



SECOND ERRATA SHEET FOR AGENDA ITEM #1

Memorandum

May 2, 2018

To: Planning Commission
From: Scott Donnell, Senior Planner
Via: Don Neu, City Planner
Re: **Second Errata Sheet for Agenda Item #1 – GPA 16-01/ZCA 16-01/ZC 16-01/MP 14-01/LCPA 14-01/MCA 16-01 (DEV08014) – VILLAGE AND BARRIO MASTER PLAN**

Staff is recommending that the Planning Commission include the following revisions to the Village and Barrio Master Plan (January 2018 Public Review Draft). ~~Strikethrough~~ indicates text to be deleted and underline indicates text to be added.

Page #	Section, Figure or Table	Recommended change
CHAPTER 4 – MOBILITY AND BEAUTIFICATION		
4-3	Section 4.2, Maximize Connectivity	<p>Add the following paragraph to accompany the three pictures that depict railroad crossing options at and below street level at Carlsbad Village Drive:</p> <p><u>Additionally, lowering the rail line creates an opportunity for a central green space between Carlsbad Village Drive and Grand Avenue that links both sides of the track. As pictured in this section, expansion of Rotary Park eastward and over the tracks would result in a broad public area complemented and anchored by the historic rail depot. Potential re-routing of the Coastal Rail Trail to the alley west of State Street (or possibly as part of the central green as the pictures depict) and new pedestrian and bicycle crossings on Carlsbad Village Drive and Grand Avenue would also enhance area connectivity. Section 4.4.12 further discusses relocation of the Coastal Rail Trail.</u></p>
4-8	Section 4.3.2, Make Carlsbad Accessible	<p>Amend Section 4.3.2.3 as follows:</p> <p>Consider intersection, street lighting, and sidewalk improvements that provide accessible paths of travel from residential areas to important <u>destinations in and near the Village and Barrio destinations</u>, such as the Senior Center, Pine Avenue Park, the Post Office, and businesses that</p>

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		provide neighborhood goods and services, <u>and City Hall and the Cole Library.</u>
4-10	Section 4.3.4, Allow on-street Parking in Suitable Locations	<p>Revise this section as follows:</p> <p>On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it keeps streets narrow. Diagonal parking is acceptable on some shopping streets to provide more parking, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Angled on-street parking can also be used to retrofit existing streets to provide additional parking for the Village and Barrio within the existing curb-to-curb dimension. This has already been accomplished, for example, along the west side of Madison Street between Carlsbad Village Drive and Oak Avenue. <u>In addition, back-in angled parking can enhance sight-lines between drivers and bicyclists and provide other safety benefits.</u> Areas that will allow for diagonal parking will be developed at a later time. Parking strategies are discussed in further detail in Section 4.5.</p>
4-19	Section 4.3.11, Street Design	<p>Amend the last paragraph on page 4-19 as follows:</p> <p>This section outlines potential street improvements to create great streets within the Village and Barrio. See Figure 4-2 for street cross section and plan locations. <u>It is also proposed in conjunction with Section 4.3.12, Intersection Design, and Section 4.4, Enhance the Bike Network. This latter section provides further detail regarding the many bicycle facilities shown on the sections and plans and discussed in the accompanying text. An overall Bicycle Facilities map (Figure 4-32) is also provided. Further, and in regard to all improvements presented, note the descriptions, sections and plans are conceptual only and subject to further evaluation and refinement as projects enter the design engineering and permitting phases.</u></p>
4-21	Section 4.3.11, Street Design	<p>Revise the second to the last paragraph of Section 4.3.11 A. (Grand Avenue: The Grand Promenade-Street Cross Section 1) as follows:</p> <p>Proposed conditions would convert the southern half of the right-of-way to an enhanced pedestrian zone and two-way cycle track. The resulting broad thirty-two-foot sidewalk would accommodate additional landscaping, outdoor dining, street furnishings, and an ample pedestrian walkway. <u>Except at intersections, alleys, and driveways, t</u>The proposed two-way cycle track would be physically separated from motor traffic and distinct from the sidewalk. Cycle tracks are an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bicycle lane.</p>

