

Chapter 3 - Analysis of Existing Conditions

The existing context and conditions of Carlsbad need to be considered and analyzed to assist in making decisions on where future trails and CATS related infrastructure can provide for an integrated trail system.

3.1 Land Uses

Existing land uses often set the pattern of mobility around a city as well as the preferred methods for mobility. A well integrated community that has a mix of housing, retail, schools and businesses will generally have lower overall number of daily vehicular trips and vehicle miles traveled. Mixed use communities have a higher number of non-vehicular trips taken by walking and biking. For areas where a large number of parcels are all the same type of land use, some daily activities require driving to destinations that may be a great distance away. Carlsbad has both of these conditions. Figure 3.1: “General Plan Land Use” shows planned land uses, but largely reflects the established pattern of existing land uses throughout the city.



3.2 Existing Vegetation Communities

Trails provide access to rich and diverse natural open spaces, including lagoons, bluffs, hillsides and riparian corridors. However, having the trail too close to these areas can also create some unacceptable levels of disturbance. During the design phase, trail alignments will be adjusted to avoid or lessen environmental impacts. Locating a trail through sensitive protected habitat areas should be avoided. Trail width should be adequately adjusted to minimize habitat disturbance and fragmentation. For the purposes of this document, the general vegetation cover for Carlsbad has been used to identify areas with high challenges for new trail development, or areas of opportunities based on levels of disturbance and the extent of existing non-native vegetation.

3.3 Existing Topography

Existing topography plays a major role in siting trails that will be sustainable. It should be noted that the ability to make a trail accessible becomes much more challenging on steeper slopes and the overall grading, retaining wall and drainage improvements are more expensive the steeper the slope. A trail that is cut into a steep slope becomes prohibitively expensive if the slopes are greater than 45%, with exception of Type 1 Nature Trail, which typically follows the general grade of the land from (see Chapter 6). But slopes under 20% are not as difficult to make relatively gentle trails with moderate costs. The areas of potential future trails that go through steep topographic areas are considered a constraint to trail development. Areas that are flat are considered to be more desirable for new trail development based on ease of construction.

