rush - do it right.

**9. Other**

- a. Respect the rights of owners to develop at their own will within code and general vision.
- b. Let's get going!
- c. Why can't Succulents open instead of having to wait till this is final? Many walk there from the neighborhood; there is parking already on Oak and the parking lot at the end of Oak.
- d. Hearing safety
- e. Losing parking spots for restaurant seating
- f. Save the trees.
- g. Don't change the Barrio name.
- h. Next meeting please inform the residents in Spanish in a timely manner; you had very little Hispanic participation because you didn't translate the invitations and get them out in time. The folks at Interlingua (note: Interlingua provided translation services at the July 13 Planning Commission meeting) should be doing translation for the city, not Google Translate.
- i. How can we get the Design Review Board back for the Village?
- j. Noise ordinance is needed.
- k. Noise ordinance is a great idea.
- l. If a business doesn't have enough room, they should expand properly - add a story if they aren't already too tall, add an addition if there is enough land, or move to a larger place.
- m. The Village train station is not the only transportation hub; a larger one exists at the mall.
- n. Allow tiny houses - good for the environment and not everyone needs a McMansion.
- o. Don't cater to developers, cater to citizens
  - i. No time shares
  - ii. Too many condos verses houses mean children have nowhere to play

**July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan**

**Written Public Comments Recorded on Comment Cards**

- iii. Citizens want open space which does not make money for developers but which people can enjoy - better quality of life
- p. Thank you for the evening meeting so working residents can attend.
- q. People who live in the Village and Barrio should have more of a say as to what happens here than people who live out of the Village and Barrio.
- r. Loved the Barrio/Village neighborhood clean-up day. Great opportunity for community pride with neighbors helping neighbors.
- s. Encourage business! I want to work in Carlsbad and not commute to Mira Mesa any longer.

**10. Parking**

- a. Buildings of more than 2 stories should be required to provide underground parking per bedroom, not pay a penalty to avoid providing parking.
- b. Study parking and traffic; increased traffic in past year with no increase in stop signs
- c. Parking is becoming more and more of a problem.
- d. Supportive of parking structures.
- e. No parking structures in the Village and Barrio because lose Village feel and crime.
- f. Add underground parking at train station only.
- g. No parking structure in Barrio.
- h. Barrio parking needs improvement.
- i. No parking meters.
- j. No parking structures - ugly and not safe.
- k. A parking structure is not inevitable.
- l. No paid parking; if there has to be paid parking, Carlsbad residents should get stickers and be exempt.
- m. Do not reduce parking by letting restaurants or stores overflow in to parking spots on the street.
- n. No in lieu parking fees
  - i. Make developers build enough parking for every single project.
  - ii. Underground parking is preferable to parking structures.
- o. Be careful of lofty "no cars" thinking; Portland has exceptional public transit; San Diego County does not. If you ignore the car, you ignore the reality of this area. Walking and bike is not always a realistic option.
- p. Stop giving parking spaces and sidewalk clearance to restaurants.
- q. Multi-unit housing. Stop approving multi-unit residential until you learn more about parking issues. Drive around at 5 a.m. or 8 p.m. and see what parking is really like.

**11. Parks/trails**

- a. CRT plants are dying or completely dead - lack of water? Cost of replacement is huge.
- b. Much density increase with no pet specific green space in Barrio; Chase Field already used as a dog park.

**July 13, 2016 Planning Commission Workshop  
on Village and Barrio Master Plan**

**Written Public Comments Recorded on Comment Cards**

c. Splash pads at least at one park. Please!

**12. Roundabouts**

- a. Only the roundabout at State Street and Coast Highway makes sense.
- b. Tie Tamarack improvements at coast to Jefferson traffic circle to quiet traffic.
- c. No roundabouts.
- d. Before any roundabout at Tamarack Avenue, let's see studies on roundabouts in the same proximity to an interstate highway and elementary school, not roundabouts in general; no objections to roundabouts in general, but master plan proposal for a roundabout at Tamarack is an unusual location.
- e. No roundabout at Tamarack. It does not work with pedestrians; it will make traffic a standstill.
- f. No roundabouts - they aren't made large enough, tourists won't know how to use them; bad for pedestrians.
- g. No roundabout, pedestrians will stop traffic. Since 75% of residents drive outside of Carlsbad to work we need flowing traffic and PCH alternative route to I-5. I own a business and drive outside of Carlsbad and it does not make owners of ocean homes want to stay there because it would so much slow traffic to out of Village.