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4-23	Figure 4-4, Grand Avenue Proposed Conditions A	Amend the figure to show sharrows in both travel lanes.
	Figure 4-5, Grand Avenue Proposed Conditions B	Amend the figure to show sharrows in the travel lane.
4-26	Figure 4-7, West Carlsbad Village Drive, Proposed Condition	In the text accompanying this figure, insert the following sentence before the last sentence: <u>To increase mobility options, small parking spaces for neighborhood electric vehicles (NEV) could be added as well.</u>
4-32	Figure 4-13, Oak Avenue: Proposed Conditions A-Striping	Revise graphics to show two to three foot long angled stripes within the bike lane and adjacent to the parking lane. These stripes will indicate to bicyclists to ride a safe distance away from car doors.
4-33	Figure 4-14, Oak Avenue: Proposed Conditions B	Amend the figure to show sharrows in both travel lanes.
4-34	Section 4.3.11 E. State Street-Street Cross Section 5	Amend the fourth paragraph as follows: Proposed conditions would provide pedestrian improvements by widening both sidewalks to twelve feet to accommodate street trees, furnishings, and an ample pedestrian walkway. Bulb-outs could also be added to expand opportunities for outdoor dining, or additional landscaping and public art. Bicycle mobility would be enhanced through the provision of sharrows. Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. and to Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Both vehicular travel lanes would be reduced to ten feet in width and parallel parking lanes would remain at eight feet in width.
4-36	Figure 4-16, State Street, Proposed Condition	Revise the top graphic (the street section) to show bicyclists behind or ahead of the car and slightly off-center of the lane.
4-43	Figure 4-23, Tyler Street: Proposed Conditions C	Revise the figure to show a sharrow in each travel lane.
4-44	Section 4.3.11 J. Harding Street (and streets with more than 48’ between	Revise the first sentence of the third paragraph under this section as follows: Proposed conditions are illustrated for two locations along Harding Street, as figures 4-2, 4-25 4-11 , and 4-26 4-12 indicate.

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	curbs) – Street Cross Section 8	
4-44	Section 4.3.11 J. Harding Street (and streets with more than 48’ between curbs) – Street Cross Section 8	<p>Add the following paragraph to the bottom of the page:</p> <p><u>An interim improvement (not illustrated) is also proposed that would slow vehicle speeds and improve bicycling through restriping of the existing street section shown in Figure 4-24. The generous, 14-foot wide travel lanes currently in place could be reduced to ten feet, the parking lane widths decreased from eight feet to seven feet, and the bike lane widths also decreased from six feet to five feet. Through these reductions, three-foot wide buffers could be added on either side of both bike lanes, providing a buffer between bicyclists, moving vehicles and parked cars.</u></p>
4-45	Figure 4-25, Harding Street: Proposed Conditions A (along Pine Avenue Park	Amend the figure to show sharrows in both travel lanes.
4-46	Figure 4-26, Harding Street: Proposed Conditions B (North of Pine Avenue)	Amend the figure to show sharrows in both travel lanes.
4-49	Section 4.3.12, Intersection Design	<p>Revise the introduction by adding the following sentence to the end of the paragraph:</p> <p><u>As with the street sections and plans presented in Section 4.3.12, the intersection types presented are conceptual and subject to further evaluation and refinement as street improvement projects enter the design engineering and permitting phase.</u></p>
4-49	Section 4.3.12, Intersection Design	<p>Revise the third paragraph under Section 4.3.12 A. as follows:</p> <p>Vehicle lane width reduction and in some cases travel lane removal are recommended changes within the Village and Barrio street corridors. These road diet improvements provide different ways to address vehicular circulation and can include <u>neighborhood traffic circles and or roundabouts</u> at intersections. The traffic circle treatment will be possible at several locations within the Barrio and is dependent on the preferred mobility treatment options along each street corridor.</p>
4-50 to 4-52	Section 4.3.12, Intersection Design	<p>Revise Section 4.3.12 A., Figures 4-28, 4-29, and 4-30, in addition to any individual figure comments below, so that they depict bike lanes, crosswalks, and other markings and improvements according to city standards. As an example, bike lanes and cycle tracks approaching intersections should be shown to terminate approximately 50 to 200-</p>

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		feet from the intersections so it is clear bicyclists may merge into traffic lanes to safely continue through intersections.
4-50	Section 4.3.12, Intersection Design	<p>Revise Section 4.3.12 A., Intersection Type A by adding a second paragraph as follows:</p> <p><u>This exhibit is illustrative of how a 4-way stop would be striped to provide maximum safety for pedestrians. This assumes that a 4-way stop is warranted by traffic volumes and assignment of who has right of way.</u></p>
4-51	Section 4.3.12, Intersection Design	<p>Revise Section 4.3.12 A, Intersection Type B, by adding the following sentence to the end of the paragraph:</p> <p><u>In addition, this exhibit assumes that a 4-way stop is warranted by traffic volumes and assignment of who has right of way.</u></p>
4-52	Section 4.3.12, Intersection Design, and Figure 4-30, Intersection Type C	<ol style="list-style-type: none"> 1. Revise Section 4.3.12 A., Intersection Type C, so that the first sentence of the paragraph states: “There are several intersections within the Barrio that could include <u>neighborhood traffic circles or roundabouts</u> depending on the individual street corridor mobility improvements.” 2. Revise Figure 4-30, including its caption, to identify a “neighborhood traffic circle” instead of a “roundabout.”
4-53	Section 4.3.12, Intersection Designs	<p>Revise the fourth bullet point of Section 4.3.12 B. to read as follows:</p> <p><u>Use all-way stops only if they meet engineering warrants if traffic calming devices are infeasible or too costly.</u></p>
4-54	Figure 4-31, Traffic Calming Treatments	<ol style="list-style-type: none"> 1. Revise the legend as follows: <ol style="list-style-type: none"> A. <u>Proposed</u> Shared Space Intersection B. <u>Proposed</u> Traffic Circle C. <u>Proposed</u> Add Bulb-Out D. Existing <u>Neighborhood Traffic Circle Roundabout.</u> 2. Revise the figure caption as follows: Figure 4-31, Barrio Traffic Calming Treatments.
4-55	Section 4.4, Enhance the Bicycle Network	<p>Revise the third paragraph as follows:</p> <p>Existing and proposed bicycle network facilities are illustrated in Figure 4-32, Bicycle Facilities, and described as defined by Caltrans. Street design recommendations contained in Section 4.3, Create Livable Streets, and specifically subsections 4.3.11 and 4.3.12, incorporate bicycle facility recommendations in context with other right-of-way improvements. Descriptions of specific improvements and types of bicycle facilities are provided below.</p>