City of Carlsbad
GENERAL PLAN
Land Use Map
 Updated April 2019

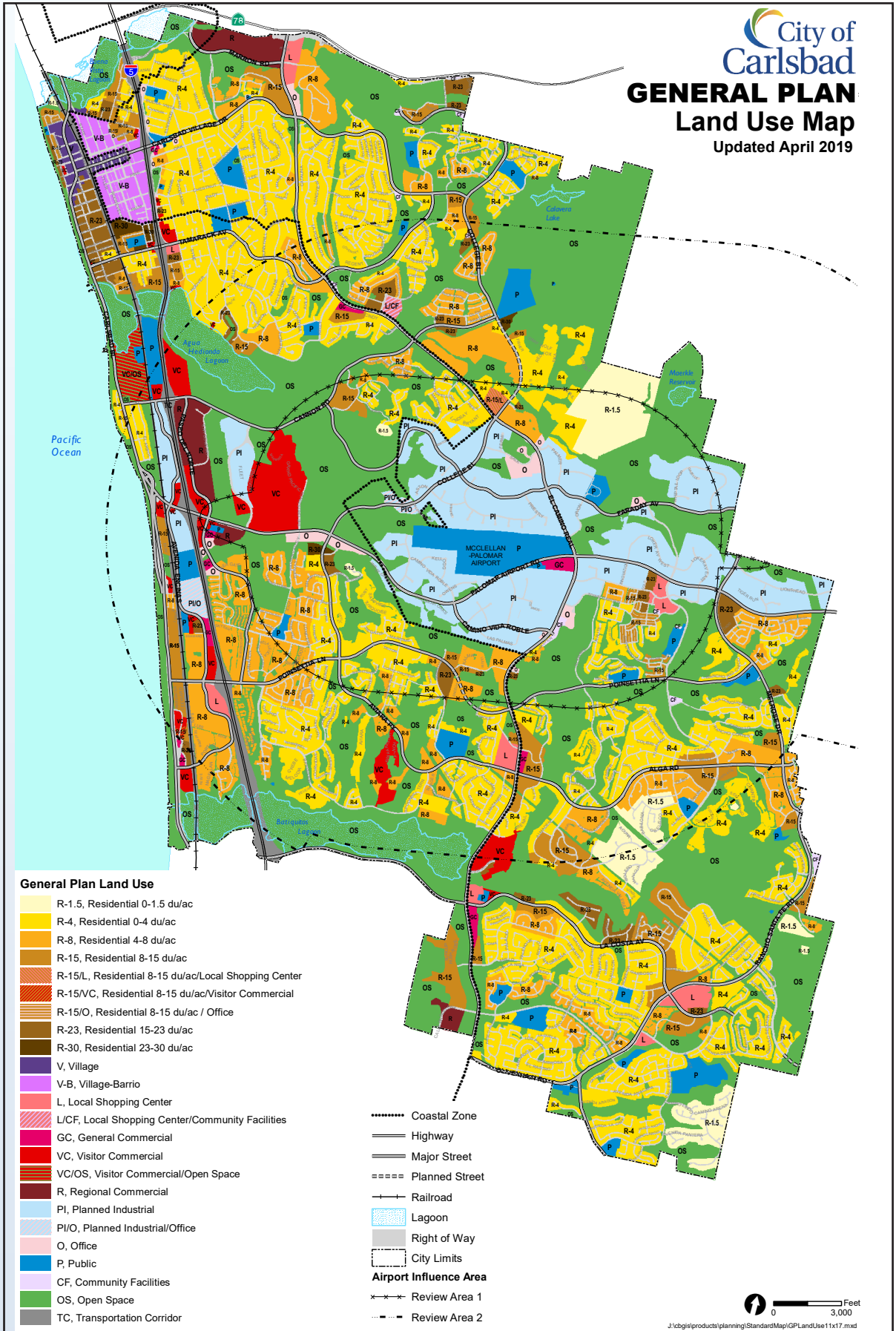


Figure 3.1: General Plan Land Use

3.4 Existing Preserve System

The existing Habitat Management Plan (HMP), approved November 2004, includes guidelines for the development of trails in conserved sensitive habitat areas (see Figure 3.2 “Habitat Management Plan Preserve System”). The objective of this conservation plans is to protect the rich diversity of plants and wildlife in San Diego County. Although the primary purpose of conserved lands is protection of plant and wildlife species, some types of recreational uses can be appropriate within the preserve system. Recreational uses of the preserve, where allowed, must be consistent with the protection and enhancement of biological resources. Existing recreational facilities should be managed to maintain and/or enhance the habitat value surrounding these facilities. The most desirable trail types within these areas are Type 1 - Nature Trail and Type 2 - Recreational Trail, which limit impacts to the surrounding habitat from trail development. It should be noted that the majority of the trail networks in the city’s preserve systems have already been developed.

3.5 Existing Parks and Open Space System

Under this plan, trail connections are focused on parks, open space and the beaches of Carlsbad. The Carlsbad park system includes a wide range of community and neighborhood parks, well distributed throughout the developed areas of the city. These parks include varying levels of active and passive facilities. A fairly significant number of the smaller parks are home owner association (HOA) based parks reserved for the local residents of the development and fully maintained by the HOA. Many of these smaller parks are near trail heads of the existing trail system.

Open space is equally well distributed throughout the city, with hills to the east, canyons leading to the beaches on the west, and lagoons reaching a significant distance inland. The preserve system consists of the following elements:

- Lands already conserved and protected (Existing Hardline areas),
- Lands that were part of existing and future development projects that were proposed for conservation (Proposed Hardline areas), and
- Undeveloped properties considered important for preserve integrity and connectivity (Standards areas).

These open spaces were preserved for a variety of reasons, including habitat preservation and open space access through trails. Access to open space and trails continues to be a high priority to Carlsbad residents as identified in annual citizen surveys. Figure 3.3 “Existing Open Space System” illustrates existing open space inventory in Carlsbad, as of January 2017.

3.6 Existing Public Property Ownership

Closely related to the city open space, state and federal owned public lands are generally available for public access, unless the access would be dangerous to the users, would interrupt operations, or would cause major impacts to sensitive habitats, or resources. In this case, “No Access” signs should be posted with a contact number for information.

3.7 Existing Private Property Ownership

Although a significant portion of Carlsbad is maintained as public parkland and open space systems, the remaining portion of land is privately owned and either currently developed or likely to be developed in the future. Normally, most privately held land would be considered inaccessible or unobtainable when considering a trail system. However, for larger parcels with proposed development, adopting trail easement is common and allowed under the Subdivision Map Act of California. If a trail has been identified in an adopted trails plan, then the local municipality can require the dedication of a public trail easement and the construction of the project as part of the private development approval process. For the purposes of this plan, all properties where a trail easement has been negotiated or has been discussed represents an opportunity for a future trail. For smaller parcels already developed, the alignment of a trail system would be challenging. However, within the coastal zone, in instances where the Local Coastal Program requires dedication of an easement(s) for public access, the city and the California Coastal Commission routinely obtain access easements for future trails as a condition of approval for private development. In some of these cases an access easement, utility easement, or developed or undeveloped right-of-way may be utilized.

3.8 Gap Analysis

Gap analysis is a term used to describe existing, missing links or “gaps” in the trails system that should be high priorities for “closing” in the future. A gap could simply be an unimproved or under-improved portion of a trail between an origin and a destination. A gap could also be a trail that just “dead-ends” even though it may be adjacent to open space that could provide a trail connection. Finally, a gap can also be the lack of sidewalks or roadside trails and on-road bike lanes that get people from where they live (origins) and where they want to go.

A walk time analysis is a method in which the GIS software looks at an origin point and a destination point, and determines, based upon a 2.5 mile per hour speed of a pedestrian, how far one can get in a predetermined length of time. In the case of this study, a 15 minute walk is considered to be reasonable for persons that may wish to walk to parks, open space and trails, shopping centers, schools, the beaches and other major destinations. The main purpose of trails in Carlsbad is to provide for active lifestyle opportunities that can enhance health and quality of life for both citizens and visitors. The benefits for outdoor exercise that trails provide are a desirable feature of Carlsbad’s recreational program that provide an affordable way to achieve and maintain mental and physical health. Based on personal fitness guidelines, the minimum walking or exercise time for adults is 30 minutes a day.