**13. Street improvements**

- a. Please put sidewalks and lights in Barrio.
- b. One-way Tyler Street; this would really help seniors.
- c. Need protection on Harding Street; no one stops for pedestrians in the crosswalk.
- d. Cars are driving too fast.
- e. 4-way stop at Harding Street and Oak Avenue.
- f. Improve lighting.
- g. Tamarack and CV Drive off and on ramps (note: no specifics given).
- h. No making CV Drive two lanes.
- i. Very supportive of "grand" street's concept (note: unclear if this refers to Grand Promenade proposal).
- j. Don't open Grand Avenue to the east (note: likely meaning under the freeway).
- k. Make State Street where Farmer's Market is a walking promenade always and not on Grand. We need Grand to drive to work for emergency vehicles to get to beach and senior homes.
- l. Does not support losing on-street parking to street narrowing and meridians.
- m. Don't block any part of the Village with promenade. Traffic is already too clogged. A promenade on Grand Avenue would separate north from south.
- n. Do not eliminate traffic lanes on Carlsbad Village Drive, Grand Avenue, or Carlsbad Boulevard.
  - i. There are many more cars than bicycles and pedestrians.

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- ii. Village users who shop, drop off/pick up packages/cleaners can't carry things on bicycles.
- iii. With more residents and businesses, restricting lanes will cause backups.
- o. Grand Avenue Promenade is incompatible with (proposed) Grand Avenue bridge under freeway.
- p. Tyler Street one-way: As a resident on this street, I think it would be a good idea (every time I back out my driveway).

**14. Street lighting**

- a. Please light streets in Barrio.
- b. Better lighting in the Barrio.
- c. Need lighting specifically on Tyler Street.
- d. More street lights.
- e. Lights on the street are not okay. The city needs to ensure safety at night - Tyler Street is one.
- f. Improve lighting.
- g. More lighting in Village and Barrio.
- h. Barrio lighting needs improvement.
- i. Harding Street and Magnolia Avenue – lights.
- j. Better lighting in the Village and Barrio would make walking safer.

**15. Traffic and traffic safety**

- a. Traffic speeds in Harding Street and Magnolia Avenue.
- b. Oak Avenue and Madison Street could use stop sign.
- c. Enforce/stop loud vehicles and speeding and skateboarders.
- d. Too much downtown traffic - often takes a wait of 2 or 3 lights to get thru an intersection - esp. in the summer.
- e. Traffic studies please! Parking studies please! I live on N. Jefferson Street (south of Las Flores). With the new ugly condos on north State Street, Laguna, Madison, etc., where there is no parking (always full!) how are the residents getting to their homes? On Laguna and Jefferson streets which are now like freeways! Please study before building!
- f. Keep through traffic Carlsbad going south.
- g. Traffic lights and stop signs are understood by all, unlike roundabouts and flashing lights.
- h. The crosswalks with flashing lights are dangerous. Cars do not all stop - it only takes one car to kill someone.
- i. We need protection on Harding Street. No one stops for pedestrians in the crosswalk. Cars are driving too fast.

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**16. Trenching**

- a. Seems an extraordinary expense and will impact citizens for lengthy period.
- b. Train tracks are fine where they are. No need to spend big bucks to lower them.
- c. Don't hedge entire master plan on trenching.
- d. Mid-Barrio pedestrian crossing is long overdue.
- e. Very supportive of trenching.
- f. No trenching of tracks.
- g. Yes, please trench the tracks if possible.
- h. Don't trench the railroad tracks; make pedestrian over-passes; this saves money, looks better, doesn't matter if there is ground water issues.
- i. Be cautious about under-passing the railroad tracks. In Solana Beach it is a huge scar on the land. How many businesses and homes will be destroyed if this happens? What about traffic and pedestrian crossings - seems like there would be fewer crossing places.

**17. Underground utilities**

- a. Yes, please underground utilities.
- b. Yes, please underground.
- c. Underground wires/electrical should extend from around Pine Park to Harding through Oak Avenue.
- d. Bury all power lines.
- e. Undergrounding is top priority.
- f. Underground utilities.
- g. Underground utilities!

**Summary of Mailed and Emailed Comments  
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**1. Building Height**

- a. 55' height/4 story Village is appropriate and beneficial to produce a vibrant Village.
- b. Less height and less dense more desirable.
- c. Deep concerns about "extremely tall high density condo complexes that are being built in the Village."
- d. The increase in building height from 45' to 55' may be for architectural features only, but the increased height would still have the potential to block views.
- e. Recommend revisions to master plan diagrams regarding how building height is measured.

**2. Character**

- a. Plan will destroy existing character.
- b. Don't want to become crowded like Santa Monica or Huntington Beach.
- c. 4 story condos are out of character.
- d. Plan destroys the seaside character.
- e. Multi-story, mixed-use buildings don't support the community vision.
- f. Supports improving CV Drive entrance to Village.
- g. The Village has an "old world charm". The architecture is extremely important to maintain that look.
- h. Deletion of alternative design streets (e.g., Garfield Street between Beech and Cypress) would affect charm and Village feel; construction of street improvements would create expense, congestion, and loss of property area. Plus, streets without curb and gutter create a more "village" feel.

