

THIRD ERRATA SHEET FOR AGENDA ITEM #1

Memorandum

May 16, 2018

To: Planning Commission
From: Scott Donnell, Senior Planner
Via Don Neu, City Planner
Re: **Third 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**

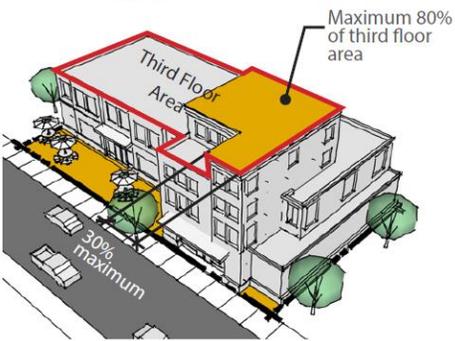
Staff is recommending that the Planning Commission include the following revisions to the Village and Barrio Master Plan (January 2018 Public Review Draft) to incorporate decisions made by the Planning Commission at the May 2, 2018 meeting. These revisions are in addition to those presented in the first and second errata. In some cases, changes from the earlier errata are also shown in the table below because they would be changed by this third errata or because they provide context and the complete record of all errata changes recommended for a particular section.

To differentiate the changes proposed by the three errata, please use the following key:

- Changes proposed by the first and second errata:
 - ~~Strikethrough~~ indicates text proposed to be deleted
 - Underline indicates text proposed to be added

- Changes proposed by the third errata:
 - ~~Double strikethrough~~ indicates text proposed to be deleted
 - Double underline indicates text proposed to be added
 - **Bold** indicates text to be emphasized
 - ~~Underline and strikethrough~~ indicates text proposed by the second errata but recommended for deletion by the third errata

Page #	Section, Figure or Table	Recommended change
CHAPTER 2 – LAND USE		
2-6	Table 2-1, Permitted Uses	<p>Under the “Lodging” category, revise “Timeshare Project” as follows:</p> <p>Time Share Project (<u>prohibited in combination with residential uses in the same building or on the same lot</u>)</p>
2-8	Table 2-1, Permitted Uses	<p>Revise footnote two of Table 2-1 as follows:</p> <p>²Not permitted on the ground floor <u>street frontage</u> as identified in Figure 2-2.</p>
2-9	Figure 2-2, Use Restrictions Map	<p>Revise Figure 2-2 as shown in attached Exhibit 1 by amending the use restrictions legend regarding ground floor uses as follows:</p> <p>Boundary of area in which certain uses are not permitted on the ground floor <u>street frontage</u>.</p> <p><i>Note: This change amends the first errata Exhibit 2.</i></p>
2-37	Section 2.7.1 E., Village Center District Open Space	<p>Amend 2.7.1 E.1. a. as follows:</p> <ol style="list-style-type: none"> 1. Public Space <ol style="list-style-type: none"> a. <u>A plaza, a minimum 500 square feet or 7.5 percent of lot area, whichever is less minimum plaza</u> (exclusive of right of way), with street furnishing, landscaping, accent trees, and lighting, shall be provided at each corner located at the following intersections: Carlsbad Village Drive and Carlsbad Boulevard, Carlsbad Village Drive and State Street, State Street and Grand Avenue, and Carlsbad Village Drive and Harding Street. No vehicle access aisles or parking is permitted in this area. <u>This area shall also remain unobstructed to the sky except for limited protrusions that contribute to building architecture or street vibrancy, such as awnings, architectural features, upper floor balconies, and other non-habitable space. Not more than 50 square feet of such protrusions shall project over the required plaza area.</u>