The goal of any active transportation plan is to allow people to use other modes of transportation and to combine or to shorten trips, where outdoor healthy activity starts at the “front door” instead of the “car door”. In other words, a walk to the park or a trail should be encouraged to start at a person’s front door. An overall goal of the built-out trails system is to have all residential and commercial units in Carlsbad located within a 15 minute walk of a trailhead, a park, an open space, beach or other recreational destination. This approach will not only cut down on trips, but it also reduces greenhouse gas emissions (GHG) and the impact on neighborhood parking at trailheads. The Climate Action Plan

(CAP) identifies trail use as an alternative mode of transportation that supports the GHG reduction. Providing an improved pedestrian network and increasing connectivity encourages people to walk more and results in people driving less, causing a reduction in vehicle miles traveled (VMT).

3.9 Origins and Destinations

Future development of the trails in Carlsbad examines the origins, destinations and the desired connections between neighborhoods, beaches, lagoons, open space areas, schools, parks and other activity centers. Origins are generally defined for trails and pedestrian analysis as where people live and lodge (residential communities, campgrounds and hotels). Destinations are places where people visit, such as work, school, shopping centers, parks, and restaurants. In Carlsbad, major destinations include Carlsbad Village, The Shoppes at Carlsbad Mall, Carlsbad Premium Outlets, lagoons, nature preserves, Legoland, The Crossings golf course, city parks, the Flower Fields, Palomar Airport, and seven miles of beaches. They are connected through roadways, bike lanes, sidewalks and trails.

When an origin is not connected in a 15 minute walking period with a destination, then a gap is considered to occur. This gap could be closed by providing other on-street improvements (bike lanes or sidewalks) to allow different and perhaps shorter connections, or through the addition of a trail through an open space.

3.10 Existing Walk Times from Trail Heads

Walkability offers surprising benefits to our health, the environment, our finances, and our communities. It is reassuring that most of Carlsbad's housing is within a 10 minutes walk of some type of open space amenity, such as park, vista point, seating area, trail or trailhead.

3.11 Existing Pedestrian Systems




There is a link between the existing pedestrian system and the trail system. Much of the trail connectivity for walking, hiking or biking, also incorporates many miles of city sidewalks or roadside trails. The CATS program is making further recommendations on how to expand the existing transportation based on pedestrian system.

3.12 Existing and Future Bike System

The CATS focuses on where improvements to the circulation system could be made to improve active transportation in Carlsbad, with a primary focus on bike and pedestrian facilities. The distances between land uses in most areas of Carlsbad (except for the Carlsbad Village area) are too great to have a major shift to pedestrian modes for primary circulation trips to work or for retail access because it takes longer than 15 minutes to walk. However, the distances for bike travel are not that great to overcome. In addition, the Type 4, 5 and Type 6 trails, especially as proposed in this TMP, have the potential to function as alternative multi-modal transportation. Parts of the proposed trail system may in fact offer shortcuts through open space that connect origins and destinations, often more visually attractive and safer for users. Please refer to Figure 3.4 "Existing and Future Bike System".

3.13 Existing Trail System

In general, city trails can be divided into 2 major categories: open space or circulation trails, where the most common, Type 2 - Recreational Trail, represents nearly half of the entire inventory (see Table 3.1 “Summary of Existing Trails”). This analysis sets a baseline of the existing trail. It allows for estimating costs associated with trails management and maintenance, which vary significantly from Type 1 to Type 6.

MILES OF OPEN SPACE (UNPAVED) RECREATIONAL TRAILS			
EXISTING			
1	Nature Trail		12.0
2	Recreation Trail		26.9
3	Wide Dirt Trail or Utility Roadbed		12.0
Total Miles of All Open Space Trails			50.9




MILES OF MOBILITY (MOSTLY PAVED) TRAILS			
EXISTING			
4	Roadside or Connector Trails		7.8
5	Connector Sidewalks		not counted in the overall trail mileage
6	Multi-use Paved Path or Trail (Class 1)		7.8
Total Miles of Mobility Trails (Transportation related)			15.6