**3. Circulation**

- a. Recommend Tyler Street be considered for one-way traffic to improve motorist and pedestrian safety.
- b. Proposed pedestrian access between Magnolia Avenue and Anchor Way infeasible.
- c. More discussion needed on improving Beech Avenue.
- d. Support roundabouts.
- e. Dislikes roundabouts.
- f. Specific support for and recommended changes to street sections.
- g. Grand Avenue a walk street creates too much pressure on Carlsbad Village Drive (note: may be only a concern based on a Carlsbad Village Drive that is one lane each direction).
- h. Likes green paint to mark bikelanes; sharrows are not good.
- i. Recommend master plan policy re street vacations, particularly for some Barrio streets.
- j. Need four lanes on Carlsbad Village Drive and Carlsbad Boulevard.
- k. Deletion of alternative design streets would speed traffic.
- l. Allow street vacations where the existing right of way width is 80-feet; each vacation would need to be justified but enabling plan language would help.
- m. An east-west connection (full or pedestrian and bike only) between Madison and Roosevelt Streets aligned at or very near Beech Avenue is desirable; extending

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Beech west to Washington is also recommended, especially in light of potential trenching.

- n. Supports the future narrowing of Carlsbad Village Drive if conditions are right.
- o. Recommend various revisions to street sections presented in Appendix A, particularly in terms of supporting pedestrians and bicyclists.

**4. Design Guidelines**

- a. Design review is important.
- b. Existing and proposed guidelines are too weak.
- c. Glass and metal buildings are not beach character and are not for the Village or the Barrio.
- d. Codifying style stifles creativity; we can't legislate good taste.
- e. Recommend some regulated design elements, not just all the plan recommends.

**5. Land Use**

- a. Concern about definition for "theater".
- b. Concern about conditionally permitted uses regarding "theater".
- c. City planner permitting thresholds still too high for CP (e.g., city planner may approve unlimited size additions).
- d. Revise General District to better reflect uses along Madison, Roosevelt, Jefferson, Grand - i.e., streets in NE part of Village.
- e. Concerns about Ocean Street and Lincoln Street public plazas.
- f. Building size limitation of 6,200 square feet in the proposed Neighborhood District is too limiting.
- g. Recommend no minimum lot sizes.
- h. Recommend historical zone designation.
- i. Suggest broadening permitted uses, particularly for Tyler-Roosevelt District.
- j. Need anchor stores.
- k. Sidewalk cafes are a nuisance.
- l. The city should complete a "demonstration project" or projects within the Village and Barrio; a physical improvement would go a long way to show the citizens/residents what can be done.
- m. Recommend a two block "Grand Promenade" demonstration project.

**6. Other**

- a. Installing curb and gutter, undergrounding utilities would be a huge expense, especially to folks on fixed incomes (in regards to alternative design streets).
- b. Homeless in the Village.
- c. Consider a police substation near the train station.
- d. Concern that city has not engaged Village residents in particular in plan preparation and outreach.
- e. Concern about taxpayer funds being used more for Village commercial than residential areas.
- f. Undergrounding utilities is desirable.



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- g. Mobility Commission should be made up of Village and Barrio stakeholders and a Planning Commissioner and Councilmember.

**7. Overall**

- a. Plan is terrible.
- b. The plan is amazing. Hopefully the changes can be implemented quickly!
- c. Frustration about delay in plan approval.
- d. Some wording is condescending.
- e. Do master plan ideas require eminent domain?
- f. Tunnel under the freeway/trench the railroad seem too far-fetched.
- g. Plan oriented toward the tourist rather than the resident?
- h. Don't want to lose existing Village flavor, small homes and businesses; keep the mom and pop businesses.
- i. Wants the way to know what the public comments are on the plan and how plan has changed in response.
- j. Plan seems to be more for east coast urban redevelopment areas, not a cool southern California beach town.
- k. Barrio name.
- l. Recommend demonstration project to put plan in action!
- m. Limit plan to public right of way improvements.
- n. Village can provide Carlsbad residents a "sense of place" as well as pride.
- o. Need implementation plan.
- p. Demarcate Village and Barrio through the use of street signs.

**8. Parking concerns**

- a. Inadequate parking ratios.
- b. No multi-story parking structures.
- c. No parking structures, period!
- d. Parking is fine right now.
- e. Support credit for street parking in front of existing lots due to narrowness of lots.
- f. Recommend no garaged spaces for single family homes and visitor parking only for large projects with 40 or more units.
- g. Dump the in lieu fee.
- h. Increase on-street parking and or provide more public lots on the Village perimeter.
- i. Hard to find parking; build a parking structure.
- j. Interference of Master Plan suggested improvements (bulb-outs, trees in parking lanes) with homeowners' access, parking, safety, sight distance, etc.
- k. This parking in-lieu fee policy has negatively impacted all businesses in the Village except those directly adjacent to the public parking areas; consider abandoning the in-lieu fee and make an all-out effort to increase the street parking and/or provide more community parking lots on the perimeters of the Village.