

4 Revisions to the General Plan

PROPOSED GENERAL PLAN REVISIONS

Chapter 2: Land use & Community Design

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The LUCD Element consists of narrative, goals and, policies, ~~and programs~~, as well as a Land Use Map and other figures and maps. It also includes land use designations that describe the uses shown on the Land Use Map. Text and Maps should be considered collectively as project approvals or future amendments are made.

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TABLE 2-2: EXISTING INVENTORY OF RESIDENTIAL AND NON-RESIDENTIAL USES

| | <i>Units/Square Feet</i> |
|---|---------------------------|
| Residential (Units) | 45,522¹ |
| Single-Family and Two-Family | 31,650 ¹ |
| Multi-Family | 12,592 ¹ |
| Mobile Homes | 1,280 |
| Non-Residential (square feet/hotel rooms) | 24,373,400 |
| Industrial and R&D/Flex Inventory | 14,910,100 |
| Office-Inventory | 5,622,700 |
| Retail | 3,840,600 |
| Hotel Rooms | 3,600 1,065 |
| ¹ Includes dwelling units that are not counted for Growth Management purposes (i.e., second dwelling units, commercial living units); as of 2013, 44,440 dwelling units exist for the purposes of the Growth Management dwelling unit limitations described in Section 2.7. | |
| <i>Sources: Residential: California Department of Finance, 2013. Non-Residential: Colliers International (Q2 2010), and City of Carlsbad Planning Division department (Envision Carlsbad Working Paper 6), and City of Carlsbad Planning Division (2014 hotel rooms).</i> | |

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Looking ahead, the Carlsbad Community Vision core value of Small Town Feel, Beach Community Character, and Connectedness expresses a desire to reinforce the defining attributes of the city's identity. When juxtaposed onto the physical landscape, this means maintaining Carlsbad's image of a small town where neighborhoods are nestled between rolling hills; a beach community with miles of easily accessible beaches, lagoons and trails; and a resident population whose stewardship of the city's natural assets, heritage, public art, and active engagement in community activities serve as reminders of the city's connectedness. The General Plan seeks to ensure that Carlsbad's small-town "feel" will be maintained through the scale of development, and promotes planning practices that foster greater connections between neighborhoods and uses. Appropriately-scaled development will ensure that mature trees and expansive open spaces dominate much of the city's landscape, with clustered opportunities for urban-scaled development.

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The General Plan combines an active waterfront strategy with development of pedestrian-oriented shopping centers in strategic locations throughout the city, while maintaining the employment core in the McClellan-Palomar Airport area:

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The employment strategy for the McClellan-Palomar Airport area will result in continued growth as the employment center of the city with residential uses in appropriate locations, enabling workers to live close to jobs.

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Visitor Commercial (VC)

This designation is intended to provide sites for commercial uses that serve the travel, retail, shopping, entertainment, and recreation needs of visitors, tourists and residents, as described in Table 2-4.

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See Figure 2-1 on the following pages.

1. APN 156-180-45: change draft designation from O to GC consistent with existing uses and proposed GC designation on adjacent properties

2. APN 203-130-01 to 06: change draft designation from R-8 to R-15. See response to comment letter C125.

3. APN 203-251-05: change draft designation from R-23 to OS consistent with previously approved Zone Change ZC-327.

4. APN 203-201-02 through 07: change draft designation from R-15 to R-15/O; APN 203-201-16 & 17: change draft designation from O to R-15/O. See response to comment letter C130.

5. Terramar beachfront properties: Adjusted the OS designation boundary. See responses to comment letters C17, C18, C123, C126, C133, C148.

6. APN 212-110-01 to 08: change draft designation from R-30 & OS to PI & OS

7. Encina Waste Water Authority property: change draft designation from P, R-30 & GC to PI/OS, consistent with existing designation

8. APN 216-140-43 (east of Ponto Dr): change draft designation from R-30 to R-23

10. APN 207-101-35: change draft designation from R-15 to R-4, consistent with existing designation

11. APN 209-060-48 & 54: change draft designation from R-15 to R-4, consistent with existing designation

12. APN 209-060-72: change draft designation from R-15 & OS to R-4 & OS, consistent with GPA 14-02

13. APN 209-090-11: change draft designation from L and R-23 to a combination district of L/R-23

14. Oaks North Lot 1: change draft designation from R-30 to PI, consistent with existing designation

15. APN 209-120-03, 04, 06 & 07: change draft designation from O to PI, consistent with existing land use designation

16. APN 221-881-06 & 16: change draft designation from R-30 to PI, consistent with existing designation

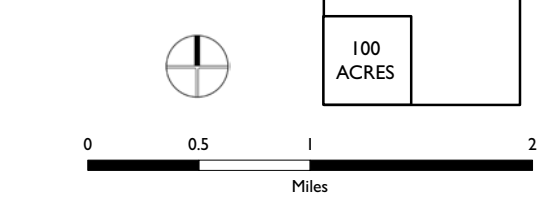
9. APN 760-166-53: revise the OS and PI designation boundaries in this area. See response to comment A3-2.

FOR DETAILS OF THESE REVISIONS SEE THE FOLLOWING PAGES




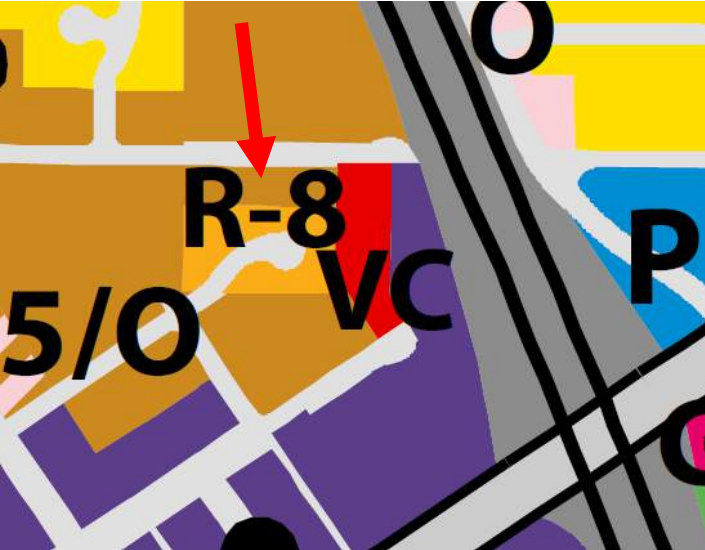
Figure 2-1: Land Use Map

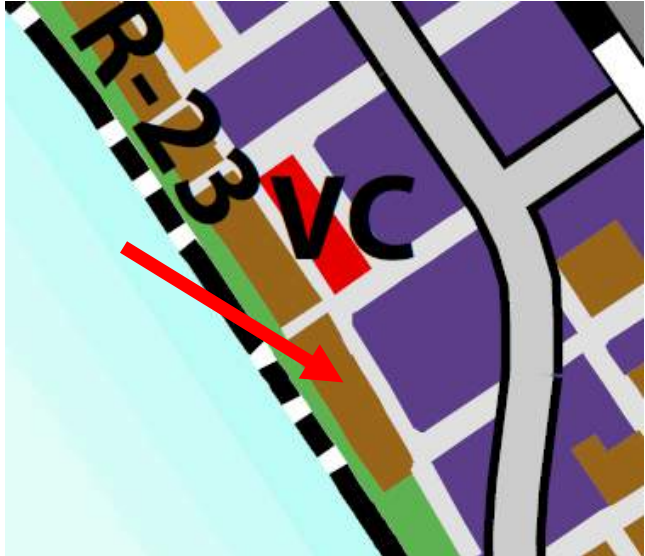
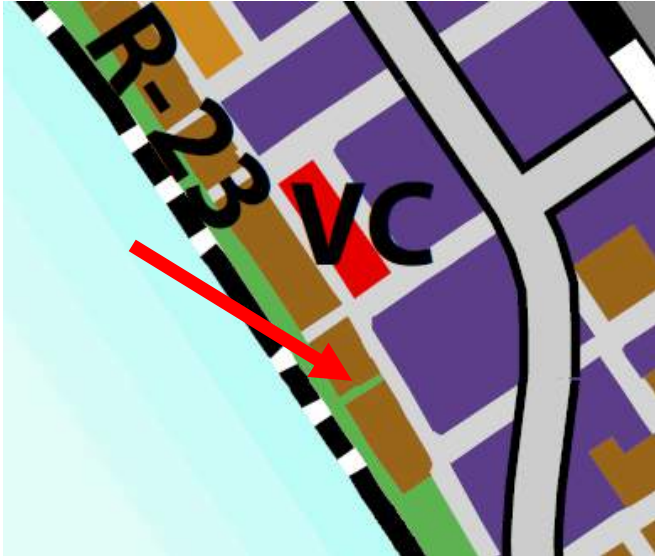


- R-1.5 Residential 0-1.5 du/ac
- R-4 Residential 0-4 du/ac
- R-8 Residential 4-8 du/ac
- R-15 Residential 8-15 du/ac
- R-15/VC Residential 8-15 du/ac/Visitor Comm.
- R-23 Residential 15-23 du/ac
- R-30 Residential 23-30 du/ac
- V Village
- L Local Shopping Center
- GC General Commercial
- VC Visitor Commercial
- VC/OS Visitor Commercial/Open Space
- R Regional Commercial
- PI Planned Industrial
- PI/O Planned Industrial/Office
- O Office
- P Public
- CF Community Facilities
- OS Open Space
- TC Transportation Corridor


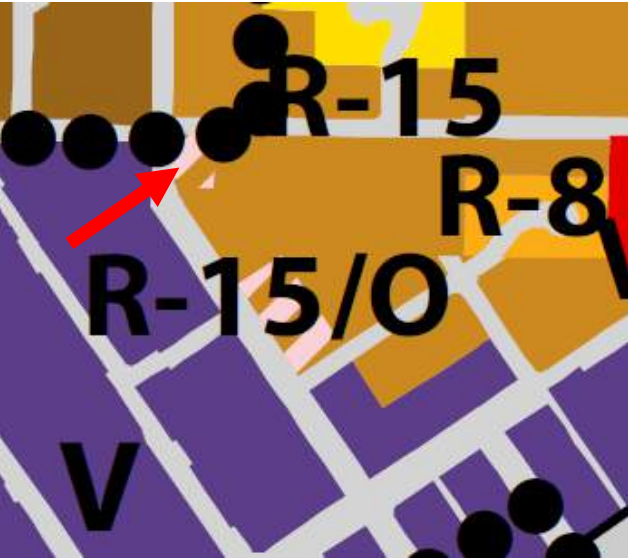
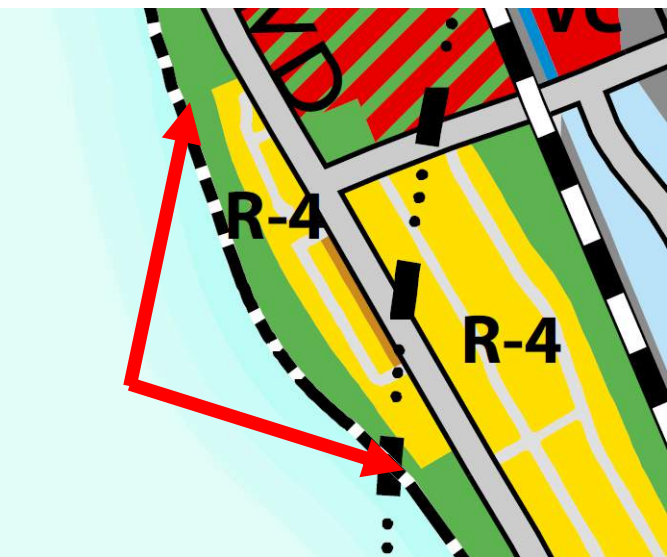
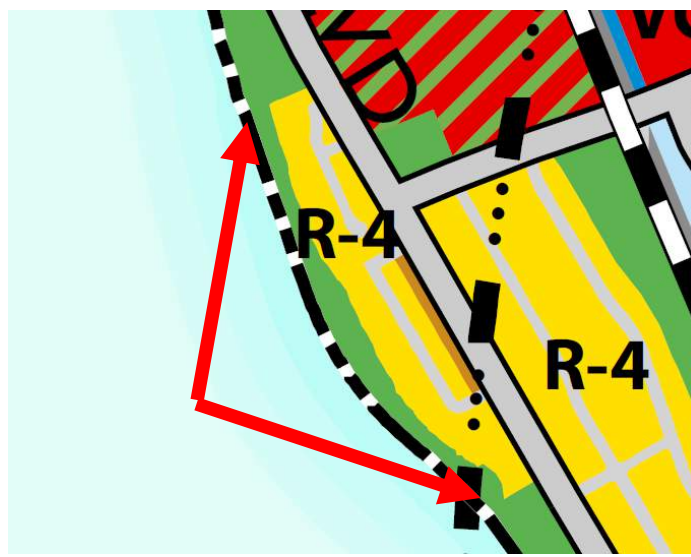
- Coastal Zone
- == Highways
- == Major Street
- ==== Planned Street
- Railroad
- Lagoons
- Right of Way
- City Limits
- Airport Influence Area
- Review Area 1
- Review Area 2

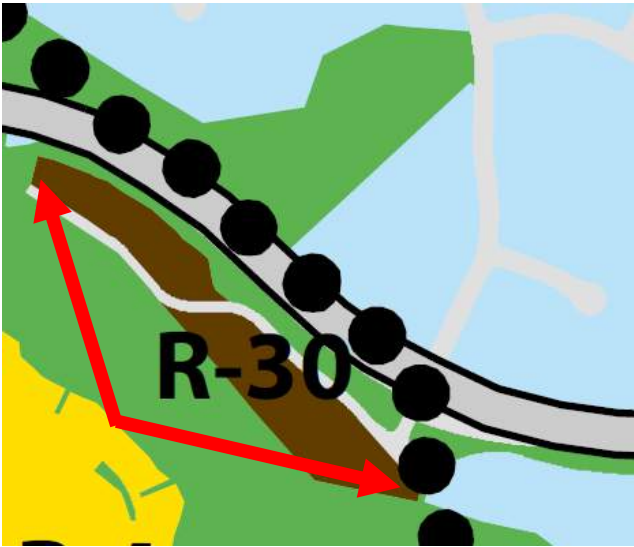
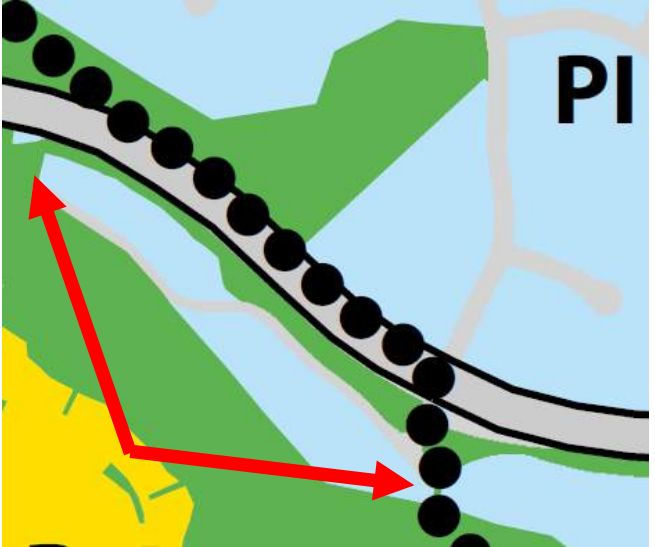
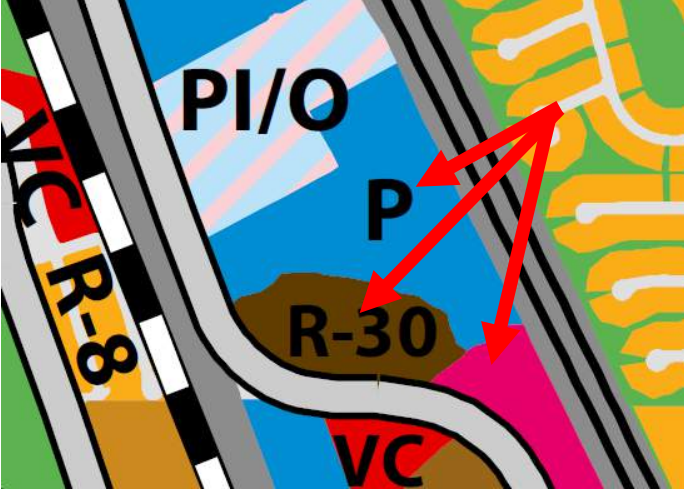
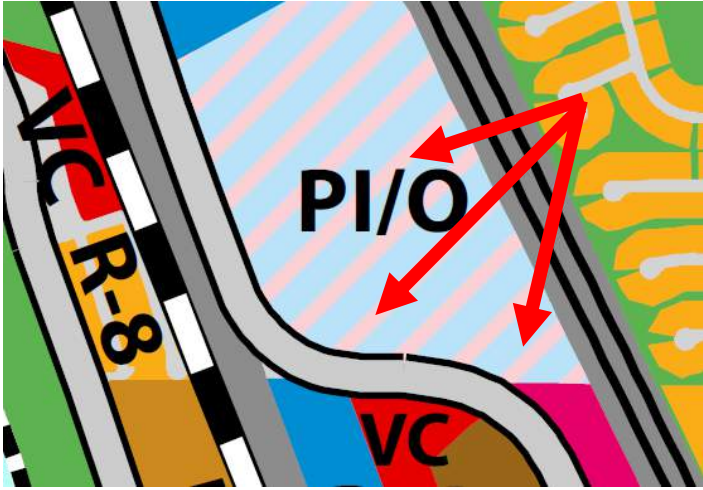