Table 3.1: Summary of Existing Trails

3.14 Existing Trail Mileage analysis

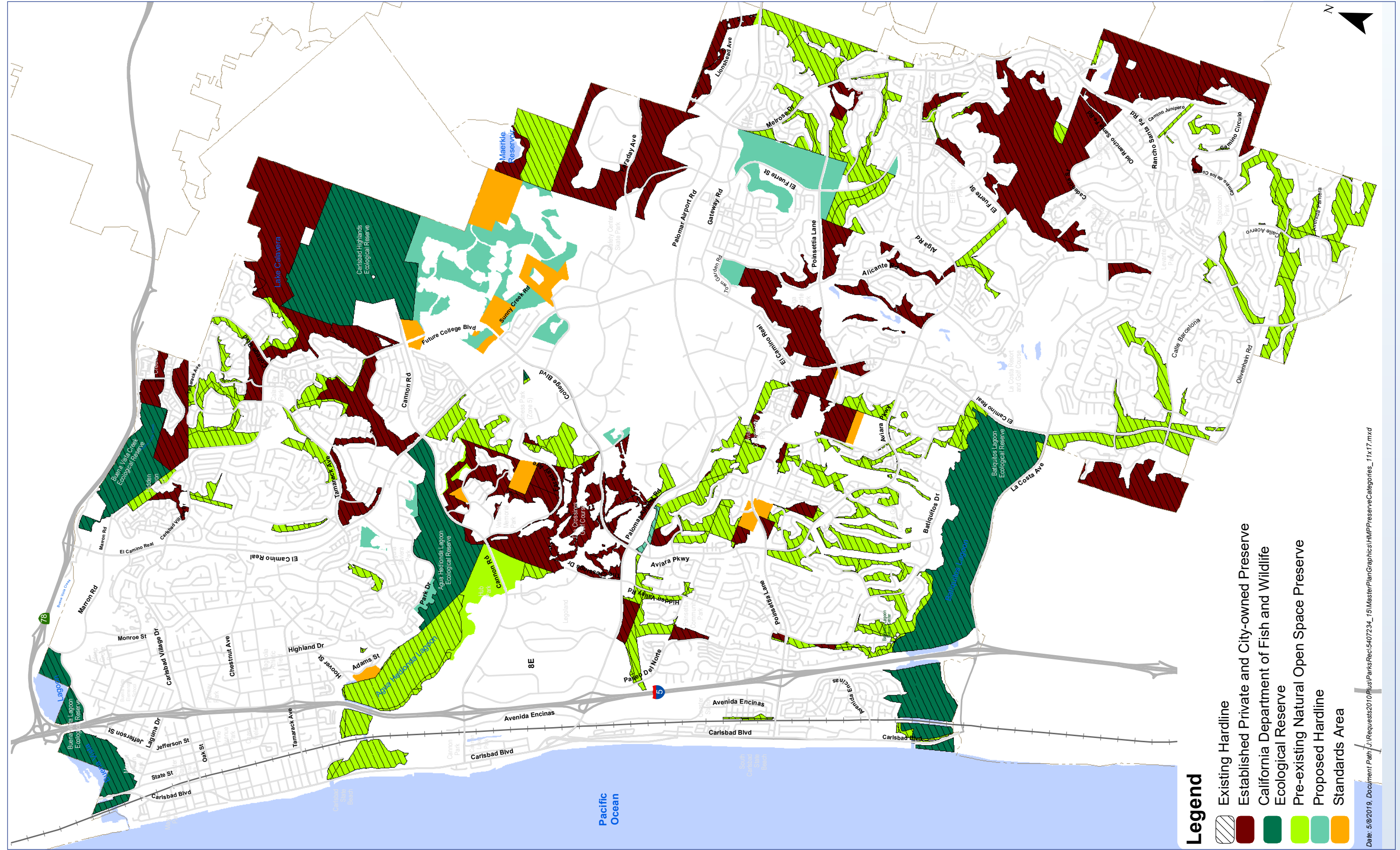
The total mileage of existing trails is 66.5 miles, and vary from the mileage reported in the Carlsbad General Plan (2015). It is a result of trail network expansion since 2014, when the trail inventory was reported. Another category includes trails accessible to the general public, but developed and maintained by private or non-profit entities. Also, recent Global Inventory System (GIS) mapping allowed the city to precisely tally the lengths of the existing segments, resulting in minor discrepancies of trail lengths. Table 3.2 “Existing Trails Inventory, 2018” represents a citywide trail inventory base line, which is used for setting goals for future trail development and for maintenance of existing trails. All existing trails are shown on Figure 3.5 “Composite Map of Existing Trails 2018”.

Type 5 Connector Sidewalks are not accounted for in the total trail mileage. They function to connect existing trails into the larger network. Sidewalks are identified in the Pedestrian Master Plan (PMT), August 2008.