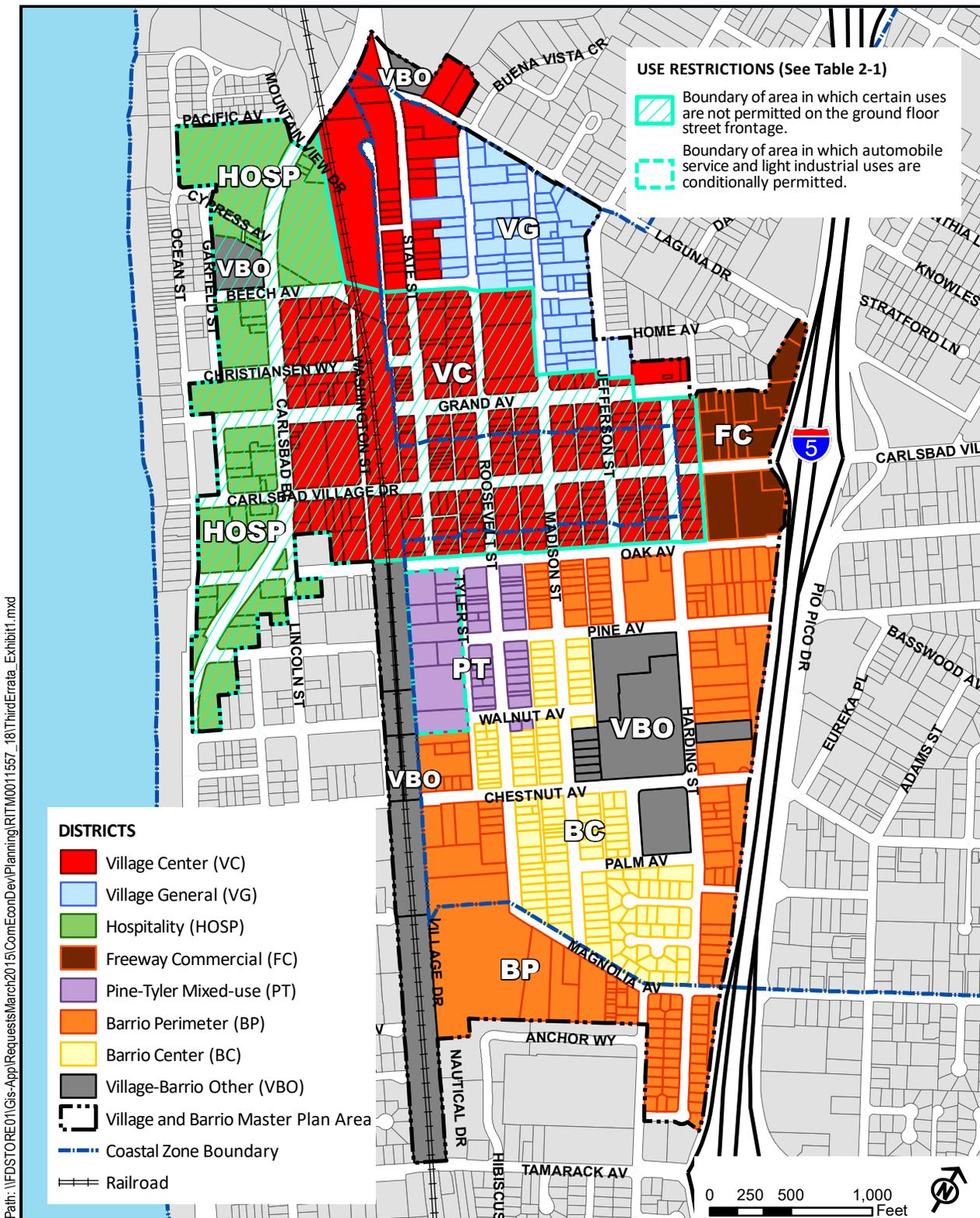
<p>2-39</p>	<p>Section 2.7.1 G., Village Center District Building Height</p>	<p>Amend 2.7.1 G. as follows:</p> <p>G. BUILDING HEIGHT</p> <ol style="list-style-type: none"> 1. Maximum 45 feet and 4 stories 2. Ground floor plate height: 14 feet. <u>This height shall be measured from the finished floor to the top plate of the ground floor or, where there is no "plate", to the bottom of the floor structure of the second floor. This standard shall apply only to ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2.</u> 3. If a 4-story building is proposed: <ol style="list-style-type: none"> a. A maximum of 30 percent of the fourth story street facing façade can have a 0-foot setback <u>(as measured from property line)</u>. The remaining 70 percent shall be set back a minimum of 10 feet <u>(as measured from property line)</u>. b. The total square footage of enclosed occupiable fourth floor space shall not exceed 80 percent of the third-floor footprint.
<p>2-39 2-52 and 2-57</p>	<p>Section 2.7.1 G., Village Center District Building Height</p> <p>Section 2.7.3 G., Hospitality District Building Height</p> <p>Section 2.7.4 G., Freeway Commercial District Building Height</p>	<p>Modify graphic to more proportionally depict the maximum fourth floor area standard relative to the third floor.</p> <p>Four-Story Buildings</p> 