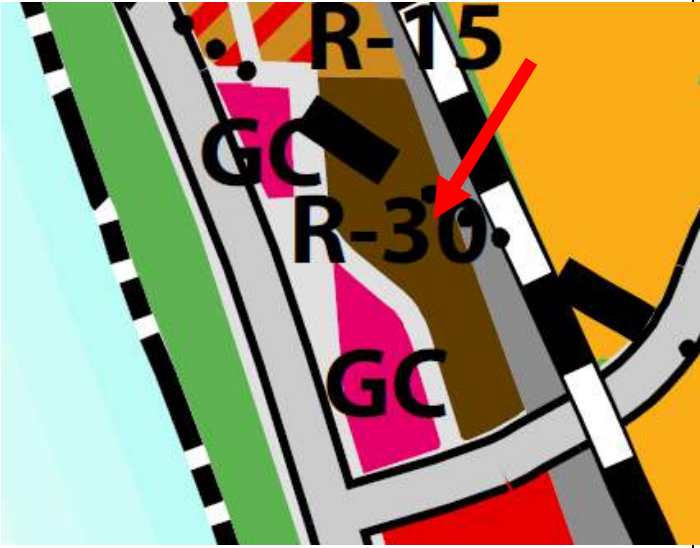



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

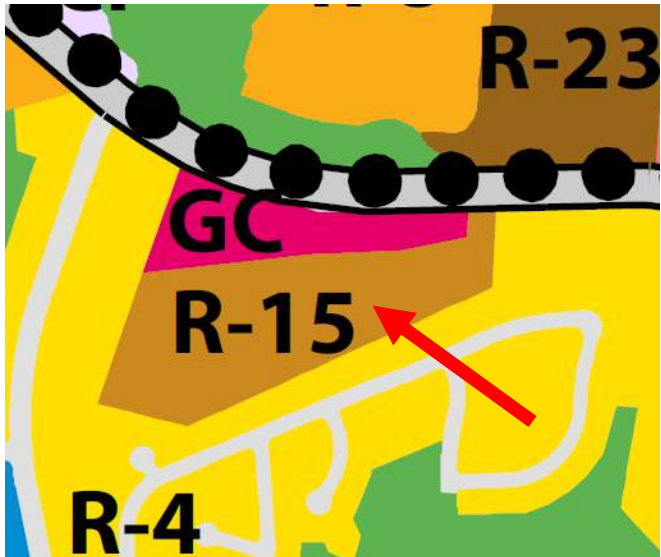
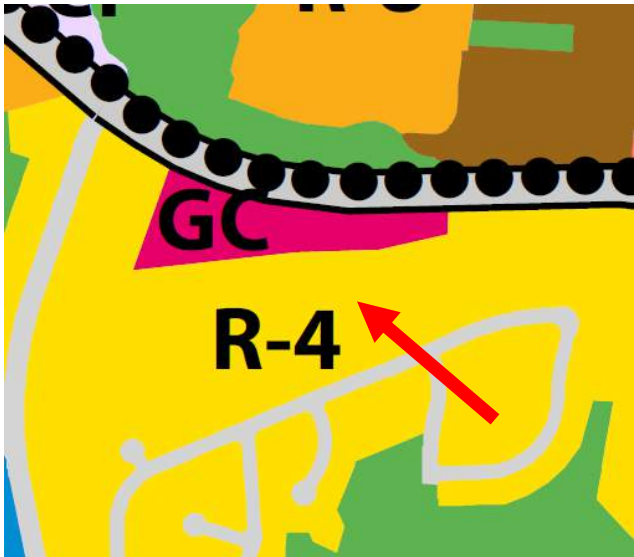
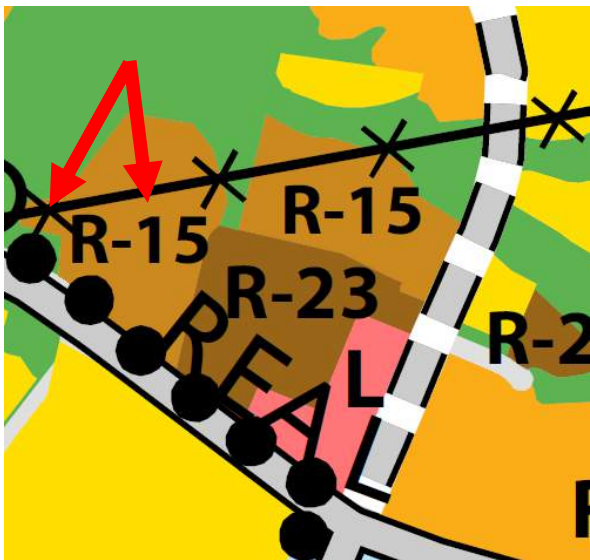
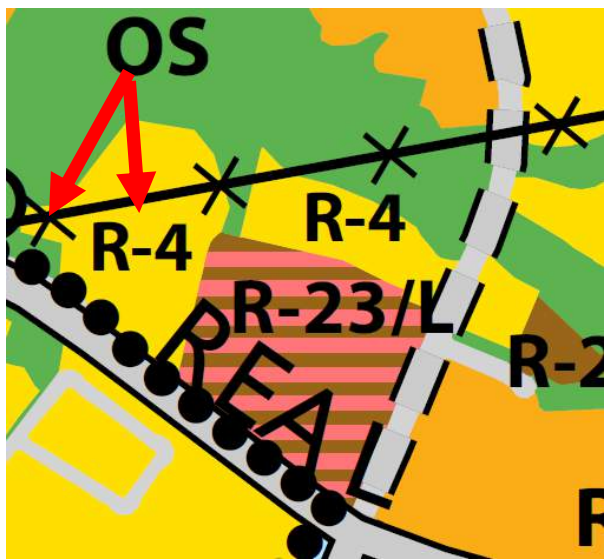
| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|--|---|--|
| 1 | <p>APN 156-180-45: change draft designation from O to GC, consistent with existing uses and proposed GC designation on adjacent properties</p> |  |  |
| 2 | <p>APN 203-130-01 to 06: change draft designation from R-8 to R-15. See response to comment letter C125.</p> |  |  |

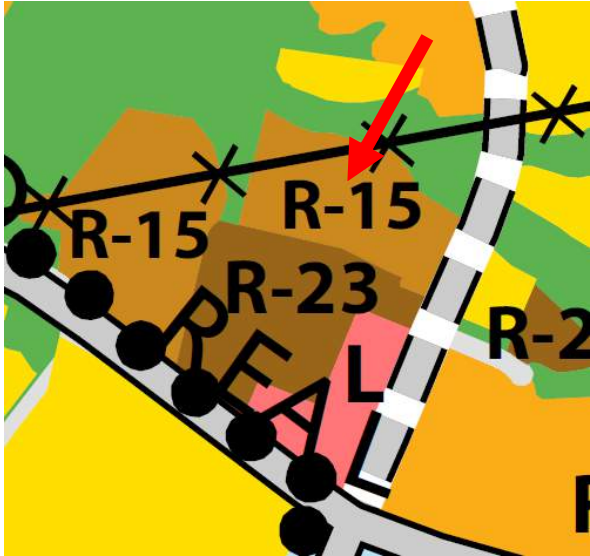
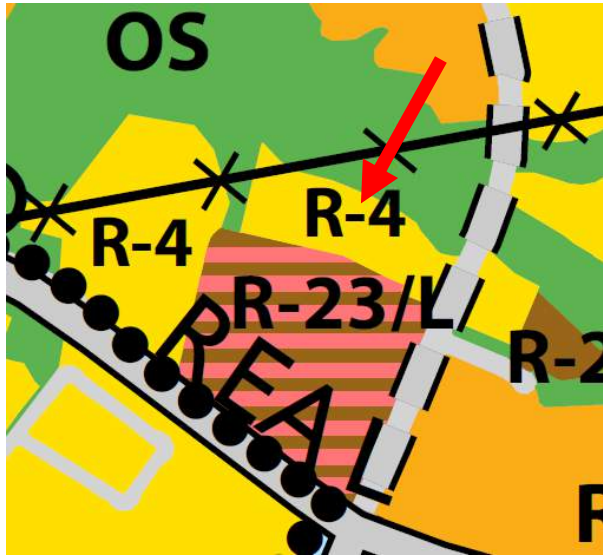
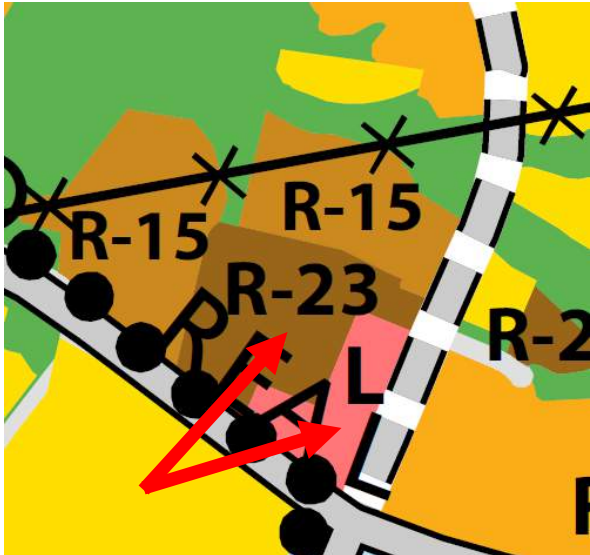
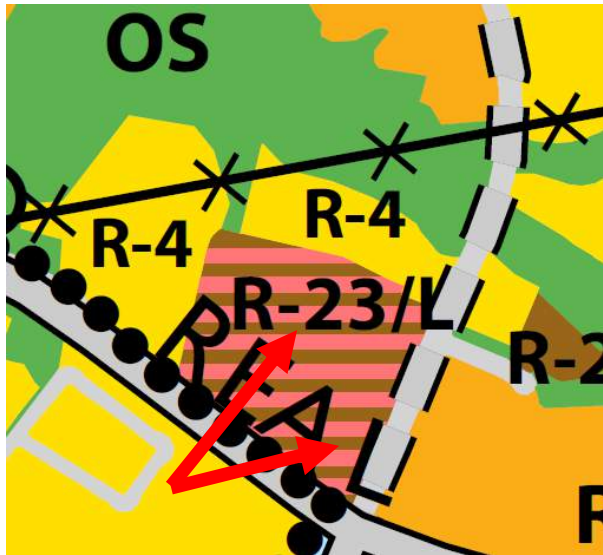
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| 4a | <p>APN 203-201-02 to 07: change draft designation from R-15 to R-15/O</p> |  |  |

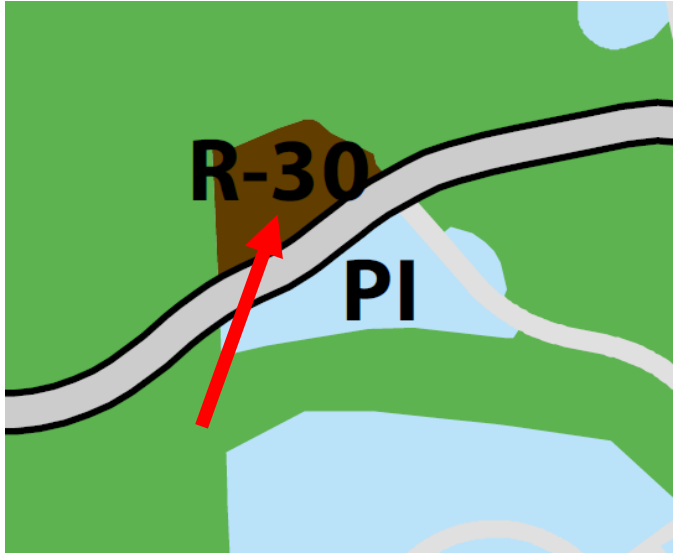
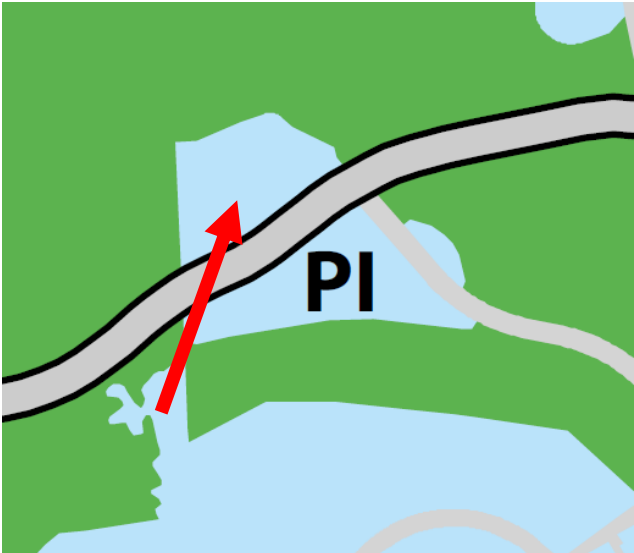
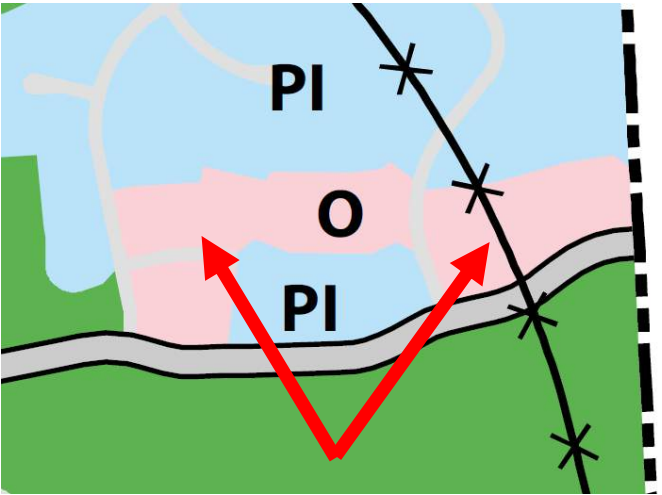
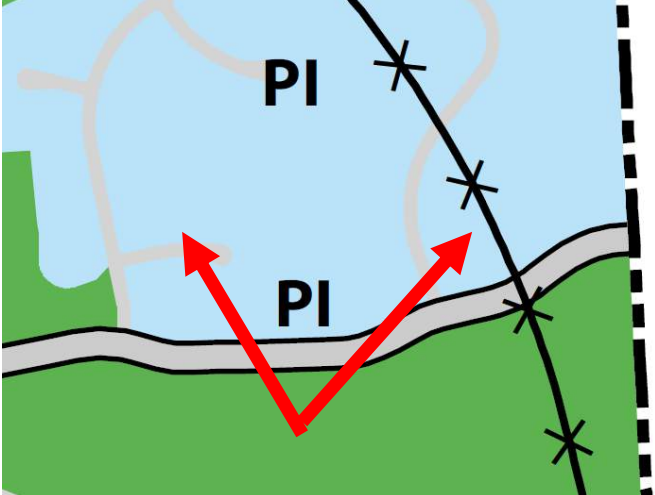
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|-------|--|--|---|
| 4b | <p>APN 203-201-16 & 17: change draft designation from O to R-15/O. See response to comment letter C130.</p> |  <p>The draft map shows a residential area with purple and brown zones. A red arrow points to a specific parcel currently designated as R-15, which is adjacent to an R-8 zone. Other zones labeled include V and R-8.</p> |  <p>The staff recommended map shows the same area, but the parcel indicated by the red arrow is now designated as R-15/O. The R-8 zone and other surrounding zones (V, R-8) remain the same.</p> |
| 5 | <p>Terramar beachfront properties: Adjusted the OS designation boundary.</p> <p>See responses to comment letters C17, C18, C123, C126, C133, C148.</p> |  <p>The draft map shows a coastal area with yellow and green zones. A red arrow points to a dashed line representing the OS designation boundary, which is being adjusted. The R-4 zone is clearly marked.</p> |  <p>The staff recommended map shows the same coastal area, but the OS designation boundary (indicated by the red arrow) has been adjusted to better fit the R-4 zone. The R-4 zone and other surrounding zones (green, yellow) remain the same.</p> |