TRAIL ID	TRAIL NAME	SUBAREA	STATUS	QUADRANT	TRAIL TYPE	LENGTH (MILES)	TRAIL CATEGORY	IMPROVED BY	MAINTAINED BY
1.2	Hosp Grove	1	Existing	NW	Type 1	3.6	Open Space	Volunteers	Volunteers/City Parks
1.3	North Beach Trail	1	Existing	NW	Type 1	0.3	Open Space	Developer	Volunteers/City Parks
2.1	Hidden Canyon Park	2	Existing	NE	Type 2	0.2	Open Space	Volunteers	Volunteers/City Parks
5.2	Village H - North of Carlsbad Village Drive	5	Existing	NE	Type 1	0.4	Open Space	Volunteers	Volunteers/City Parks
5.5	Robertson Ranch West	5	Existing	NE	Type 2	0.5	Open Space	Developer	Volunteers/City Parks
5.6	Robertson Ranch East	5	Existing	NE	Type 3	0.6	Open Space	Developer	Volunteers/City Parks
6.2	Lake Calavera - Calavera Hills Land Manager	6	Existing	NE	Type 3	0.5	Open Space	Developer	Volunteers/City Parks
6.3	Lake Calavera South Trail - Sage Creek	6	Existing	NE	Type 3	0.7	Open Space	Developer	Volunteers/City Parks
6.4	Lake Calavera (City Preserve)	6	Existing	NE	Type 1	1.3	Open Space	Volunteers	Volunteers/City Parks
6.4	Lake Calavera (City Preserve)	6	Existing	NE	Type 2	4.3	Open Space	Volunteers	Volunteers/City Parks
6.4	Lake Calavera (utility road)	6	Existing	NE	Type 3	1.5	Open Space	Volunteers	Volunteers/City Parks
7.2	Agua Hedionda Harbor Dr	7	Existing	NW	Type 1	0.2	Open Space	AHLF	Volunteers/City Parks
7.3	Agua Hedionda Bayshore Drive Trail	7	Existing	NW	Type 2	0.3	Open Space	Developer	Volunteers/City Parks
7.4	Agua Hedionda Kelly Trail (Hallmark East)	7	Existing	NW	Type 3	0.6	Open Space	Volunteers	Volunteers/City Parks
8.5	The Crossings/Veterans Park	8	Existing	NW	Type 2	1.5	Open Space	City	Volunteers/City Parks
8.5	The Crossings/Veterans Park	8	Existing	NW	Type 3	0.6	Open Space	City	Volunteers/City Parks
9.2	Carlsbad Oaks North Business Park	9	Existing	NE	Type 1	0.2	Open Space	Volunteers	Volunteers/City Parks
9.2	Carlsbad Oaks North Business Park	9	Existing	NE	Type 2	0.6	Open Space	Volunteers	Volunteers/City Parks
9.3	Palomar Business Park Melrose Drive	9	Existing	NE	Type 2	0.2	Open Space	Developer	Volunteers/City Parks
10.2	Hidden Valley Road	10	Existing	SW	Type 2	0.4	Open Space	Developer	Volunteers/City Parks
10.3	24 Hour Fitness	10	Existing	SW	Type 2	0.3	Open Space	Developer	Volunteers/City Parks
11.4	Rancho Carrillo	11	Existing	SE	Type 2	3.6	Open Space	Developer	Volunteers/City Parks
12.2	Batiquitos Lagoon North Bluff	12	Existing	SW	Type 2	0.7	Open Space	Developer	Volunteers/City Parks
13.1	Villages of La Costa The Ridgeline	13	Existing	SE	Type 2	0.9	Open Space	Developer	Volunteers/City Parks
13.1	Villages of La Costa The Ridgeline	13	Existing	SE	Type 3	1.2	Open Space	Developer	Volunteers/City Parks
13.2	Villages of La Costa Melrose 55 Fiolli Circle	13	Existing	SE	Type 2	0.2	Open Space	Developer	Volunteers/City Parks
13.3	Villages of La Costa The Oaks - North	13	Existing	SE	Type 3	0.7	Open Space	Vol./Dev.	Volunteers/City Parks
13.8	Southern Preserve	13	Existing	SE	Type 1	0.5	Open Space	Developer	Volunteers/City Parks
13.9	Southern Preserve	13	Existing	SE	Type 3	0.2	Open Space	Developer	Volunteers/City Parks
14.1	La Costa Glen	14	Existing	SW	Type 2	1.1	Open Space	Developer	Volunteers/City Parks
14.2	La Costa Valley	14	Existing	SE	Type 2	0.5	Open Space	Developer	Volunteers/City Parks
14.6	Villaggio	14	Existing	SE	Type 2	0.3	Open Space	Developer	Volunteers/City Parks
14.7	Arroyo Vista	14	Existing	SE	Type 1	0.4	Open Space	Developer	Volunteers/City Parks
14.7	Arroyo Vista	14	Existing	SE	Type 2	0.3	Open Space	Developer	Volunteers/City Parks
14.7	Arroyo Vista	14	Existing	SE	Type 3	0.0	Open Space	Developer	Volunteers/City Parks
14.8	The Ranch Avenida Pantera	14	Existing	SE	Type 1	0.3	Open Space	Volunteers	Volunteers/City Parks
14.9	The Ranch Paseo Esmerado	14	Existing	SE	Type 3	0.4	Open Space	Volunteers	Volunteers/City Parks
TOTAL MILEAGE OF OPEN SPACE TRAILS MAINTAINED BY THE CITY'S P&R DEPT AND VOLUNTEERS						30.2			
2.2	Quarry Creek Trail	2	Existing	NE	Type 1	0.6	Open Space	Developer	Private
5.4	Robertson Ranch HOA	5	Existing	NE	Type 2	0.5	Open Space	Developer	Private
6.5	Carlsbad Highlands Eco Reserve Trail	6	Existing	NE	Type 3	1.3	Open Space	CDPW	CDFW/ Land Manager
7.1	Agua Hedionda North Shore Hubbs Trail	7	Existing	NW	Type 3	0.5	Open Space	NRG	AHLF