<p>2-40</p>	<p>Section 2.7.1, Village Center Supplemental District Standards</p>	<p>1. Add new Section 2.7.1 I., Ground Floor Uses, as follows:</p> <p><u>I. GROUND FLOOR STREET FRONTAGE USES</u></p> <p><u>1. New ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2 shall occupy more than one-half of the habitable space developed on the ground floor and shall span at least 80 percent of the building frontage.</u></p> <p><u>2. Up to 20 percent of a building frontage may be used for a lobby or entryway to uses above or behind ground floor street frontage uses.</u></p> <p>2. Renumber existing Section 2.7.1 I., Good Neighbor, to 2.7.1 J.; and existing Section 2.7.1 J., Railroad Corridor, to 2.7.1 K.</p>
<p>2-52</p>	<p>Section 2.7.3, Hospitality District Supplemental District Standards</p>	<p>1. Add new Section 2.7.3 I., Ground Floor Uses, as follows:</p> <p><u>I. GROUND FLOOR STREET FRONTAGE USES</u></p> <p><u>1. New ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2 shall occupy more than one-half of the habitable space developed on the ground floor and shall span at least 80 percent of the building frontage.</u></p> <p><u>2. Up to 20 percent of a building frontage may be used for a lobby or entryway to uses above or behind ground floor street frontage uses.</u></p> <p>2. Renumber existing Section 2.7.3 I., Master Site Plan, to 2.7.3 J.</p>
<p>2-71</p>	<p>Section 2.8, Area-Wide Design Guidelines</p>	<p>Revise the second paragraph of Section 2.8.1, Intent, to read as follows:</p> <p>All development should align with the spirit and intent of the design guidelines presented in this chapter. Designers and developers should consider at a minimum be aware that these guidelines are a minimum starting point for quality development, and do not comprise every possible strategy for achieving high quality design. Therefore, it is prudent that designers use their own techniques for achieving authentic, high quality design. The following guidelines apply to all new and remodeled development within the entire Master Plan Area unless exempt as determined by Section 6.3.2 5-3-1.</p>

CHAPTER 4 – MOBILITY AND BEAUTIFICATION		
4-21	Section 4.3.11 A., Grand Avenue: The Grand Promenade – Street Cross Section 1	Amend the section by adding a new paragraph before the final paragraph as follows: <u>Additionally, alternatives could be considered to maximize the promenade’s width. For example, the cycle tracks in figures 4-4 and 4-5, depicted below the level of the sidewalk, could also be raised flush with it, creating a single, level surface from the store fronts to the landscaped median. In this configuration, the cycle track could remain distinct from the sidewalk through the use of unique pavers, brick banding, or other differentiating means. Much like festival or shared space streets discussed in the previous section, the greater width enabled by a single level promenade would benefit special events while still retaining the separate functions of a cycle track and sidewalk at all other times.</u>
4-23	Figure 4-4, Grand Avenue Proposed Conditions A	Do not amend the figure to show sharrows in both travel lanes, as recommended in the second errata.
4-24	Figure 4-5, Grand Avenue Proposed Conditions B	Do not amend the figure to show sharrows in the travel lane, as recommended in the second errata.
4-30	Figure 4-11, Carlsbad Village Drive: Proposed Conditions, and accompanying text	Revise the figure to delete the sharrows shown. Revise the paragraph accompanying and above the figure by deleting the following sentence: Bicycle lanes would be replaced by sharrow markings to facilitate pedestrian enhancements.
4-33	Figure 4-14, Oak Avenue: Proposed Conditions B	Do not amend the figure to show sharrows in both travel lanes, as recommended in the second errata.
4-45	Figure 4-25, Harding Street: Proposed Conditions A (along Pine Avenue Park)	Do not amend the figure to show sharrows in both travel lanes, as recommended in the second errata.
4-46	Figure 4-26, Harding Street: Proposed Conditions B (North of Pine Avenue)	Do not amend the figure to show sharrows in both travel lanes, as recommended in the second errata.

<p>4-57</p>	<p>Section 4.4.3, Class III routes</p>	<p>Revise the title and text of this section as follows:</p> <p>4.4.3 Class III Routes and Sharrows</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 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>
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<p>4-58</p>	<p>Section 4.4.5, Cycle Track</p>	<p>Revise the text discussion, as originally recommended by the second errata, to delete the last paragraph as shown:</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</u> 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, <u>as shown in figures 4-4, 4-14, 4-25, and 4-26, cycle tracks should be implemented on Harding Street, Oak Avenue, and Grand Avenue in order to provide safe and accessible places for interested but concerned bicyclists to ride.</u></p> <p><u>Cycle tracks will need to be clearly marked, clearly visible, and signalized (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>
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Figure 2-2, Use Restrictions Map

Third Errata, Exhibit 1