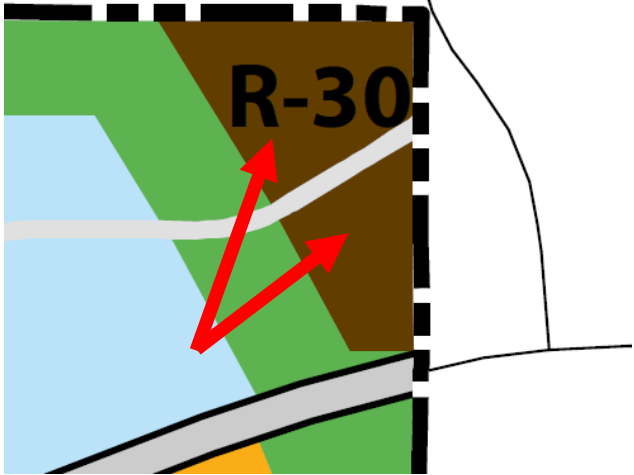
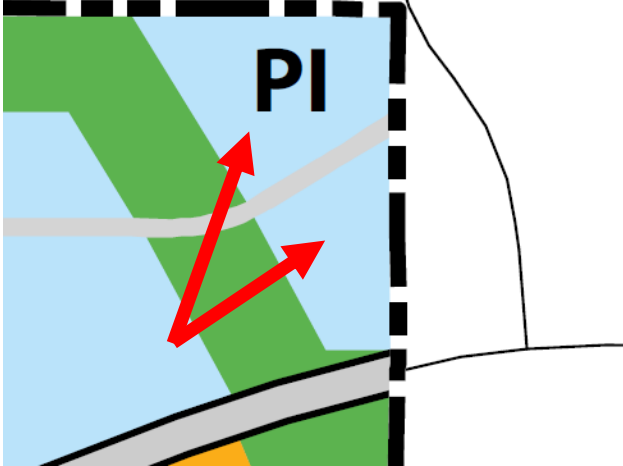
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| 7 | <p>Encina Waste Water Authority property: change draft designation from P, R-30 & GC to PI/OS, consistent with existing designation</p> |  |  |

| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|---|--|---|
| 8 | <p>APN 216-140-43 (east of Ponto Dr): change draft designation from R-30 to R-23</p> |  <p>The draft map shows a parcel with a brown background and a black outline, labeled 'R-30'. To the north is a yellow area labeled 'R-15' and to the south is a pink area labeled 'GC'. A red arrow points to the 'R-30' label.</p> |  <p>The staff recommended map shows the same parcel with a brown background and a black outline, but now labeled 'R-23'. The surrounding areas are the same as in the draft map. A red arrow points to the 'R-23' label.</p> |
| 9 | <p>APN 760-166-53: revise the OS and PI designation boundaries in this area.</p> <p>See response to comment A3-2.</p> |  <p>The draft map shows a green area labeled 'PI' and a blue area labeled 'PALOMAR'. Red arrows point to the boundary between the green and blue areas.</p> |  <p>The staff recommended map shows the same green and blue areas, but the boundary between them has been revised. Red arrows point to the new boundary.</p> |

| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|--|---|--|
| 10 | APN 207-101-35: change draft designation from R-15 to R-4, consistent with existing designation |  <p>The draft map shows a yellow area with a pink 'GC' label and a brown 'R-15' label. A red arrow points from the 'R-15' label to the 'R-4' label in the bottom left corner. Above the yellow area is a grey road with black circles. To the right is an orange area labeled 'R-23'.</p> |  <p>The staff recommended map shows the same yellow area, but the brown 'R-15' label has been replaced by a yellow 'R-4' label. A red arrow points from the 'R-4' label to the 'R-4' label in the bottom left corner. The rest of the map features are identical to the draft map.</p> |
| 11 | APN 209-060-48 & 54: change draft designation from R-15 to R-4, consistent with existing designation |  <p>The draft map shows a yellow area with a brown 'R-15' label, a brown 'R-23' label, and a brown 'R-2' label. A red arrow points from the 'R-15' label to the 'R-4' label in the bottom left corner. A grey road with black circles runs diagonally across the map. A pink area is labeled 'R-23/L'.</p> |  <p>The staff recommended map shows the same yellow area, but the brown 'R-15' label has been replaced by a yellow 'R-4' label. A red arrow points from the 'R-4' label to the 'R-4' label in the bottom left corner. A new orange area labeled 'OS' has been added at the top. The rest of the map features are identical to the draft map.</p> |

| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|--|---|--|
| 12 | <p>APN 209-060-72: change draft designation from R-15 & OS to R-4 & OS, consistent with GPA 14-02 (recently recommended for approval by Planning Commission)</p> |  |  |
| 13 | <p>APN 209-090-11: change draft designation from R-23 and L to a combination district of R-23/L</p> |  |  |

| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|--|---|--|
| 14 | Oaks North Lot 1: change draft designation from R-30 to PI, consistent with existing designation |  |  |
| 15 | APN 209-120-03, 04, 06 & 07: change draft designation from O to PI, consistent with existing land use designation |  |  |

| REF # | DESCRIPTION | DRAFT GENERAL PLAN LAND USE MAP | STAFF RECOMMENDED LAND USE MAP |
|-------|--|---|--|
| 16 | <p>APN 221-881-06 & 16: change draft designation from R-30 to PI, consistent with existing designation</p> |  <p>The draft map shows a brown-colored area labeled 'R-30' in the upper right quadrant. Two red arrows point from the bottom-left towards the 'R-30' area. The map also features green, light blue, and grey areas, with a dashed black border on the top and right sides.</p> |  <p>The staff recommended map shows the same area now colored light blue and labeled 'PI' in the upper right quadrant. Two red arrows point from the bottom-left towards the 'PI' area. The map features the same green, light blue, and grey areas and dashed black border as the draft map.</p> |

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Open Space (OS)

This designation includes natural resource areas (e.g. habitat, nature preserves, wetlands, floodplains, beaches, bluffs, natural steep slopes and hillsides); areas for production of resources (e.g., agriculture, aquaculture, and water reservoirs); and recreation and aesthetic areas (e.g., parks, beaches, greenways, trails, campgrounds, golf courses, and buffers between land uses); ~~and open space for public safety (e.g., steep slopes, floodplains, bluffs).~~

Community Facilities (CF)

This designation is intended to provide community-serving facilities, such as child-care centers, places of worship, and youth and senior citizen centers.

Transportation Corridor (TC)

This designation is applied to major transportation corridors such as the Interstate-5 Freeway and the North San Diego County Transit District railroad and its right-of-way.

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TABLE 2-3: DENSITY AND INTENSITY STANDARDS

| <i>Land Use Designation</i> | <i>Label</i> | <i>Residential Density Range (Minimum² To Maximum Dwelling Units/Acre)</i> | <i>Growth Management Control Point Density¹ (Dwelling Units/Acre)</i> | <i>Residential Density Used In The Housing Element² (Dwelling Units/Acre)</i> | <i>Maximum Permitted Far</i> |
|--|--------------|---|--|--|------------------------------|
| Residential | | | | | |
| R-1.5 Residential | R-1.5 | 0 to 1.5 | 1 | 1 | – |
| R-4 Residential | R-4 | 0 to 4 | 3.2 | 3.2 | – |
| R-8 Residential | R-8 | 4 to 8 | 6 | 4 | – |
| R-15 Residential | R-15 | 8 to 15 | 11.5 | 8 | – |
| R-23 Residential | R-23 | 15 to 23 | 19 | 15 | – |
| R-30 Residential | R-30 | 23 to 30 | 25 | 23 | – |
| Non-Residential and Mixed Use | | | | | |
| Local Shopping Center | L | 15-30 ⁵ | – | 15 | 1.00 ⁵ |
| General Commercial | GC | 15-30 ⁵ | – | 15 | 0.54 ² |
| Regional Commercial | R | 15-30 ⁵ | – | 15 | 0.54 ² |
| Visitor Commercial | VCR | 15-30 ⁶ | – | – | 0.54 |
| Village | V | District 1-4: 28-35 District 5-9: 18-23 | – | District 1-4: 28 District 5-9: 18 | 1.23 |
| Office | O | – | – | – | 0.6 |
| Planned Industrial | PI | – | – | – | 0.5 |
| <p>1 Residential development shall not be approved above this density, except as provided for by Policy 2-P.8 of this element. See Section 2.7 of this element for more information on Growth Management.</p> <p>2 Residential development shall not be approved below this density, except as provided for by Policy 2-P.7 of this element.</p> <p>3 Combined residential and non-residential FAR</p> <p>4 Non-residential only. No separate combined residential and non-residential FAR</p> <p>5 Inclusive of residential uses, where the maximum FAR for non-residential uses is 0.65</p> <p>5 Residential dwellings are allowed as a secondary use at a minimum density of 15 dwelling units per acre (based on 25 percent of developable acreage).</p> <p>6 Residential dwellings may be allowed as a secondary use at a minimum density of 15 dwelling units per acre (based on 25 percent of developable acreage), subject to approval of a specific plan, master plan or site development plan that demonstrates the primary use of the property is visitor-serving.</p> | | | | | |

TABLE 2-4: CHARACTERISTICS OF COMMERCIAL LAND USES¹

| Type Of Commercial Land Use | Local Shopping Center | | General Commercial | Regional Shopping Center | Visitor Commercial | |
|---|---|--|--|--|---|--|
| | Required Of All Local Shopping Centers | Possible Additional Option | | | | |
| Primary Trade Area Focus | Local neighborhood | Community-serving | Local neighborhood and/or community-serving | Regional | Visitor-serving ² | |
| Anchor Tenants (examples) | Provides daily goods - supermarket, grocery store, specialty market, large drug store | Department stores, apparel stores, specialty-goods store, home improvement store, entertainment uses | <u>Anchor and secondary tenants, if any (secondary tenants are not required), may include</u> Wholesale products, department stores, home improvement stores, offices, motels/hotels, entertainment uses, retail goods and commercial services. May be a stand-alone use. | Full-line department stores (2 or more), factory outlet center, “power center” of several high-volume retail uses, including general merchandise, automobile sales, apparel, furniture, home furnishings, etc. | <u>Anchor and secondary tenants, if any (secondary tenants are not required), shall as a stand-alone use or as a group of uses attract and/or serve the travel needs of visitors. Such uses may include, but are not limited to</u> H hotel/motel, restaurant, recreation facilities, museums, travel support services uses (e.g. gas station, car rental, grocery, convenience store, etc.), specialty food/ retail, and visitor-attracting/serving retail, amusement parks, cinemas and other entertainment uses. May be a stand-alone use. | |
| Secondary Tenants (examples) | Restaurants, small neighborhood serving retail and offices, personal grooming services, gas station, cleaners | Retail, commercial services, public facilities (i.e. library, post office) | Secondary tenants not required | Full range of specialty retail, restaurants, entertainment, convenience stores, service facilities, business and professional offices | Secondary tenants not required | |
| Mixed Use – Commercial and Residential (optional) | N/A | See note 4 ³ | See note 4 ³ | See note 4 ³ | See note 3 Not Permitted | |
| Site Size (acres) | 8 – 20 | To 30 | Varies | 30 – 100 | Varies | |
| Gross Lease Area | 60,000 – 150,000 (sq. ft.) | Up to 400,000 (sq. ft.) | Varies | 300,000 to 1.5 million (sq. ft.) | Varies | |
| Primary Trade Area Drive Time | 5 – 10 minutes | 10 – 20 minutes | 5 – 20 minutes | 20 – 30 minutes | Varies | |
| Primary Trade Area Radius | 1.5 miles | 3 – 5 miles | 3 to 5 miles | 8 – 12 miles | Varies | |
| Primary Trade Area Population | 10,000 – 40,000 people | 40,000 – 150,000 people | Up to 150,000 | 150,000+ people | Varies | |

¹ This table provides the typical characteristics of commercial land uses and is intended to be utilized as a general guideline when implementing the General Plan.

² Primary use of the property must be visitor-serving.

³ Residential dwellings are allowed as a secondary use at a minimum density of 15 dwelling units per acre (based on 25 percent of developable acreage).

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safety zones and noise impact areas; and areas that have steep slopes (defined as over 25 percent).
 Table 2-5 indicates constrained lands that are ~~The following lands shall~~ to be excluded from density calculations ~~and/or, except for (j) and (k); and are considered undevelopable, except for (d).~~:

TABLE 2-5: LANDS EXCLUDED FROM DENSITY CALCULATIONS AND/OR CONSIDERED UNDEVELOPABLE

| <u>Land Type</u> | <u>Excluded From Density Calculations</u> | <u>Undevelopable¹</u> |
|--|---|----------------------------------|
| <u>Beaches</u> | X | X |
| <u>Permanent bodies of water</u> | X | X |
| <u>Floodways</u> | X | X |
| <u>Fifty percent of natural slopes with an inclination between 25 percent and 40 percent</u> | X | |
| <u>Natural slopes with an inclination greater than 40 percent</u> | X | X |
| <u>Significant wetlands</u> | X | X |
| <u>Significant riparian or woodland habitats</u> | X | X |
| <u>Land subject to major power transmission easements</u> | X | X |
| <u>Railroad track beds</u> | X | X |
| <u>Land upon which other significant environmental features are located, as determined by the environmental review process for a project</u> | | X |
| <u>Habitat preserve areas as identified in the city's Habitat Management Plan</u> | | X |

1 No residential development shall occur on these lands; however, the City Council may permit limited development of such property, if when considering the property as a whole, the prohibition against development would constitute an unconstitutional deprivation of property.

- a. ~~Beaches;~~
- b. ~~Permanent bodies of water;~~
- c. ~~Floodways;~~
- d. ~~Fifty percent of natural slopes with an inclination greater than 25 percent (this does not apply to slopes meeting the criteria of (e));~~
- e. ~~Natural slopes with an inclination greater than 40 percent;~~
- f. ~~Significant wetlands;~~
- g. ~~Significant riparian or woodland habitats;~~
- h. ~~Land subject to major power transmission easements;~~
- i. ~~Railroad track beds;~~

- j. Land upon which other significant environmental features are located, as determined by the environmental review process for a project; and
- k. Habitat preserve areas as identified in the city's HMP.

No residential development shall occur on the lands listed above; however, the City Council may permit limited development of such property, if when considering the property as a whole, the prohibition against development would constitute an unconstitutional deprivation of property.

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TABLE 2-56: ESTIMATED NEW DEVELOPMENT BY QUADRANT (TO BUILDOUT¹)

| Quadrant | Residential (Dwelling Units) ² | Commercial (Sq Ft) | Office (Sq Ft) | Industrial (Sq Ft) | Hotel Rooms |
|--------------|--|--------------------|----------------|--------------------|-------------------------------|
| Northwest | 2,869 | 1,063,200 | 96,600 | 478,700 | 1,270 1,020 |
| Northeast | 3,109 ³ | 203,600 | 421,200 | 2,606,900 | – |
| Southwest | 1,361 | 480,100 | 240,900 | 380,800 | 1,010 795 |
| Southeast | 541 | 385,300 | 19,800 | 1,134,000 | 80 |
| Total | 7,880₃ | 2,132,200 | 778,500 | 4,600,400 | 2,360 1,895 |

1. The dwelling unit and building area numbers in this table are estimates; site/project-specific analysis will determine the actual development potential of individual project sites.
2. Excludes second dwelling units and commercial living units, which are not counted for purposes of the city's Growth Management dwelling unit limitations as described in Section 2.7.
3. The total number of new residential dwelling units shown in this table is 327 dwelling units fewer than the total units yielded by the proposed new residential sites shown on the Land Use Map in the northeast quadrant. During the city's public hearing process to adopt this General Plan, residential land use designation changes proposed in the northeast quadrant will need to be modified (reduced by a minimum of 327 units) to ensure the Growth Management dwelling unit cap (see Section 2.7) for said quadrant is not exceeded. Information in this table and other sections of the General Plan will be updated to reflect the land use plan adopted by the city.