7.5	Agua Hedionda Summerwind Trail	7	Existing	NW	Type 2	0.3	Open Space	Developer	Private
7.6	Agua Hedionda Nature Center	7	Existing	NW	Type 2	0.4	Open Space	AHLF	AHLF
7.7	Sunnyhill Drive Trail	7	Existing	NW	Type 2	0.5	Open Space	Developer	Private
8.1	Manzano Trail	8	Existing	NW	Type 2	0.2	Open Space	State Beaches	CDP&R
8.2	Flower Fields (along Cannon Road)	8	Existing	NW	Type 2	0.2	Open Space	Developer	Private
8.6	Kelly Ranch	8	Existing	NW	Type 1	0.3	Open Space	Developer	Private
10.1	Water's End	10	Existing	SW	Type 2	0.5	Open Space	Developer	Private
10.4	Calvary Chapel Trail	10	Existing	SW	Type 3	0.2	Open Space	Developer	Private
12.1	San Pacifico	12	Existing	SW	Type 1	0.3	Open Space	Developer	Private
12.3	Batiquitos Lagoon North Shore	12	Existing	SW	Type 1	0.8	Open Space	Developer	Private
12.3	Batiquitos Lagoon North Shore	12	Existing	SW	Type 2	1.9	Open Space	Developer	Private
12.4	Aviara Trails	12	Existing	SW	Type 2	2.5	Open Space	Developer	Private
12.4	Aviara Trails	12	Existing	SW	Type 3	0.6	Open Space	Developer	Private
13.4	Villages of La Costa (CNLM)	13	Existing	SE	Type 1	2.7	Open Space	Volunteers	Private
13.4	Villages of La Costa (CNLM)	13	Existing	SE	Type 2	3.5	Open Space	Volunteers	Private
13.4	Villages of La Costa (CNLM)	13	Existing	SE	Type 3	0.9	Open Space	Volunteers	Private
13.5	Villages of La Costa Utility Rd	13	Existing	SE	Type 3	1.5	Open Space	Developer	Private
13.7	Villages of La Costa The Oaks - South (to La Costa Ave)	13	Existing	SE	Type 2	0.3	Open Space	Developer	Private
14.5	Stagecoach Trail	14	Existing	SE	Type 2	0.3	Open Space	Developer	Private
TOTAL MILEAGE OF OPEN SPACE TRAILS PRIVATELY MAINTAINED						20.8			
TOTAL MILEAGE OF ALL OPEN SPACE TRAILS						51.0			
3.2	Coastal Rail Trail (Reach 2)	3	Existing	NW	Type 6	0.7	Mobility	City	Volunteers/City Parks
5.1	Carlsbad Village Drive (to Village H)	6	Existing	NE	Type 4	0.4	Mobility	Developer	Volunteers/City Parks
6.1	College Rd - Calavera Hills II/RR	6	Existing	NE	Type 4	1.1	Mobility	Developer	Volunteers/City Parks
11.2	Alicante Rd - The Greens (north of Poinsettia Lane)	11	Existing	SE	Type 4	0.6	Mobility	Developer	Volunteers/City Parks
11.3	El Fuerte - Bressi Ranch	11	Existing	SE	Type 4	0.8	Mobility	Developer	Volunteers/City Parks
13.6	Villages of La Costa The Oaks - South (Old Rancho Santa Fe Road)	13	Existing	SE	Type 4	0.1	Mobility	Developer	Volunteers/City Parks
13.6	Villages of La Costa The Oaks - South (Old Rancho Santa Fe Road)	13	Existing	SE	Type 6	1.2	Mobility	Developer	Volunteers/City Parks
14.3	La Costa Valley Rec Center	14	Existing	SE	Type 6	0.4	Mobility	Developer	Volunteers/City Parks
TOTAL MILEAGE OF MOBILITY TRAILS MAINTAINED BY THE CITY'S P&R DEPT AND VOLUNTEERS						5.3			
1.1	Coastal Rail Trail (Reach 1)	1	Existing	NW	Type 6	0.2	Mobility	City	City Streets
3.1	Sea Wall	3	Existing	NW	Type 6	0.7	Mobility	City	City Streets
11.5	Alicante Road - South of Poinsettia	11	Existing	SE	Type 6	1.1	Mobility	Developer	City Streets
14.4	Calle Barcelona	14	Existing	SE	Type 6	1.3	Mobility	Developer	City Streets
TOTAL MILEAGE OF MOBILITY TRAILS MAINTAINED BY THE CITY'S PW DEPT						3.3			
2.2	Quarry Creek Trail	2	Existing	NE	Type 4	1.5	Mobility	Developer	Private
5.3	Calavera Hills Trail	5	Existing	NE	Type 4	0.1	Mobility	Developer	Private
8.3	Armada Drive Trail	8	Existing	NW	Type 6	1.7	Mobility	Developer	Private
8.4	Legoland	8	Existing	NW	Type 6	0.5	Mobility	Developer	Private
9.1	Cannon Rd to Calavera II/RR	9	Existing	NE	Type 4	0.8	Mobility	Developer	Private
10.5	Poinsettia Lane - Aviara Park to Brigantine	10	Existing	SW	Type 4	0.5	Mobility	Developer	Private
10.6	Poinsettia Lane - El Camino Real to Skimmer Court	10	Existing	SW	Type 4	0.3	Mobility	Developer	Private
11.1	Poinsettia Lane - El Fuerte to El Camino Real	11	Existing	SE	Type 4	1.4	Mobility	Developer	Private
13.9	Southern Preserve - Paseo Encino	13	Existing	SE	Type 4	0.2	Mobility	Developer	Private
14.5	Stagecoach Trail	14	Existing	SE	Type 4	0.0	Mobility	Developer	Private
TOTAL MILEAGE OF MOBILITY TRAILS PRIVATELY MAINTAINED						7.0			
TOTAL MILEAGE OF MOBILITY TRAILS (EXCLUDING TYPE 5 SIDEWALK CONNECTORS)						15.6			
TOTAL MILEAGE OF ALL TRAILS MAINTAINED BY THE CITY OF CARLSBAD						38.8			
TOTAL MILEAGE OF ALL TRAILS IN THE CITY OF CARLSBAD						66.5			