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	Section 4.4, Enhance the Bicycle Network	<ol style="list-style-type: none"> 1. Revise the Class III Bike Route graphic to show the bicyclists riding in line with the sharrow. 2. Revise the Class IV Cycle Track graphic to emphasize the cycle track and the bicyclist using it.
4-57	Section 4.4.2, Class II Lanes	<p>Amend the paragraph to read as follows:</p> <p>Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction. A buffered bike lane, <u>as depicted in Figure 4-19 for Carlsbad Boulevard</u>, provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially useful on streets with higher motor traffic speeds or volumes. <u>The placement of chevron or diagonal markings, whether adjacent to travel and/or parking lanes, requires evaluation of relative hazards of both the volumes and speeds of the moving vehicles and the characteristics of the parked car (turnover, for example). This evaluation, together with engineering judgment, will guide the placement and size of buffers.</u></p>
4-57	Section 4.4.3, Class III routes	<p>Revise the title and text of this section as follows:</p> <p>4.4.3 Class III Routes and Sharrow</p> <p>Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows) along roadways.</p> <p><u>Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows are found on Carlsbad Village Drive adjacent to Interstate 5 and on Laguna Drive. Sharrows are also depicted on many plans and sections in Section 4.3.11, including figures 4-11, 4-16, and 4-17. Among other benefits, these shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Sharrows are recommended, for example, on streets proposed for cycle tracks (Grand Avenue, Oak Avenue, and Harding Street) to clarify that</u></p>

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		<p><u>despite the presence of the cycle tracks, bicyclists may continue to ride in the streets.</u></p> <p>A liberal application of sharrows throughout the Village and Barrio neighborhoods <u>is recommended</u> will be applied in order to emphasize the notion that these neighborhoods are bicycle friendly. On some busier routes, sharrows can receive a green or black ‘backing’ to make them stand out on the road more. Sharrows can also be painted in a larger size so that they take up more of the road to make them stand out more. For example, if sharrows are installed on Carlsbad Village Drive after cycle tracks are installed on Grand Avenue and Oak Avenue, these should include a green treatment in order to make them stand out more. Shared routes may be used more by confident riders who prefer not to ride on cycle tracks that tend to cater to more timid and slower riders.</p>
4-57	Section 4.4.4, Bicycle Boulevard	<p>Revise this section as follows:</p> <p>A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically sited on streets without large truck or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through <u>use of traffic calming to minimize vehicular use of and speed through these streets.</u></p>
4-58	Section 4.4.5, Cycle Track	<p>Revise the text discussion as follows:</p> <p>A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two- way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.</p> <p>[new paragraph] <u>Cycle tracks have been built throughout the United States and much guidance is available for their proper design. One local example of a two-way Class IV separated bikeway path in North County would be the strip of the Coastal Rail Trail that extends between Carlsbad and Oceanside along the Coast Highway. Both one-way and two-way cycle tracks can be installed as appropriate in order to create more accessible bikeways. Specifically, as shown in figures 4-4, 4-14, 4-25, and 4-26, cycle tracks should be implemented on Harding Street,</u></p>