Sources: City of Carlsbad, 2013; Dyett & Bhatia, 2013.

TABLE 2-76: ESTIMATED TOTAL DEVELOPMENT

| | Residential (Dwelling Units) ¹ | Commercial (Sq Ft) | Office (Sq Ft) | Industrial (Sq Ft) | Hotel Rooms |
|----------------------|--|--------------------|------------------|--------------------|------------------------|
| Existing Development | 44,440 | 3,840,600 | 5,622,700 | 14,910,100 | 3,600 4,065 |
| New Development | 7,880 | 2,132,200 | 778,500 | 4,600,400 | 2,360 1,895 |
| Total Future | 52,320 | 5,972,800 | 6,401,200 | 19,510,500 | 5,960 |

- 1 Excludes second dwelling units and commercial living units, which are not counted for purposes of the city's Growth Management dwelling unit limitations described in Section 2.7.

Sources: Existing residential units as of 2013. Existing non-residential development as of 2010.

Page 2-26

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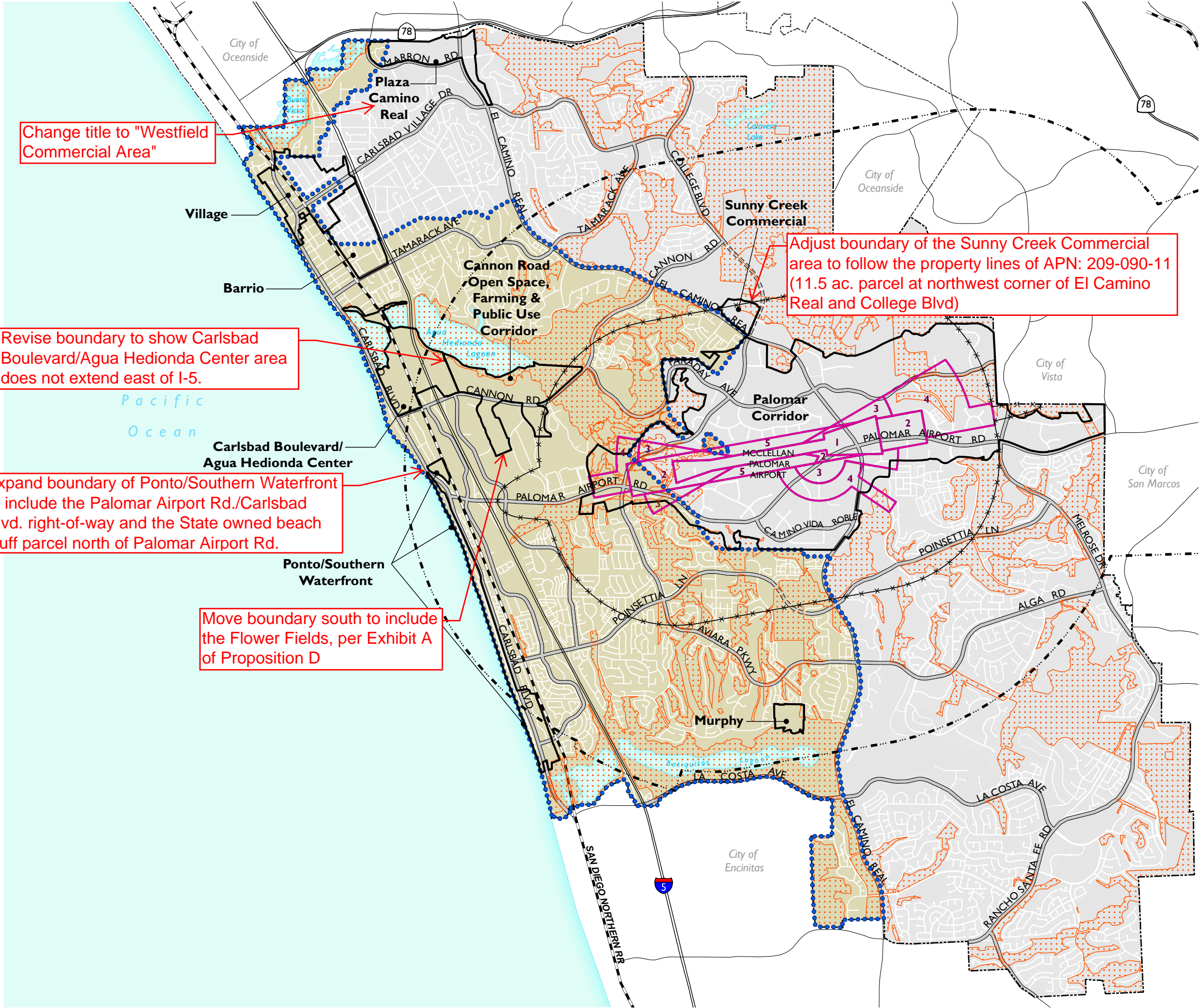
~~Concurrent with the General Plan Update, the city has also updated its~~The city's LCP Land Use Plan will be updated, consistent with this General Plan. However, to take effect, the LCP must be certified by the Coastal Commission as well as adopted by the city. Until such time that this occurs, the existing (as of 2013) LCP must be adhered to.

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See Figure 2-2 on the following page.

Figure 2-2: Special Planning Considerations



Change title to "Westfield Commercial Area"

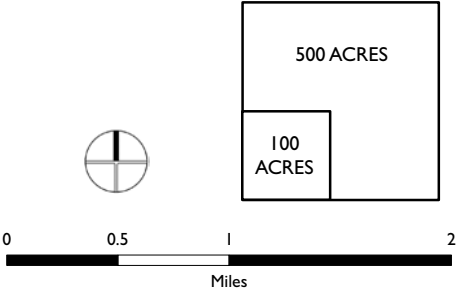
Adjust boundary of the Sunny Creek Commercial area to follow the property lines of APN: 209-090-11 (11.5 ac. parcel at northwest corner of El Camino Real and College Blvd)

Revise boundary to show Carlsbad Boulevard/Agua Hedionda Center area does not extend east of I-5.

Expand boundary of Ponto/Southern Waterfront to include the Palomar Airport Rd./Carlsbad Blvd. right-of-way and the State owned beach bluff parcel north of Palomar Airport Rd.

Move boundary south to include the Flower Fields, per Exhibit A of Proposition D

- Carlsbad Coastal Zone
- Areas Subject to the HMP
- Airport Influence Area**
 - Review Area 1
 - Review Area 2
 - Airport Safety Zones (1-5)
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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Airport Land Use Compatibility

California law requires preparation of airport land use compatibility plans for all public-use airports, to promote compatibility between airports and the surrounding land uses. For McClellan-Palomar Airport, the San Diego County Regional Airport Authority Airport Land Use Commission has prepared and adopted the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP). State law requires Carlsbad's General Plan to be consistent with the adopted ALUCP. If the City Council chooses to overrule a finding of the Airport Land Use Commission as stated in the ALUCP, it may do so by a two-thirds vote if it makes specific findings that the General Plan is consistent with the intent of state airport land use planning statutes.

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The Cannon Road Open Space, Farming and Public Use Corridor

In 2006, Carlsbad voters approved "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money." The area affected by Proposition D is referred to as the Cannon Road Open Space, Farming and Public Use Corridor and is located along Cannon Road east of Interstate 5, as shown on Figure 2-2. The area along Cannon Road corridor east of the Interstate 5 freeway presently Lands within the corridor currently consist primarily of open space and existing farming operations including the Flower Fields located to the south of Cannon Road and the existing strawberry fields located to the north of Cannon Road; approximately 49 acres of the existing strawberry fields located adjacent to the east side of Interstate 5 are not within the corridor and are not subject to Proposition D.

The open space areas within the corridor on the north side of Cannon Road provide spectacular views of the Agua Hedionda Lagoon and contain environmentally-sensitive natural habitat areas that need to be permanently protected. These areas present a unique opportunity for the city to create a sustainable, community-oriented open space area that balances social, economic and environmental values important to the community. The existing flower fields and the strawberry fields as open space uses provide for productive use of portions of the corridor area that enhance the cultural heritage and history of the city. Although the flower fields are already protected and restricted to agricultural use, Proposition D requires the city to utilize all existing programs and land use protections and explore other possible new mechanisms to keep the flower fields in production. Proposition D also requires the city to ensure that other farming uses within the corridor, such as a portion of the existing strawberry fields, are allowed to continue as long as it is economically viable for the landowner to do so.

The area within the corridor is recognized for its significant open space opportunities; however, the area currently lacks adequate public access and public use areas so that the community can enjoy the open space opportunities provided in this area to their fullest potential. Proposition D identified that an interconnecting public trail through the area preferably linking the south shore of Agua Hedionda Lagoon with the existing flower fields could greatly enhance public access in

the area. Proposition D also identified that park and recreation uses that allow public gathering spaces and are compatible with other open space uses could offer opportunities for more community use and enjoyment of the area.

Pursuant to Proposition D, residential use is not appropriate for the area within the corridor. Commercial and industrial-type uses other than those normally associated with farming operations are also not appropriate.

The Cannon Road Open Space, Farming and Public Use Corridor presents a unique opportunity for the city to create a sustainable, community-oriented open space area that balances social, economic and environmental values important to the community.

~~In 2006, Carlsbad voters approved Proposition D, which encourages the continuation of agriculture on the lands for as long as such use is financially feasible for the landowner. Following voter approval of Proposition D, the City Council adopted the Cannon Road Agricultural and Open Space Zone to implement the proposition. The new zone will become effective when the associated LCP amendment is approved by the California Coastal Commission. Once effective, the new zone will specify that if the landowners choose to discontinue agricultural use of the land, only open space uses or limited commercial development associated with permitted agricultural or open space uses are allowed.~~

~~This zone applies to three properties, as shown on Figure 2-2:~~

~~172 acres north of Cannon Road and south of Agua Hedionda Lagoon owned by San Diego Gas & Electric. Most of this property is cultivated as strawberry fields and has become closely associated with Carlsbad's identity.~~

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~~46 acres south of Cannon Road and north of the Flower Fields. This property is frequently cultivated with flowers, so is sometimes considered part of the traditional Flower Fields. The Flower Fields are not part of the zone, because they are already preserved "in perpetuity" by a development agreement and deed restriction.~~

~~26 acres on the southeast corner of Cannon Road and Legoland Drive, which is also often cultivated with flowers or other agricultural crops.~~

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Carlsbad Boulevard/Agua Hedionda Center

This area currently contains the Encina Power Station (EPS), whose 400-foot exhaust stack and 965 megawatt power plant has been a landmark near the edge of Agua Hedionda Lagoon and the ocean since the mid-1950s. Pursuant to a settlement agreement dated January 14, 2014, between and among

the City of Carlsbad and the Carlsbad Municipal Water District (CMWD), Cabrillo Power I LLC and Carlsbad Energy Center LLC, and San Diego Gas and Electric Company (SDG&E), the EPS is slated for decommissioning and demolition in the near future. The General Plan envisions redevelopment of the EPS, as well as the adjacent SDG&E North Coast Service Center, with visitor-serving commercial and open space uses to provide residents and visitors enhanced opportunities for coastal access and services,

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Plaza Camino Real Westfield Commercial Area

The principal opportunity in this area is the Plaza Camino Real Westfield mall, a 90-acre enclosed regional shopping mall, surrounded by surface parking lots owned by the city. The mall is ~~outdated and has potential for being redeveloped (2014)~~ ment as an exciting, contemporary pedestrian-oriented destination. The General Plan maintains a Regional Commercial designation, which ~~would~~ requires regionally oriented retail uses, but ~~would~~ also permits housing in a mixed-use setting. East of ~~El Camino Real~~ and west of the mall are locally-serving shopping centers and a cluster of offices; these are anticipated to remain in their present use, with potential upgrading and reinvestment by property owners.

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2-G.9 Accommodate a diversity of business establishments in appropriately-scaled settings, including large-scaled industrial and research and development establishments proximate to the ~~Palomar-McClellan-Palomar~~ Airport, regionally-scaled shopping centers, and neighborhood-serving commercial centers with smaller-sized stores, restaurants and offices to meet shopping, recreation, and service needs of residents and visitors.

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~~2-G.21 In accordance with Proposition D, which was enacted by Carlsbad voters in 2006, create a unique, community-oriented agricultural and open space area along the Cannon Road corridor located east of Interstate 5 including the existing flower fields and strawberry fields (does not include the 50-acre parcel located adjacent to the east side of Interstate 5).~~

Growth Management

2-G.21~~2~~ Ensure that adequate public facilities and services are provided in a timely manner to preserve the quality of life of residents.

2-G.223 Develop programs that correlate the projected population with the service capabilities of the city.

Cannon Road Open Space, Farming and Public Use Corridor

Goals 2-G.23 through 2-G.28 are in accordance with "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money" and are applicable only to the area within the Cannon Road Open Space, Farming and Public Use Corridor (see Figure 2-2):

2-G.23 Create a unique, community-oriented open space area along the Cannon Road corridor located immediately to the east of the Interstate 5 freeway including the existing flower fields and strawberry fields.

2-G.24 Ensure that this area is permanently protected and preserved for open space uses.

2-G.25 Enhance the protection of the existing flower fields.

2-G.26 Allow farming operations in the area such as the existing strawberry fields and flower growing areas to continue.

2-G.27 Provide for the protection and preservation of environmental resources in the area.

2-G.28 Increase public access and use to the area primarily through the incorporation of public trails and active and passive recreation.

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2-P.4 When uncertainty exists regarding the precise boundary of the various land use designations identified on the Land Use Map, such boundaries shall be interpreted as follows:

a. Where boundaries appear to follow the centerline of a street or highway, ownership boundary lines, or topographic features such as valleys, ~~or~~ ridgelines, or top/bottom of bluffs/slopes then the boundaries shall be interpreted to follow the lines/features they appear to follow.

b. Where boundaries appear to reflect environmental and resource management considerations, boundaries shall be interpreted in a manner which is consistent with the considerations that the boundary reflects.

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2-P.8 Do not permit residential development to exceed the applicable Growth Management Control Point (GMCP) density unless the following findings are made:

a. The project qualifies for and will receive an allocation of “excess” dwelling units, pursuant to City Council Policy No. 43.

~~b. The project will provide sufficient additional public facilities for the density in excess of the GMCP to ensure that the adequacy of the city’s public facilities plans will not be adversely impacted.~~

~~b.~~ There have been sufficient residential projects approved at densities below the GMCP so the citywide and quadrant dwelling unit limits will not be exceeded as a result of the proposed project.

~~c.~~ All necessary public facilities required by the Citywide Facilities and Improvements Plan will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with adopted city standards.

...

2-P.11 Consider density and development right transfers in instances where a property owner is preserving open space ~~in excess of normal city requirements~~ for purposes of environmental enhancement, complying with the city’s Habitat Management Plan, or otherwise leaving developable property in its natural condition. The density/development potential of the property being left in open space shall be reserved for and used on the remainder of the project site or, through an agreement with the city, may be transferred to another property.

2-P.12 Encourage residential uses mixed in conjunction with commercial development on ~~commercially designated sites with Local Shopping Center, General Commercial, Regional Commercial, and within the Village designations~~, provided that “excess” dwelling units are available, pursuant to City Council Policy No. 43, and the findings stated in 2-P.8 are made.

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2-P.15 Allow the development of a two-family dwelling on all lots which legally existed and were zoned R-2 as of December 1, 1986, regardless of the density allowed by the residential land use designation, provided the development of the dwellings complies with all applicable development standards in effect at the time of the development and subject to the findings required in Policy 2-P.8, if applicable.

2-P.16 Allow residential development above the allowed maximum density on properties with an R-1.5 or R-4 land use designation when the implementing zone would permit a slightly higher dwelling unit yield than the allowed maximum density, subject to the following findings:

- a. The project is consistent with the intended uses of the applicable land use designation (R-1.5 or R-4) and other applicable goals and policies of this General Plan.
- b. There is sufficient infrastructure to support the project.
- c. The proposed density does not exceed the allowed maximum density by more than 25 percent.
- d. The project qualifies for and will receive an allocation of "excess" dwelling units, pursuant to City Council Policy No. 43.

Commercial and Visitor Services

...

2-P.1921 Sites designated for "regional commercial" use should generally be located regional shopping centers on sites that are where they are easily visible and accessible from highways and freeways. Local shopping centers and uses may be adjacent to or, as a secondary use, integrated into regional centers to also serve the daily convenience needs of customers utilizing the regional shopping center.