Table 3.2: Existing Trails Inventory 2018

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Figure 3.2: Habitat Management Plan Preserve System

Date: December, 2018

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City of Carlsbad
Open Space Map
 Updated June 2018



Future Open Space and Visitor Services*

Open Space Categories:

- 1 - Preservation of Natural Resources
- 2 - Managed Production of Resources
- 3 - Outdoor Recreation (Programmed/Unprogrammed)
- 4 - Aesthetic Cultural and Educational Purposes

Lagoons

City Limits

Highway

Major Street

Planned Street

Railroad

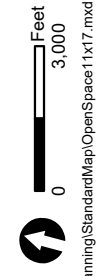
* Future open space area is not counted in the open space acreage table on this map. For more information, see General Plan Land Use and Community Design Element, 'Special Planning Considerations: Carlsbad Boulevard/Agua Hedionda Center.'

Acreage	% of OS	% of City*
7370.6	77.7%	29.5%
328.8	3.5%	1.3%
1194.6	12.6%	4.8%
593.7	6.3%	2.4%
Total	9487.7	37.9%

PLEASE NOTE: Open space areas on this map are derived from the San Diego County assessor parcel map from SanGIS.org, which is the best mapping base currently available for a city-wide perspective. However, the parcel lines and the open space areas within them should be considered as approximations only, and are not to be used to establish definitive lines of ownership or land status.

THIS MAP/DATA IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

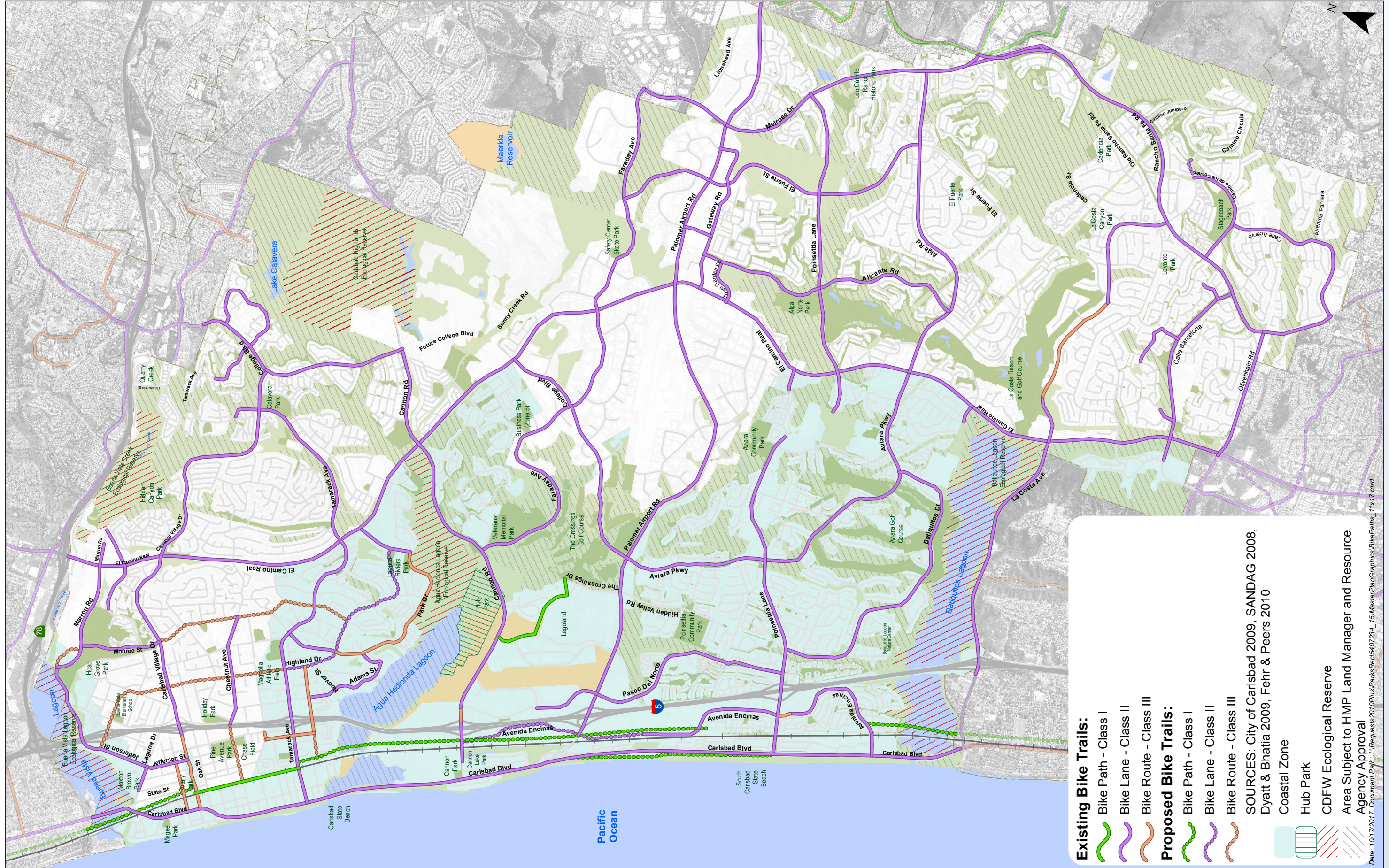
GIS parcel data is derived from SanGIS/SANDAG downloadable data - www.sangis.org. Copyright SanGIS 2018.