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		<p>Oak Avenue, and Grand Avenue in order to provide safe and accessible places for interested but concerned bicyclists to ride.</p> <p><u>Cycle tracks will need to be clearly marked, clearly visible, and signaled (with bicycle-signals) where appropriate to ensure that both cyclists and motorists are aware of each other. Dashed cycle track markings across alleyways and driveways, for example, as shown in figures 4-4 and 4-26 for Grand Avenue and Harding Street, respectively, are a recommended method to increase awareness at potential conflict points.</u></p> <p><u>Additionally, as facilities physically separated from the roadways, protected bike lanes are intended for casual bicyclists and are not likely to be used by seasoned bicyclists. Therefore, it is important to add sharrows to roadways adjacent to cycle tracks to clarify bicyclists may continue to use the street. Cycle track implementation should be accompanied by an education campaign as well to alert both bicyclists and motorists that continued use of the street by bicyclists is acceptable.</u></p>
4-58	Section 4.4.6, Creating Safer Intersections	<p>Amend the first sentence of the first paragraph to read as follows:</p> <p>The <u>vast</u> majority of bicycle-motorist collisions occur at intersections, <u>alleys and driveways</u>, marking them as an important design consideration in creating bicycle infrastructure.</p>
4-61	Section 4.4.12, Coastal Rail Trail Improvements	<p>Amend the second paragraph as follows:</p> <p>Improvements to the Coastal Rail Trail are recommended at the entry points to the Class I portion of the trail at Tamarack and Oak Avenues. At Tamarack Avenue, providing a crossing to enable bicyclists and pedestrians to cross the street is recommended. <u>The crossing would also enable turning movements across Tamarack Avenue such that southbound bicyclists on the Coastal Rail Trail could turn left (east) on Tamarack Avenue and eastbound bicyclists on the street could turn left (north) onto the trail. Due to the trail's proximity to the railroad, and since the cross may require modifications to the street median, improvements would require coordination with and approval by NTCD.</u> At Oak Avenue, enhancements are recommended to improve the transition from the Class I Trail to Oak Avenue. These improvements would include signs and sharrows to alert both motorists and bicyclists to each other's presence.</p>

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4-61	Section 4.4.12, Coastal Rail Trail Improvements	The third paragraph describes bicycle infrastructure improvements recommended for the State Street and Carlsbad Boulevard roundabout. Supplement this text description with graphics (e.g., pictures and/or plans) to illustrate the recommended changes.
4-61	Section 4.4.12, Coastal Rail Trail Improvements	Revise the last paragraph on the page as follows: Routing of the Coastal Rail Trail along the alley would also require coordination with NCTD and would <u>likely</u> like result in the loss of public parking, particularly along the west side of State Street between Carlsbad Village Drive and Oak Avenue. Coordination with NCTD would be necessary in light of the possibility of railroad trenching, future redevelopment, and the determination of how the rerouted Coastal Rail Trail would connect with existing trail improvements in the vicinity of the roundabout and on into Oceanside. <u>Section 4.2 depicts how a relocated Coastal Rail Trail could look with the railroad below street level and with a Carlsbad Village Drive crossing. A central green space over the lowered tracks also is depicted and suggests an alternative alignment for the trail that is west of the alley.</u>
4-66	Section 4.5.2, Managing Parking and Increasing Mobility	Under Section 4.5.2 A. on page 4-66, revise the Back-in Angled Parking bullet point text to read as follows: <u>Back-In Angled Parking – This type of parking, also known as reverse angle parking, requires the user to back into a parking space with the rear of the vehicle in the opposite direction of travel. The back-in angled parking strategy has been applied because of the safety enhancements realized for users leaving a parking space. A user can easily see oncoming traffic (and bicyclists) and exit the parking space in a much safer manner. Moreover, drivers and passengers exit toward the sidewalk when the doors are open, which is safer for young children. It is also safer to load packages into the trunk or rear of the vehicle from the sidewalk than the street.</u>
CHAPTER 5 – IMPLEMENTATION		
5-1	5.1, Introduction	Delete the fourth bullet point, “Roles and Responsibilities.”
5-6	Section 5.5, Roles and Responsibilities	Delete this section.
CHAPTER 6 – ADMINISTRATION		
6-4	Section 6.3.3, Permit Types	Revise Sections 6.3.3 A. A.4, (Minor Site Development Plans) as follows: 4. Additions to existing structures which result in a cumulative increase of the internal floor area (1) of 10 to 50 percent or more, up to a maximum 5,000 square feet, whichever is less regardless of square footage, and (2) of more than 2,500 square feet and up to a maximum 5,000 square feet, regardless of the percentage increase of internal floor area; <u>4. Additions to existing structures which result in a cumulative increase of the internal floor area (1) of 10 to 50 percent or more, up to a maximum 5,000 square feet, whichever is less regardless of square footage, and (2) of more than 2,500 square feet and up to a maximum 5,000 square feet, regardless of the percentage increase of internal floor area;</u>

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6-4	Section 6.3.3, Permit Types	Revise Section 6.3.3 B.A.2 (Site Development Plans) as follows: Additions to existing structures which result in a cumulative increase of <u>the internal floor area of more than 5,000 square feet or 50 percent of floor area, regardless of the percentage increase of internal floor area.</u>