2-P.202 Sites designated for "general commercial" use development should be limited to locations sites where such uses are appropriate and desirable, provided the development is designed to be architecturally unified and does not result in "strip commercial" development.

2-P.213 Locate Sites designated for "visitor commercial" uses should generally be located near major transportation corridors and proximate to key tourist/visitor draws, such as hotels, the ocean, lagoons, the Village, LEGOLAND and other recreation venues, McClellan-Palomar Airport, and businesses in the Palomar Airport Road corridor. Regional, general and local shopping center uses may be adjacent to or, as a secondary use, integrated into a visitor commercial center to also serve the daily convenience needs of tourists, visitors and residents.

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2-P.302 Require private industrial developers to provide adequate outdoor dining/eating areas for employees. the recreational needs of employees working in the industrial area.

...

2-P.324 ~~Allow~~ Support for agricultural uses throughout the city, including small-scale farms and community gardens.

...

2-P.346 ~~Encourage~~ Require utilization of soil and water conservation techniques in agricultural activities.

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of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County Regional Airport Authority Airport Land Use Commission recommendations in the review of development proposals.

2-P.368 Coordinate with the San Diego County Regional Airport Authority Airport Land Use Commission and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

2-P.379 Prohibit approval of any zone change, general plan amendment or other legislative action that authorizes the geographic expansion of McClellan-Palomar Airport, unless authorized to do so approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)

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Page 2-44

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2-P.486 Enhance walkability on a citywide scale by installing benches and transit shelters and adding landscaping, wayfinding signage, public art, and pedestrian-scaled lighting. Consider ways to improve rail and freeway overpass/ underpass areas, with lighting, sidewalk improvements and public art installations.

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Page 2-45

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2-P.520 Work with the California Parks Department to enhance recreation, public access, visitor-commercial services, and activity in the Carlsbad Boulevard coastal corridor. Land could be made available by realigning the southbound lanes of Carlsbad Boulevard and by reconfiguring the Palomar Airport Road / Carlsbad Boulevard intersection. The

principalle objectives are to improve coastal access for all; conserve coastal resources; enhance public safety, including addressing threats to the campground from bluff erosion and sea level rise; and create additional recreational opportunities, waterfront amenities and services, including modernization and expansion of the campgrounds to serve as lower-cost visitor and recreational facilities.

...

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2-P.61~~59~~ The City Council or the Planning Commission shall not find that all necessary public facilities will be available concurrent with need as required by the Growth Management Plan unless the provision of such facilities is guaranteed. In guaranteeing that the facilities will be provided, funding shall be available for the necessary facilities prior to approval of development permits, and emphasis shall be given to ensuring a balanced circulation system, schools, parks, libraries, open space and recreational amenities. Public facilities may be added, however, the City Council shall not materially reduce public facilities without making corresponding reductions in ~~residential capacity development potential~~.

The Cannon Road Open Space, Farming and Public Use Corridor

Policies 2-P.62 through 2-P.68 are in accordance with "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money" and are applicable only to the area within the Cannon Road Open Space, Farming and Public Use Corridor (Ssee Figure 2-2):

2-P.62~~0~~ In coordination with land owners, protect and preserve this area as an open space corridor. Permit only open space, farming and compatible public uses in the area. Permitted uses shall be as follows: ~~provide for the protection and preservation of environmental and agricultural resources in the corridor area by permitting only:~~

a. Open space

Page 2-48

b. Farming and other related agricultural support uses, including flower and strawberry production ~~and commercial support uses.~~

c. Public trails

d. Active and passive parks, recreation and similar public and private use facilities (except on the existing Flower Fields)

e. Electrical Transmission Facilities

2-P.63~~1~~ Prohibit residential development in the areauses; and prohibit ~~C~~ commercial and industrial-type uses in the areaare also prohibited in the corridor area, unless such uses

| ~~are other than those~~ normally associated with or in support of farming operations and open space uses.

| 2-P.642 Enhance public access and public use in the area by allowing compatible public trails, community gathering spaces and public and private, active and passive park and recreation uses.

| 2-P.653 Allow farming to continue in the area for as long as economically viable for the landowner.

| 2-P.664 Utilize all existing programs and land use protections and explore possible new mechanisms, as well as new grant programs and other outside financial assistance, to keep the existing Flower Fields in permanent farming and flower production.

| 2-P.67 If determined to be necessary, the city shall amend the Zoning Ordinance and adopt a Cannon Road Open Space, Farming and Public Use Corridor Overlay Zone to apply to the area that would provide more detail on permitted uses and land use regulations applicable to the area.

This policy was implemented with the adoption of City Council Ordinance No. CS-145 on June 7, 2011.

| 2-P.68 The City shall initiate a public planning process with broad public participation to fully accomplish implementation of the goals, objectives and action programs listed above.

This policy was implemented with the public planning process that occurred from November 2007 through June 2008, which resulted in the report titled "Creating a Community Vision for the Cannon Road Agriculture and Open Space (Prop D) Lands Final Report September 23, 2008."

...

| 2-P.740 Encourage public art and community gatherings through a wide range of visual and physical forms—from banners on light posts, paving and artwork on sidewalks, light displays at night, music, and sculptures ranging from iconic to pedestrian scale, to the design and shaping of public spaces and

Page 2-52

...

| ~~Plaza Camino Real~~ Westfield Commercial Area

(See Figure 2-2)

| 2-P.851 Promote redevelopment or reuse of the Plaza Camino Real Westfield mall as a vital, community-wide commercial destination, and encourage a pedestrian orientation.

Leverage the city's parking-lot ownership to encourage residential uses to be part of the land use mix.

Sunny Creek Commercial

(See Figure 2-2)

~~2-P.862~~ Foster development of this site as a ~~mixed-use~~ mix of multi-family residential dwellings and a local neighborhood-serving shopping center, ~~with a local shopping center along El Camino Real that provides amenities daily goods and services for the surrounding neighborhoods, which include residential uses at a density of 8 to 15 dwelling units per acre to the north and west of the shopping center.~~

- a. The location of commercial and residential uses/land use designations shall be determined through review and approval of a site development plan.
- b. The area of land utilized for a local shopping center shall be a minimum of 8 acres in size.
- c. A total of 182 dwelling units have been allocated to the site for growth management purposes (based on 9.6 acres developed at the R-23 Growth Management Control Point density of 19 dwelling units per acre).
- d. Residential and commercial uses should be integrated in a walkable setting.

...

Palomar Corridor

(See Figure 2-2)

~~2-P.873~~ Reinforce the existing base of planned industrial uses with a strong cluster of bio- and high-technology sectors, and attract emerging technologies such as green industries.

~~2-P.884~~ Allow clusters of sites designated for office use in appropriate locations ~~pockets shown on the Land Use Map~~. Ensure that the Zoning Ordinance incorporates criteria regulating the use of hazardous materials around the sites shown for office uses and other sensitive uses.

~~2-P.85~~ Allow small pockets of higher density residential at the edges of the corridor, as shown on the Land Use Map, to enable residents to live closer to jobs, with opportunities for enhanced bicycle and pedestrian paths that link residential and employment uses. Ensure that residential uses incorporate noise attenuation criteria in accordance with the Airport Land Use Compatibility Plan.

Page 2-53

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~~2-P.8790~~ Promote development of recreation uses and improved public access to the beach, as well as activity centers with restaurants, cafes and shopping ~~on the eastern side of along Carlsbad Boulevard, as opportunities arise in appropriate locations.~~

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Chapter 3: Mobility

Page 3-5

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Currently, Carlsbad's transportation system includes streets (travel lanes, bicycle lanes, sidewalks, etc.), trails, transit (bus and train), truck routes, and the McClellan-Palomar airport. The existing transportation system is described below.

...

Many city-maintained streets provide for pedestrian and bicycle travel on such facilities as parallel bike lanes, trails, and/or sidewalks ~~(excluding along freeways and railroads where pedestrians and bicyclists are prohibited)~~. Walking and bicycling environments are critical to Carlsbad's high quality of life, especially in areas that have a high demand for those services (such as the Village area, along the coast and near the lagoons).

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Page 3-6

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Amtrak – Amtrak is a national passenger rail service connecting San Diego to San Luis Obispo. There are currently six Amtrak trains per day at associated Amtrak stations in Carlsbad ~~Amtrak is currently adding stops in the City of Carlsbad, and they will be updating their service to include these stops once completed.~~

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McClellan-Palomar Airport

The Federal Aviation Administration classifies the airport as a commercial service airport that mainly serves smaller aircraft with a maximum takeoff weight of 12,000 pounds or less. However, some aircraft larger than 12,500 pounds, but less than 60,000 pounds, do operate at the airport. McClellan-Palomar Airport is the only airport with an instrument landing system between Lindbergh Field and Santa Ana that can accommodate the majority of the business aircraft fleet of over 12,500 pounds. Currently, the airport provides limited commercial passenger service to Los Angeles. McClellan-Palomar Airport is a class 1 commercial service airport (pursuant to its operating certificate issued by the Federal Aviation Administration). The airport serves all types of scheduled operations of large air carrier aircraft (31 or more passenger seats), as well as small air carrier aircraft (more than nine but less than 31 passenger seats). The airport currently serves smaller general aviation aircraft up to larger corporate jet aircraft, and is the only airport with an instrument landing system between San Diego International Airport (San Diego) and John

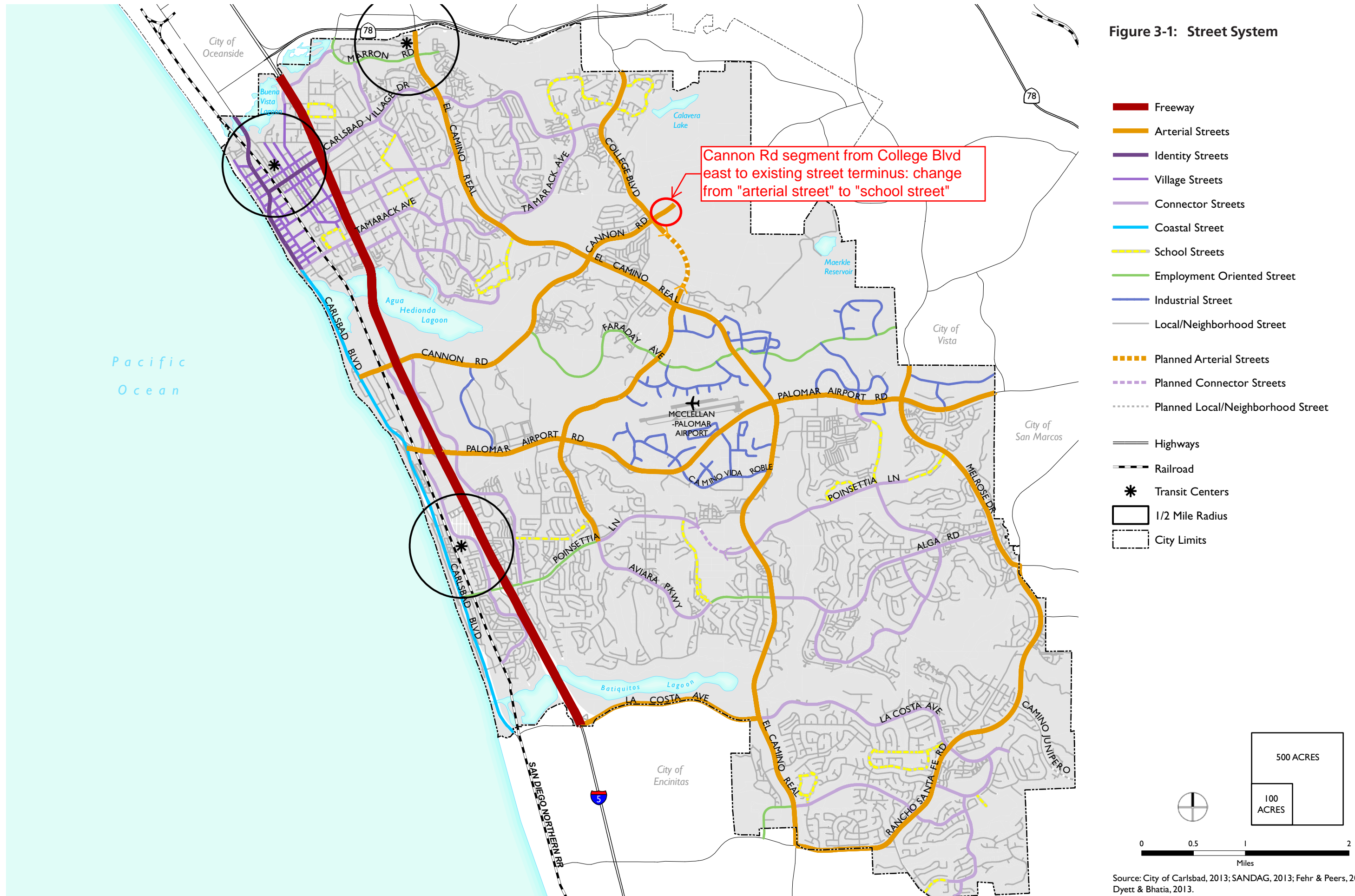
Wayne/Orange County Airport (Santa Ana) that can accommodate the majority of instrument rated aircraft.

Medevac and transient helicopters also operate at the heliport/helipad located east of the runway. ~~Because of the potential significant adverse impacts that could occur if the airport increased its aircraft and/or ancillary services,~~ The Carlsbad Municipal Code prohibits the City Council from approving any legislative act (such as a zone change or general plan amendment) authorizing the expansion of McClellan-Palomar Airport without voter approval.

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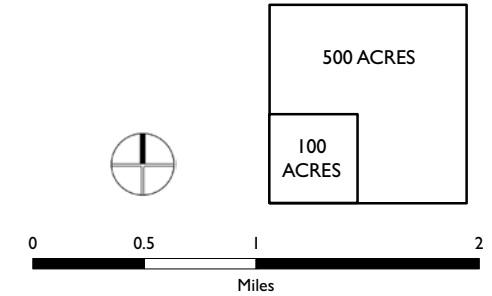
See Figure 3-1 on the following page.

Figure 3-1: Street System



Cannon Rd segment from College Blvd east to existing street terminus: change from "arterial street" to "school street"

- █ Freeway
- █ Arterial Streets
- █ Identity Streets
- █ Village Streets
- █ Connector Streets
- █ Coastal Street
- █ School Streets
- █ Employment Oriented Street
- █ Industrial Street
- █ Local/Neighborhood Street
- - - Planned Arterial Streets
- - - Planned Connector Streets
- - - Planned Local/Neighborhood Street
- Highways
- Railroad
- * Transit Centers
- 1/2 Mile Radius
- City Limits



Source: City of Carlsbad, 2013; SANDAG, 2013; Fehr & Peers, 2013; Dyett & Bhatia, 2013.

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The four Carlsbad arterial streets listed above would need to be widened beyond their six-lane cross-section to operate at the city's standard for vehicle level of service on those facilities (LOS D or better); however, creating streets wider than six lanes is inconsistent with the goals of this Mobility Element. In addition, widening these streets beyond six lanes creates new challenges for intersection operations, maintenance, and storm water management. Therefore, rather than widening these arterial streets, the city shall implement transportation demand management (e.g. promote travel by modes other than the single-occupant vehicle), transportation system management (e.g. signal timing coordination and improved transit service) and livable streets techniques to better manage the transportation system as a whole.

Concurrent with City Council adoption of this Mobility Element, the city's Growth Management standard for circulation identified in the Citywide Facilities and Improvement Plan will be amended to reflect the livable streets approach to mobility described in this element.

Page 3-23

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- Route 471 (2020) is a proposed rapid bus providing frequent service between Carlsbad and San Marcos via Palomar Airport Road. This route will operate with 10 minute headways during peak and off peak hours. In the city, this rapid bus route is envisioned to be accommodated through signal priority at intersections. Route 473 (2030) is a proposed rapid bus providing frequent service along Carlsbad Boulevard. In the city, this rapid bus route is envisioned to be accommodated through signal priority at intersections.
- Route 653 (2035) is a proposed Bus Rapid Transit (BRT) route which would operate in the peak period between Kearny Mesa and Palomar Airport Road

The future transit improvements described above will continue to advance transit service in the city. Other potential improvements to the rail corridor that the city is currently pursuing through discussions with NCTD include the creation of quiet zones and construction of a grade separated corridor that would include grade separated crossings at Carlsbad Village Drive, Grand Avenue, Tamarack Avenue and Cannon Road, as well as new pedestrian and bicycle crossings at Chestnut Avenue, Chinquapin Avenue and the Village and Poinsettia COASTER stations.