Date: June, 2018

Figure 3.3: Existing Open Space System

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Existing Bike Trails:

- Bike Path - Class I
- Bike Lane - Class II
- Bike Route - Class III

Proposed Bike Trails:

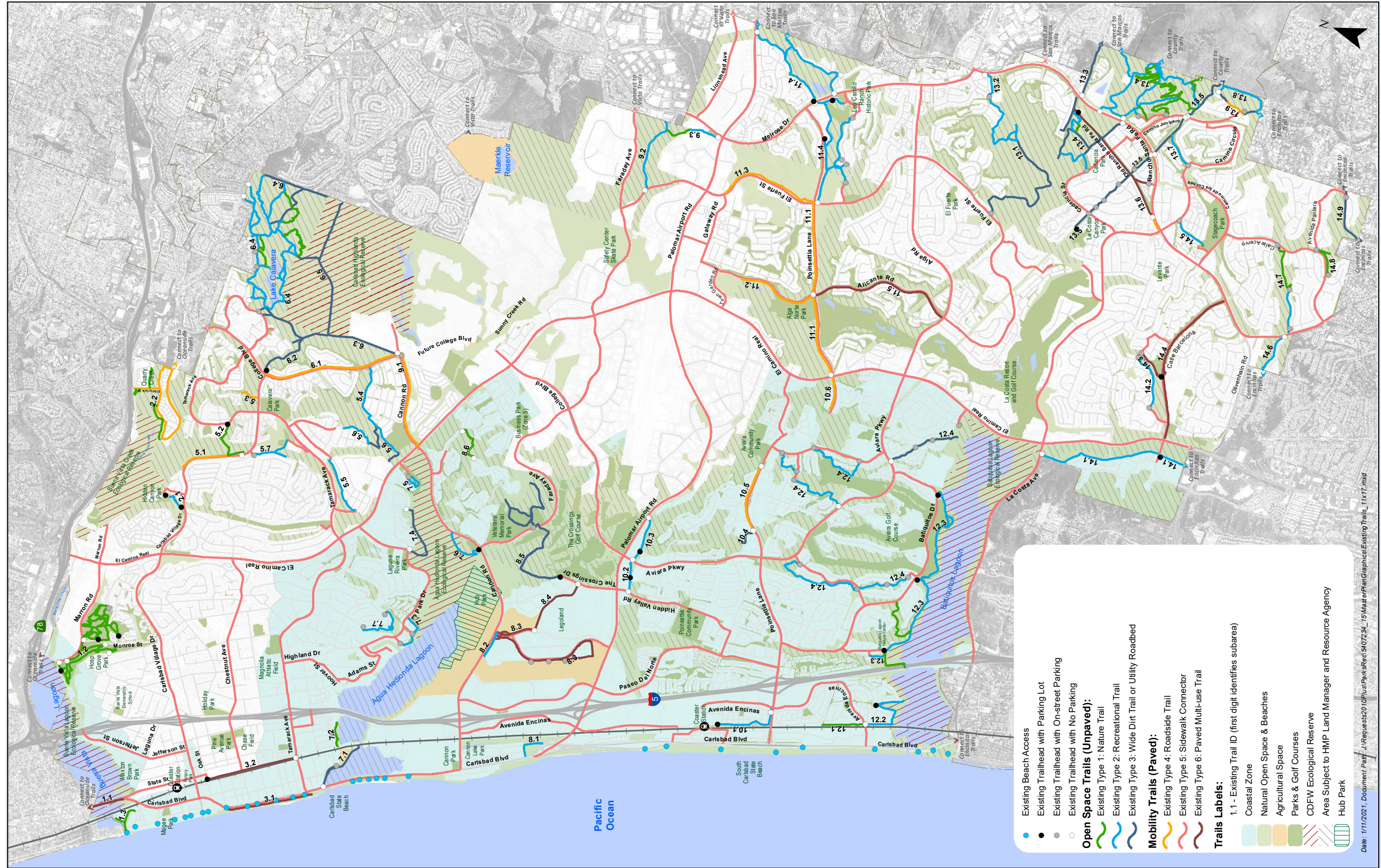
- Bike Path - Class I
- Bike Lane - Class II
- Bike Route - Class III

SOURCES: City of Carlsbad 2009, SANDAG 2008, Dyatt & Bhatia 2009, Fehr & Peers 2010

- Coastal Zone
- Hub Park
- CDFW Ecological Reserve
- Area Subject to HMP Land Manager and Resource Agency Approval

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Date: July 29, 2019

Figure 3.5: Composite Map of Existing Trails 2018

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