~~However,~~ One key component to improving transit use is improving the "first mile/last mile" experience for transit users. This typically includes end of trip facilities (bike lockers and racks, showers, changing rooms, etc.) and better connectivity from the transit stop to the ultimate destination via bicycle facilities, pedestrian facilities, local transit circulators, shuttles, etc.

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TDM consists of programs and policies to reduce the demand for the single occupant automobile. Common techniques include carpool programs, car-sharing and bike-sharing programs, flexible work hours, telecommute provisions, shuttle services to nearby transit stations, employee transit subsidies (e.g. employers will subsidize bus or rail tickets), installation of bicycle facilities (lockers, racks, lanes, showers at employment areas, etc.), or other measures that would reduce the demand to drive. TDM is critical for the city to build-out without expanding the transportation infrastructure beyond what is envisioned in this Mobility Element. Additionally, as previously described, TDM is a major component in improving the effectiveness of transit as it can assist in serving the “first mile/last mile” component of a transit trip.

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3-P.5 Require developers to construct or pay their fair share toward improvements for all travel modes consistent with this Mobility Element, the Growth Management Plan, and specific impacts associated with their development.

3-P.6 Require developers of projects, which are determined to have a significant impact on Caltrans freeway facilities (I-5 and SR-78), to enter into a traffic mitigation agreement with Caltrans for implementation of the necessary improvements and the payment of fair-share fees to be determined by Caltrans based on the increase in freeway traffic directly attributable to the proposed project.

3-P.7 Encourage Caltrans to identify and construct necessary improvements to improve service levels on Interstate-5 and State Route 78.

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...

3-P.810 After the College Boulevard extension and Poinsettia Lane connections are completed as identified in Policy 3-P.17, Allow the following streets to be LOS exempt facilities from the LOS standard identified in Policy 3-P.4, subject to the requirements described in Policy 3-P.7:

- La Costa Avenue between Interstate-5 and El Camino Real
- El Camino Real between Palomar Airport Road and La Costa Avenue
- Palomar Airport Road between Interstate-5 and College Boulevard
- Palomar Airport Road between El Camino Real and Melrose Drive

...

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...

3-P.131 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.

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Page 3-31

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3-P.331 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, public activity centers (such as senior centers, city hall, libraries, etc.) and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.

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Page 3-32

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3-P.4139 Coordinate with other agencies and private entities to investigate methods of improving service, implementing a quiet zone, and enhancing connectivity and safety along the rail corridor; such as through development of a grade separated rail corridor that includes grade separated street crossings at Grand Avenue, Carlsbad Village Drive, Tamarack Avenue and Cannon Road, as well as new pedestrian and bicycle crossings at Chestnut Avenue, Chinquapin Avenue and the Village and Poinsettia COASTER stations.

Air Movement

3-P.420 Work with the County of San Diego County and other agencies to ensure continued safe and efficient operation of the McClellan-Palomar Airport, consistent with the Carlsbad Community Vision and existing city policy.

Chapter 4: Open Space, Conservation And Recreation

Page 4-5

...

Table 4-1 quantifies the existing amount of land that is designated on the Land Use Map as “open space” and/or dedicated in some other manner (e.g., easement, use agreement) as one of the open space categories described above. The amount of existing open space identified in Table 4-1 will increase as future additional open space will be added to the city’s open space system through implementation of the Growth Management Plan and Habitat Management Plan as lands subject to those plans develop over time, and through discretionary opportunistic acquisitions.

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TABLE 4-1: EXISTING OPEN SPACE

| <i>Description</i> | <i>Acres</i> | <i>% Of Open Space</i> | <i>% Of City</i> |
|---|----------------|------------------------|------------------|
| Open Space for Preservation of Natural Resources | 7,341.76 | 78% | 29% |
| Open Space for Managed Production of Resources | 327 | 3% | 1% |
| Open Space for Outdoor Recreation (programmed and unprogrammed) | 1,186 | 13% | 5% |
| Open Space for Aesthetic Cultural and Educational Purposes | 583 | 6% | 2% |
| Total Open Space | 9,437.3 | 100% | 38% |
| City Of Carlsbad | | | 25,021 |

Sums may not equal totals due to rounding.

...

The city is divided into 25 LFMZs. At the time the open space facility standard was established (1986), the city determined the standard should be applicable to LFMZs 11-15 and 17-25, but not to LFMZs 1-10 and 16 because those LFMZs were already developed or met/exceeded the open space standard, and therefore, are not subject to the open space standard. LFMZs 11-15 and 17-25 are the zones required to comply with the

Page 4-7

See Figure 4-1 on the following page.

Figure 4-1: Open Space

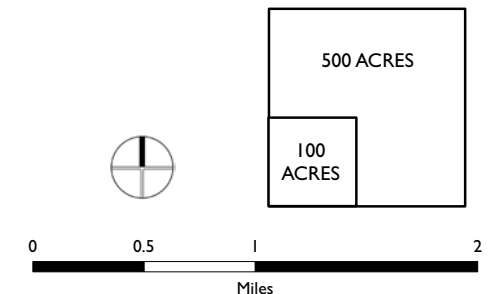


- 1 Open Space for Preservation of Natural Resources
- 2 Open Space for Managed Production of Resources
- 3 Open Space for Outdoor Recreation (Programmed and Unprogrammed)
- 4 Open Space for Aesthetic Cultural and Educational Purposes
- Future Community-Accessible Open Space and Visitor Services*
- Lagoons/Water
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits

"Community-Accessible" is not a category of OS in this element; policies in the Land Use and Community Design Element address the intent to provide OS that is accessible to the community on the site

Revise boundary of open space. See response to comment A3-2.

*See LUCD Element: Special Planning Considerations: Carlsbad Boulevard/Agua Hedionda Center'



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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~~open space standard;~~ Facility management plans have been approved for all LFMZ~~those zones~~ and, in zones where the open space standard is applicable, include requirements that ensure a minimum of 15 percent of the land in the zone is set aside as open space.

Parks

The Growth Management park facility standard is ~~three~~ three acres of community parks or special use areas per 1,000 population within the park district. There are four park districts within Carlsbad, which correspond to the city's four quadrants. Parks and special use areas must be scheduled for construction within a five-year period, or prior to construction of 1,562 dwelling units within the park district beginning at the time the need is first identified.

The threshold for triggering the construction of a new park is as follows: once a deficit of park acreage in a park district/quadrant is identified, a new park must be scheduled for construction within the time frame of five years, or before the cumulative construction of 1,562 dwelling units, whichever occurs later. According to City Council Resolution No. 97-435, "scheduled for construction" means that the improvements have been designed, a park site has been selected, and a financing plan for construction of the facility has been approved.

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Page 4-17

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Community Forest Management Plan

The Community Forest Management Plan (2000~~2~~) provides guidance to conserve forest areas through proper design, maintenance and education. The document includes guidelines and procedures for planting, maintaining, removing, replacing and preserving trees within public areas; some of the most visible landscape features include trees within the city's rights-of-way and other public areas.

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Existing Park and Recreation Areas

Carlsbad currently has 13 community parks (~~255.5~~254.6 acres), ~~2527~~ special use areas (81.1~~68.5~~ acres), and five special resource areas (more than 1,300 acres). Table 4-4 provides a list of existing parks in the city, the quadrants in which they are located, and approximate acreages by park. Special resource areas do not count toward the Growth Management Plan. Although golf courses are a source of recreation, these park acreage numbers and ratios do not include land dedicated to golf courses (golf courses are not classified as parks). Golf courses are included in the calculation of the overall supply of open space in the city.

Future Park and Recreation Areas

The city's Parks and Recreation Needs Assessment and Comprehensive Action Plan, which was completed in Fall 2013, indicates the current trends and recreational needs identified by the Carlsbad community. The plan is based upon extensive community participation, and Table 4-5 identifies some of the anticipated future park development projects based upon input received.

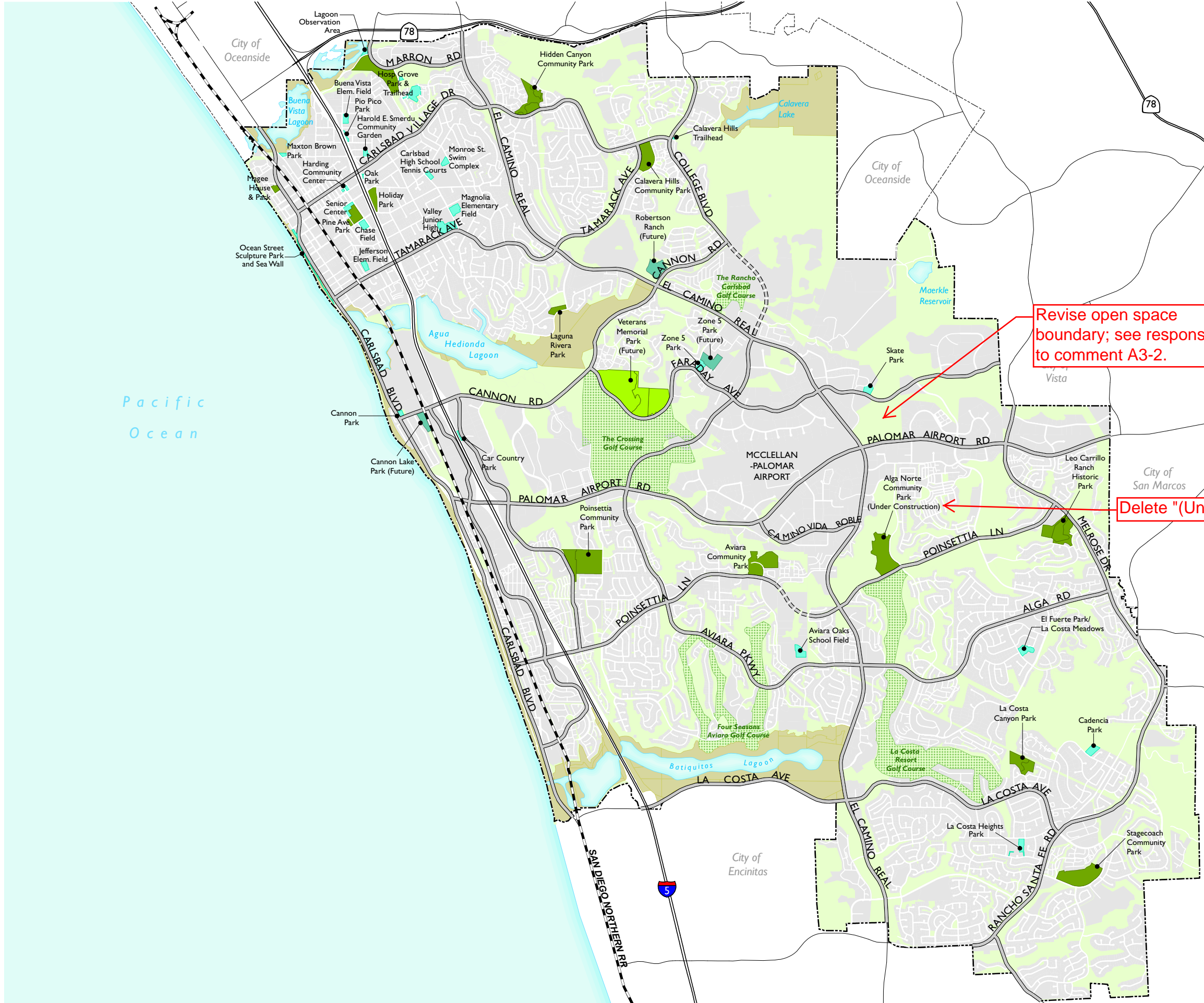
In addition to the future parks identified in Table 4-5, an area referred to as Hub Park may provide an opportunity for a future park; however, the park is not planned at this time. In 1975, as a result of the approval of the Encina Power plant, SDG&E and the city entered into a lease that allows the city to use a portion of the SDG&E owned property on the south shore of Agua Hedionda Lagoon for park and recreational purposes. The term of the lease is for 60 years and can be extended to 99 years or 2074. The potential future park area is approximately 91 acres. Because this park is not a planned park, it is not included in the future park inventory.

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See Figure 4-3 on the following page.

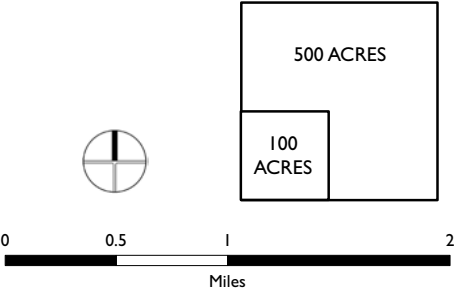
Figure 4-3: Parks



- Existing Community Park
- Future Community Park
- Existing Special Use Areas
- Future Special Use Areas
- Existing Special Resource Areas
- Existing Golf Courses
- Other Open Space
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits

Revise open space boundary; see response to comment A3-2.

Delete "(Under Construction)"



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013

TABLE 4-4: EXISTING COMMUNITY PARKS, SPECIAL USE AREAS, AND SPECIAL RESOURCE AREAS (2014)

| Facility Name | Quadrant | Acres |
|---|----------|---------------|
| Existing Community Parks | | |
| Alga Norte Community Park | SE | 32.1 |
| Aviara Community Park | SW | 24.3 |
| Calavera Hills Community Park | NE | 17.7 6.8 |
| Hidden Canyon Community Park (includes <u>12.7 acres of Carlsbad Village Drive open space</u>) | NE | 22 |
| Holiday Park | NW | 6.0 |
| Hosp Grove Park | NW | 27.1 |
| La Costa Canyon Community Park (includes <u>8.9 acres of La Costa Canyon open space</u>) | SE | 14.7 |
| Laguna Riviera Park | NW | 4.2 |
| Leo Carrillo Ranch Historic Park (includes <u>16.5 acres of Carrillo Ranch open space</u>) | SE | 27.4 |
| Magee House and Park | NW | 2.1 |
| Pine Avenue Park (includes Madison Street parcels) | NW | 8.2 |
| Poinsettia Community Park (includes <u>11.1 acres of Poinsettia open space</u>) | SW | 41.2 |
| Stagecoach Community Park | SE | 28.5 |
| Subtotal Community Parks | | 255.52 54.6 |
| Existing Special Use Areas | | |
| Aviara Oaks School Field | SW | 4.7 |
| Buena Vista Elementary School Field | NW | 2.65 |
| Business Park Recreational Facility (Zone 5 Park) | NW | 3.0 |
| Cadencia Park | SE | 4.0 |
| Calavera Hills Trailhead | NE | 1.34 |
| Cannon Park | NW | 1.7 |
| Car Country | NW | 1.0 |
| Carlsbad High School Tennis Courts | NW | 1.7 |
| Chase Field | NW | 2.7 |
| Harding Community Center | NW | 1.0 |
| Harold E. Smerdu Community Garden | NW | 1.3 |
| Hope Elementary School Field | NE | 2.8 |
| Hosp Grove Trailheads | NW | 7.6 |
| Kelly Elementary School Field | NW | 2.9 |
| Jefferson Elementary School Field | NW | 2.2 |
| La Costa Meadows Elementary/El Fuerte Park | SE | 4.7 |
| Lagoon Observation Area | NW | 1.4 |
| La Costa Heights Park | SE | 3.5 |
| Magnolia Elementary School Field | NW | 4.0 |
| Maxton Brown Park | NW | 0.9 |
| Monroe Street Swim Complex | NW | 2.0 |
| Oak Park | NW | 0.2 |
| Frazee/Tamarack State Beach Facilities-Bluffs Ocean Street Sculpture Park and Sea Wall | NW | 1.98.8 |
| Pio Pico Park | NW | 0.8 |
| Senior Center Complex | NW | 3.4 |

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TABLE 4-4: EXISTING COMMUNITY PARKS, SPECIAL USE AREAS, AND SPECIAL RESOURCE AREAS (2013)

| <i>Facility Name</i> | <i>Quadrant</i> | <i>Acres</i> |
|--|-----------------|--|
| Skate Park | NE | 3.4 |
| Valley Junior High School Field | NW | 8.5 |
| Subtotal Special Use Areas | | <u>81.168.5</u> |
| Existing Special Resource Areas | | |
| Agua Hedionda Lagoon | | 254.0 |
| Batiquitos Lagoon | | 484.0 |
| Beaches | | 113.2 |
| Buena Vista Lagoon | | 202.0 |
| Lake Calavera | | 256.5 |
| Subtotal Special Resource Areas | | 1,309.7 |
| Total Existing Parkland | | <u>1,645.4</u> 1,633.7 |

Source: City of Carlsbad Parks and Recreation Department, 2013.

TABLE 4-5: ANTICIPATED FUTURE PARK DEVELOPMENT PROJECTS

| <i>Quad</i> | <i>Park Development Project</i> | <i>Park Classification</i> | <i>Estimated Park Acreage</i> |
|-------------|---|----------------------------|-------------------------------|
| NW | Cannon Lake Park | Special Use Area | <u>6.89</u> |
| NW | Business Park Recreational Facility (Zone 5 Park) Expansion | Special Use Area | <u>9.34</u> |
| NE | Robertson Ranch Park | Special Use Area | <u>11.24</u> |
| SW | Poinsettia Community Park- Phase IIb | Community Park | NA ¹ |
| SE | Leo Carrillo Ranch Park-Phase III | Community Park | NA ¹ |
| Citywide | Veteran's Memorial Park | Community Park | <u>91.50</u> |

1. Improvements within existing park acreage; no additional park acreage to be added.

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TABLE 4-7: PARK NEEDS PROJECTED FOR BUILDOUT

| <i>Quadrant</i> | <i>Buildout Estimate</i> |
|-----------------------------|-------------------------------|
| Northwest | |
| Population Estimate | 37,844 |
| Park Acres Needed | 113.5 |
| Future Park Acres I | 134.8 <u>144.3</u> |
| Future Surplus or (Deficit) | 21.3 <u>30.8</u> |
| Northeast | |
| Population Estimate | 22,666 |
| Park Acres Needed | 68 |
| Future Park Acres I | <u>79.4</u> |
| Future Surplus or (Deficit) | <u>11.4</u> |
| Southwest | |
| Population Estimate | 28,857 |
| Park Acres Needed | 86.6 |
| Future Park Acres I | 92.7 <u>93.1</u> |
| Future Surplus or (Deficit) | <u>6.5</u> |
| Southeast | |
| Population Estimate | 41,785 |
| Park Acres Needed | 125.4 |
| Future Park Acres I | <u>137.84</u> |
| Future Surplus or (Deficit) | <u>12.4</u> |
| Citywide | |
| Population Estimate | 131,152 |
| Park Acres Needed | 393.5 |
| Future Park Acres I | 443.9 <u>454.6</u> |
| Future Surplus or (Deficit) | 50.4 <u>61.1</u> |

I Future park acres include the acreage of existing and future planned parks per Tables 4-4 and 4-5. In regard to Veteran's Memorial Park, because of the park's central location in the city, and pursuant to the city's Citywide Facilities and Improvement Plan, the 91.50 acre park will count toward satisfying the park needs of each quadrant (22.95 acres per quadrant).

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See Figure 4-4 on the following page.

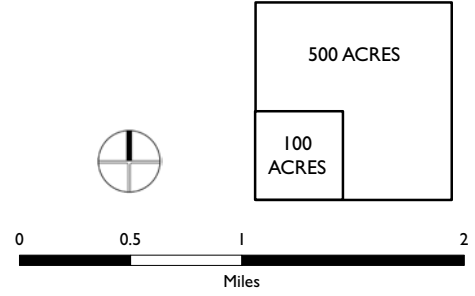
Change these two trail segments from "existing" to "future" unpaved open space trails

Revise open space boundary; see response to comment A3-2.

Figure 4-4: Existing and Planned Future Recreational Trails

- 1, Existing Bike Lanes and Sidewalk
 - 1, Future Bike Lanes and Sidewalk
 - 2, Existing Paved Trail
 - 3, Existing Unpaved Trail
 - 3, Future Unpaved Trail
 - 4, Existing Paved Open Space Trail
 - 5, Existing Unpaved Open Space Trail
 - 5, Future Unpaved Open Space Trail
 - 6, Existing Regional Coastal Rail Trail & Sea Wall
 - 6, Future Regional Coastal Rail Trail & Sea Wall
 - 7, Future South Carlsbad Coastal
- Public Schools
 - Existing Parks
 - Future Parks
 - Open Space
 - Highways
 - Major Street
 - Planned Street
 - Railroad
 - City Limits

The conceptual alignments shown on this exhibit are intended to be flexible and should not be interpreted to be rigid alignments. It is anticipated that the alignments and public easements for open space multi-use trails will be adjusted as warranted by environmental analysis and detailed planning when future developments occurs for the future exhibited alignments. However, the points where a trail passes from one zone to an adjacent zone or from one property ownership to another should remain consistent with the conceptual alignments as shown unless an agreement has been reached with the adjacent zone or property ownership to shift the alignment. A General Plan amendment will not be required in the future to specifically site the conceptual alignments shown on this plan. A General Plan amendment will be required if any trail segment shown on this conceptual plan is deleted.



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

TABLE 4-8: EXISTING TRAILS

| <i>Open Space Trails</i> | <i>Trail Surface</i> | <i>Length (Miles)</i> |
|---|----------------------|-----------------------|
| Aviara | Unpaved | 6.0 |
| Legoland | Paved | 0.5 |
| Hosp Grove | Unpaved | 3.0 |
| Cove Drive/Agua Hedionda | Unpaved | 0.3 |
| San Pacifico | Unpaved | 1.0 |
| Rancho Carrillo | Paved/unpaved | 4.0 |
| La Costa Valley | Paved/unpaved | 1.3 |
| La Costa Glen | Unpaved | 1.2 |
| Villagio | Unpaved | 0.4 |
| Arroyo Vista | Unpaved | 0.7 |
| Hidden Canyon Park | Unpaved | 0.3 |
| Villages of La Costa: The Oaks-South | Paved/old RSF Road | 1.5 |
| Villages of La Costa: The Ridge | Unpaved | 1.5 |
| Villages of La Costa: The Oaks-North | Unpaved | 2.0 |
| <u>Villages of La Costa: Melrose 55 – Fioli Circle</u> | <u>Unpaved</u> | <u>0.3</u> |
| The Crossings/Veteran's Park | Unpaved/paved | 3.0 |
| 24 Hour Fitness to Hidden Valley Road | Unpaved | 1.0 |
| Village H-North of CBVD | Unpaved | 0.4 |
| Palomar Forum-Melrose/PAR | Unpaved | 0.3 |
| Robertson Ranch | Unpaved | 1.5 |
| Carlsbad Oaks North Business Park | Unpaved | 1.3 |
| Lake Calavera | Unpaved | 6.2 |
| The Ranch | Unpaved | 0.7 |
| Agua Hedionda Discovery Center | Unpaved | 0.3 |
| <i>Subtotal Open Space Trails</i> | | 38.4 |
| Mobility Element Trails | | |
| Calle Barcelona | Paved | 1.3 |
| College/Cannon Avenue - Calavera Hills II/RR | Unpaved | 1.5 |
| El Fuerte - Bressi Ranch | Unpaved | 1.0 |
| Alicante Road - VLC- The Greens | Unpaved/paved | 1.0 |
| Poinsettia Lane - El Fuerte to Brigantine | Unpaved | 2.1 |
| <i>Subtotal Circulation Element Trails</i> | | 6.9 |
| Special Coastal Regional Trails | | |
| Sea Wall | Paved | 0.7 |
| Coastal Rail Trail | Paved | 0.7 |
| <i>Subtotal Special Coastal Regional Trails</i> | | 1.4 |
| Total Trail Miles | | 46.747.0 |
| Totals may not add due to rounding. | | |
| Source: City of Carlsbad Parks and Recreation Department, 2014. | | |

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The Flower Fields and strawberry fields constitute a large portion of the existing agricultural uses in the city. The Flower Fields are a result of more than 85 years of floral cultivation, and today, comprise more than 50 acres of Giant Tecolote Ranunculus flowers, as well as approximately five acres of other specialty flowers, located at Carlsbad Ranch, east of Interstate 5 and north of Palomar Airport Road (see Figure 4-56). ~~Other agricultural uses in the city include a~~ An additional 45 acres of agricultural land is located north of the Flower Fields along the south side of Cannon Road, and approximately 26 acres located to the east of that site (these sites are part of the Carlsbad Ranch Specific Plan and are lands affected by Proposition D; see discussion below). ~~An additional site located on the~~ The land north side of Cannon Road along the south shore of Agua Hedionda Lagoon is currently used for agriculture purposes, including: 1) an approximately 49 acre parcel located adjacent to the east side of Interstate 5 and north of Cannon Road that is currently used for the growing of strawberries (this area is not subject to Proposition D described below); and 2) approximately 172 acres that is also used for growing strawberries and other agricultural fields ~~consists of approximately 172 acres, a portion of which is occupied by the existing strawberry fields (a portion of this area is affected by Proposition D; see discussion below). The Carlsbad Strawberry Company's fields are approximately 80 acres in size and have been in production for more than 40 years.~~

...

Cannon Road Open Space, Farming and Public Use Corridor

The Cannon Road Open Space, Farming and Public Use Corridor is shown on Figure 4-5. area along the Cannon Road corridor east of the Interstate 5 freeway presently consists primarily of open space and existing farming operations including the Flower Fields located to the south of Cannon Road and the existing strawberry fields located to the north of Cannon Road. These areas presents a unique opportunity for the city to create a sustainable, community-oriented open space area that balances social, economic and environmental values important to the community. In 2006, Carlsbad voters approved "Proposition D – Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money", which applies to land located within the Cannon Road Open Space, Farming and Public Use Corridor. Proposition D encourages the continuation of agriculture on the lands within the corridor for as long as such use is economically feasible for the landowner. Following voter approval of Proposition D, the City Council adopted the Cannon Road

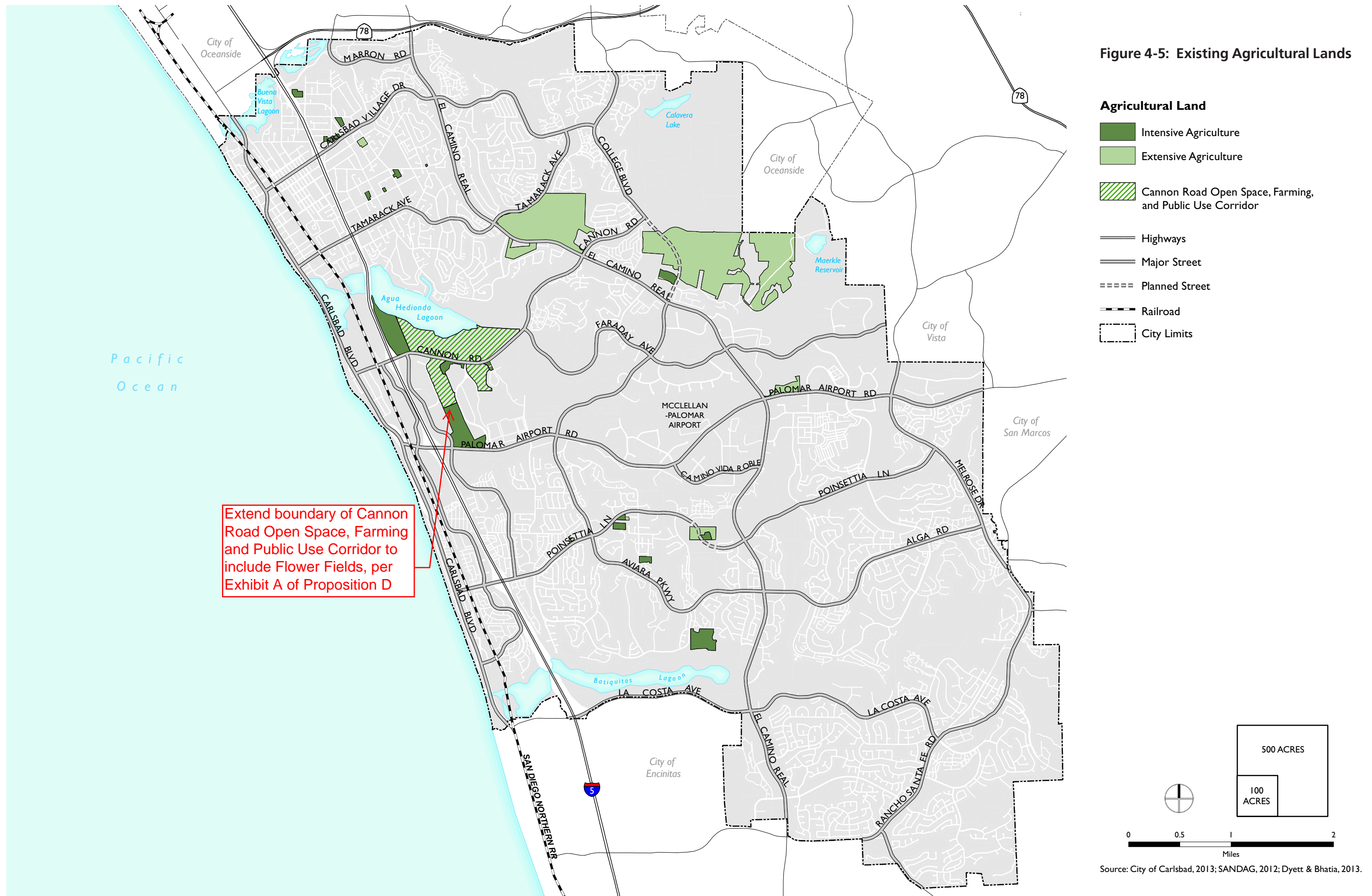
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Agricultural and Open Space Zone to implement the proposition. The new zone will become effective when the California Coastal Commission approves the associated LCP amendment. Once effective, the new zone will specify that if the landowners choose to discontinue agricultural use of the land, only open space uses are allowed, as well as or limited commercial development that is developed in conjunction with and/or in support of associated with a permitted agricultural or open space uses is allowed.

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See Figure 4-5 on the following page.

Figure 4-5: Existing Agricultural Lands



Extend boundary of Cannon Road Open Space, Farming and Public Use Corridor to include Flower Fields, per Exhibit A of Proposition D

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Local Surface Waters

For administrative purposes, the San Diego Region is divided into 11 hydrologic units, which flow from elevated regions in the east toward coastal lagoons, estuaries, or bays in the west. The Carlsbad Hydrologic Unit (HU) is approximately 210 square miles in area extending from the headwaters above Lake Wolhford in the east to the Pacific Ocean in the west, and from Vista and Oceanside in the north to Solana Beach, Escondido, and the community of Rancho Santa Fe to the south. The cities of Carlsbad, San Marcos, and Encinitas are entirely within this HU. There are numerous important surface hydrologic features within the Carlsbad HU including ~~four~~three unique coastal lagoons, ~~three~~four major creeks, and two large water storage reservoirs.

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Open Space Framework

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4-G.2 Within the Cannon Road Open Space, Farming and Public Use Corridor (see Figure 4-5) create a unique, community-oriented open space area and ensure the area is permanently protected and preserved for open space uses.

Biological Resources and Open Space for Conservation

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Beaches; Parks and Recreation

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4-G.10 Increase public access to and use of the Cannon Road Open Space, Farming and Public Use Corridor (see Figure 4-5) primarily through the incorporation of public trails and active and passive recreation.

Trails and Greenways

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Page 4-48

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4-P.3 Ensure that the Cannon Road Open Space, Farming, and Public Use Corridor is permanently protected and preserved for farming and open space uses.

4-P.4 Provide public access to ~~all~~ open space areas where consistent with applicable access restrictions per the Habitat Management Plan, easements, deeds, etc. When natural open lands are privately-held, acquire or negotiate for public access if the land could be used for unprogrammed recreational uses. Public access shall not be provided where sensitive resources may be threatened or damaged, where public health and safety may be compromised or where access would interfere with the managed production of resources, such as agriculture.

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Page 4-50

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4-P.16 ~~Seek p~~Partnering opportunities with other governmental agencies, private land owners and non-profit organizations to acquire open space; ~~and~~ utilize grants, bonds and other funding sources to leverage local funds and reduce cost to Carlsbad taxpayers ~~when it is necessary to acquire open space land.~~

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Page 4-51

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4-P.19 ~~Develop,~~ Implement and periodically update athe Parks and Recreation Needs Assessment and Comprehensive Action Plan that identifies appropriate programming for the city's parklands, prioritizes future parkland development, reflects the needs of residents at the neighborhood and citywide level and of an increasingly diverse and aging population, and in concert with the citywide trails program, creates new linkages to neighborhoods.

...

4-P.21 Maintain appropriate recreational standards (e.g. payment of park mitigation fees) for employment areas.

...

4-P.29 Consider the following during the development/re-development of parkland: protection and enhancement of sensitive natural habitat by expanding minimum buffers around sensitive resources; utilizing ~~natural~~ native plant species in park projects; incorporating plant species that provide food such as seeds, nuts and berries for wildlife and bird species; protecting and buffering drinking water sources such as small ponds and wetland areas; and limiting turf grass use to recreational areas. Use the Carlsbad Landscape Manual in landscape refurbishment and new park development projects.

Page 4-53

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4-P.43 Allow and encourage farming operations to continue within the Cannon Road Open Space, Farming, and Public Use ~~Zone-Corridor~~ (such as the strawberry fields) as long as they are economically viable for the landowner.

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Page 4-54

4-P.50 Prior to the approval of new development within an existing or former agricultural area in Carlsbad, require a detailed soils testing and analysis report be prepared by a registered soils engineer and submitted to the city and the county health department for review and approval. This report shall evaluate the potential for soil contamination due to historic use, handling, or storage of agricultural chemicals restricted by the County of San Diego ~~County~~ Department of Health Services. If hazardous chemicals are detected at concentrations in the soil that would have a significantly adverse effect on human health, the report shall identify a range of possible mitigation measures to remediate the significant public health impacts.

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Page 4-55

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4-P.64 Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.

Chapter 5: Noise

Page 5-7

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Common noise sources in Carlsbad are described below. Figure 5-2 shows existing noise contours for all major streets in the community based on a noise survey conducted in August 2013 at various locations in Carlsbad, information on traffic flows, railroad operations, and other sources, such as the McClellan-Palomar Airport Land Use Compatibility Plan. Figure 5-3 shows future (year 2035) noise contours. The policies of this element are intended to avert future problems caused by significant noise. The city regulates site design and requires sound attenuation measures for new development in the vicinity of incompatible noise sources.

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The North ~~San Diego~~ County Transit District (NCTD) owns the rail line and two passenger rail stations located within the city: Carlsbad Village and Carlsbad Poinsettia stations. NCTD operates the Coaster commuter rail service on this rail line; the Atchison, Topeka & Santa Fe freight line and the Amtrak

Page 5-8

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Airport Noise

McClellan-Palomar Airport is presently operating as a commercial service facility and is located west of El Camino Real, just north of Palomar Airport Road. State law requires regional airport land use commissions to prepare airport land use compatibility plans in order to “provide for the orderly growth of each public airport and the area surrounding the airport... [and to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general (Public Utilities Code Section 21675).” Such compatibility plans must be based on a long range master plan or airport layout plan that reflects the airport’s anticipated growth over the next 20 years. The McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) was adopted in December 2010, and amended in December 2011. It is based on the Airport Master Plan, dated 1997, and the Airport Layout Plan, which was approved by the Federal Aviation Administration in 2004. The County of San Diego has initiated the process of developing a new 20-year (2015 to 2035) master plan for McClellan-Palomar Airport as the current 1997 Master Plan nears the end of its planning period in 2015.

~~Annual aircraft operations of 201,100 (as of 2006) are expected to increase over the next 20 years to approximately 289,100, based on the airport’s master plan.~~ The current McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) modeled airport noise exposure levels based on approximately 289,100 annual aircraft operations, which is the aviation forecast in the current 1997 Airport Master Plan. In general, land in the immediate vicinity of the airport or under the take-off or landing approach is subject to noise levels that are unsuitable for residential development, schools, hospitals and other similar noise sensitive uses. Projected noise contours

around the airport are provided in the ALUCP and have been included in this element (See Figure 5-3: Future Noise Contours). In December 2005, the County of San Diego, as the owner/operator of McClellan-Palomar Airport, prepared an update to the airport's FAR Part 150 Noise Study. The purpose of the study is to assess the noise impacts on surrounding land uses, and, if necessary, recommend changes to existing zoning ordinances and general plans. The findings of this study resulted in FAA approval of a number of recommended measures in December 2006, as follows:

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5-P.10 Consider noise impacts in the design of road systems and give special consideration to noise sensitive areas; to the greatest extent possible, the design of roads should minimize roadway noise to levels acceptable to surrounding areas.

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Page 5-23

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5-P.15 Expect the airport to control noise (to the extent of its limited authority granted by the Federal Aviation Administration to indirectly regulate aircraft noise through airport design and scheduling) while the city shall control land-use thus sharing responsibility for achieving and maintaining long-term noise/land-use compatibility in the vicinity of McClellan-Palomar Airport.

...

Railroad Noise

5-P.17 Coordinate with other agencies and private entities to investigate methods of implementing a railroad quiet zone and other methods of reducing railroad noise impacts on surrounding uses; such as through development of a grade separated rail corridor.

...

Chapter 6: Public Safety

Page 6-28

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The city requires review of all proposed development projects within the AIA. New development proposals must process a site development plan, or other development permit, and be found to be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight, as contained in the ALUCP. Additionally, development proposals are required to comply with FAA regulations concerning the construction or alteration of structures that may affect navigable airspace.

6.6 Railroad Hazards

For Mobility policies related to the railroad, see Chapter 3: Mobility. For noise policies related to the railroad, see Chapter 5: Noise Element. Safety hazards related to transportation of hazardous materials are discussed in Section 6.7, below.

The North County Transit District (NCTD) owns the north/south railroad that parallels Carlsbad's entire seven-mile coastline, as well as Interstate-5 and Carlsbad Boulevard. NCTD operates the Coaster commuter rail service on this rail line and owns two passenger rail stations located within the city: Carlsbad Village and Carlsbad Poinsettia stations. The Atchison, Topeka & Santa Fe freight line and the Amtrak passenger service also use the rail line through the city.

The railroad, while providing a vital service for passenger transit and goods movement through the city, presents potential safety concerns in the city. The railroad acts as a barrier and restricts east/west access for emergency services; it also results in the potential for train collisions with automobiles, bicyclists and pedestrians. Fatal train incidents have occurred in the Carlsbad Village section of the railway, all involving pedestrians.

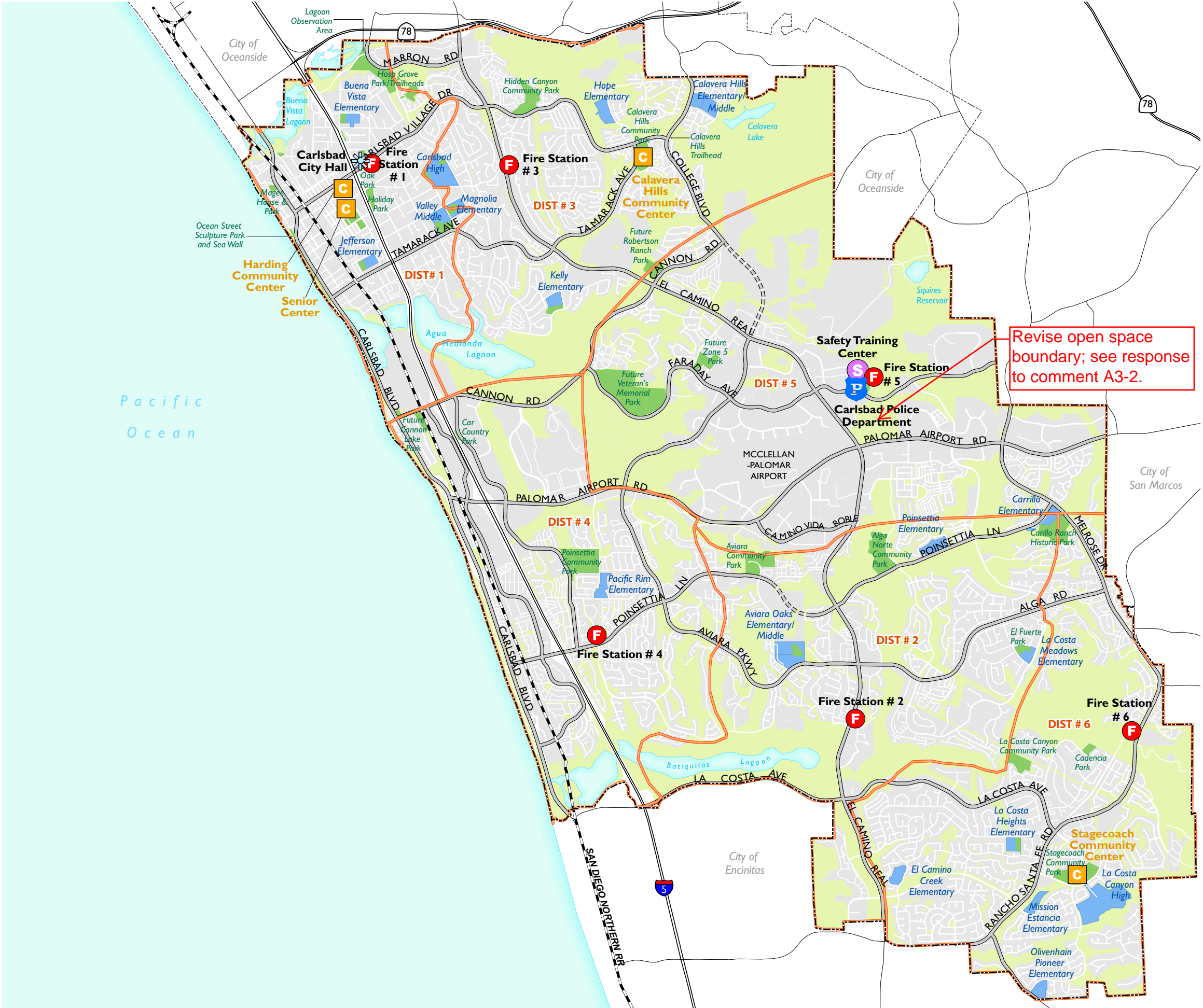
As part of the North Coast Corridor (NCC) Program, the San Diego Association of Governments (SANDAG) plans, during the next 20 years, to construct nearly \$820 million in improvements to the San Diego County rail corridor, including a primary effort to double track the corridor from Orange County to downtown San Diego. Double tracking the rail corridor through San Diego County will add the capacity for approximately 100 more railcars per day through the corridor. To date, approximately half of the rail corridor has been double tracked. Other infrastructure improvements planned by SANDAG include bridge and track replacements, new platforms, pedestrian under-crossings, and other safety and operational enhancements.

Along the rail corridor through Carlsbad, SANDAG is considering two options for double tracking the railroad: at-grade tracks and grade-separated tracks (railroad tracks located in a trench below street grade). The city is working closely with SANDAG and other agencies to encourage and support the grade-separated option, which would increase east-west crossings and improve east-west access for emergency services, and would reduce the potential for train collisions with automobiles, bicyclists and pedestrians.

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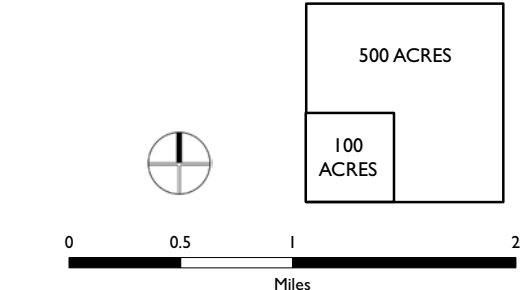
See Figure 6-9 on the following page.

Figure 6-9: Public Safety Services



Revise open space boundary; see response to comment A3-2.

- Police Station
- Fire Station
- Safety Training Center
- Community/Senior Centers
- City Hall
- Public Schools
- Existing and Planned Parks
- Open Space
- Fire Districts
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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6-G.4 Minimize safety hazards related to emergency service, automobile, bicycle and pedestrian access across the railroad.

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Railroad Hazards

6-P.19 Coordinate with other agencies and private entities to investigate methods of improving service safety along and across the rail corridor; such as through development of a grade separated rail corridor that includes grade separated street crossings at Grand Avenue, Carlsbad Village Drive, Tamarack Avenue and Cannon Road, as well as new pedestrian and bicycle crossings at Chestnut Avenue, the Village and Poinsettia COASTER stations, and other appropriate locations.

See also policies in the Mobility and Noise Elements related to the railroad.

Soils and Hazardous Materials

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Page 6-46

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~~6-P.34 Promote community awareness of possible natural and man-made hazards, response plans and measures that can be taken to protect lives.~~

Chapter 7: Arts, History, Culture And Education

Page 7-12

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**TABLE 7-2: CARLSBAD CULTURAL INSTITUTIONS, EVENTS, AND PROGRAMS
 (SELECTED)**

| <i>Name</i> | <i>Address</i> | <i>Type</i> |
|---|---------------------------|---------------------|
| Cultural Institutions | | |
| Carlsbad Cultural Arts Office | 2955 Elmwood St. | Municipal |
| Carlsbad History Room | 1250 Carlsbad Village Dr. | Municipal |
| Carlsbad Sculpture Garden | 2955 Elmwood St. | Municipal |
| William D. Cannon Art Gallery | 1775 Dove Ln. | Municipal |
| Carlsbad Historical Society | 258 Beech Ave. | Non-Profit |
| New Village Arts Theatre | 2787 State St. | Non-Profit |
| Museum of Making Music | 5790 Armada Dr. | Non-Profit |
| Carlsbad Community Cultural Arts Center | 3557 Lancer Way | Non-Profit |
| Gemological Institute of America Museum | 5345 Armada Dr. | Non-Profit |
| Carlsbad Village Theatre | 2822 State St. | Private, For-Profit |
| San Diego Archaeological Center | Escondido | Regional |
| Save Our Heritage Organization | San Diego | Regional |
| <u>California Center for the Arts Escondido</u> | <u>Escondido</u> | <u>Regional</u> |
| Events and Programs | | |
| City of Carlsbad Art in Public Places | | Municipal |
| TGIF Jazz in the Parks | | Municipal |
| Holiday at the Rancho | | Municipal |
| Leo Carrillo Film Festival | | Municipal |
| Wild West Fest | | Municipal |
| Dinner and a Movie | | Municipal |
| <u>Three-Part-Art</u> | | <u>Municipal</u> |
| <u>This is Jazz</u> | | <u>Municipal</u> |
| Carlsbad Village Street Faire | | Non-Profit |
| Art Splash | | Non-Profit |
| Carlsbad Art in the Village | | Non-Profit |
| Carlsbad Art Walk | | Non-Profit |
| Art At Jazz | | Non-Profit |
| Carlsbad Music Festival | | Non-Profit |
| Meet the Masters | | Private, For-Profit |

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Public Art

Public art can serve as a key component of place-making, playing a significant role in defining the character of a community while contributing to the aesthetic quality of public spaces. These distinct visual elements whether permanent or temporary, kinetic or stationary, stand-alone or integrated into the architecture and landscaping can define a destination and gathering place, as well as serving as a wayfinding element.

Public art can serve as a point of reference and landmark, welcoming and orienting residents and visitors to Carlsbad. It can reinforce primary gateways, streets, bikeways, traffic islands, medians, and neighborhood centers. It can strengthen critical linkages, including pedestrian passages to the beach, and enliven the pedestrian experience.

Public art for streetscape and neighborhood improvement can take many forms including:

- **Iconic Artwork**

Iconic artwork is significant, large-scale permanent artwork serving as defining landmarks at major gateways into Carlsbad, at civic centers, and on major boulevards and intersections.

- **Wayfinding Artwork**

Wayfinding artwork is permanent artwork located in active vehicular and pedestrian intersections. It serves to connect key locations within Carlsbad's core, enhance pedestrian circulation, and guide passage to and from the beach and other destinations.

- **Temporary Art**

Temporary art installations are non-permanent artwork in a range of media and scale that are displayed for a limited amount of time. The artwork serves to enliven and refresh the pedestrian experience, enhance tourism and pique public awareness of the built and natural environments. Priority placement is in high-traffic pedestrian areas where first-time and repeat visitors can delight in a changing environment.

- **Points-of-Interest Artwork**

Points of interest artwork at boulevards and special streets are individual or multiple artworks placed at select locations along the sidewalks, bikeways, and in open spaces along a heavily trafficked vehicular and pedestrian thoroughfare. The artworks serve as points of interest and visual respite along the corridors and to delineate and connect key places and neighborhoods.

- **Neighborhood Identity Artwork**

Neighborhood identity artwork is permanent artwork located in neighborhood centers and parks where people congregate, interact, and engage in social activities. The artwork augments a sense of neighborhood identity and signals a community gathering place.

7.4 Educational Resources

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TABLE 7-6: SCHOOL DISTRICTS SERVING CARLSBAD, ENROLLMENT

| <i>School District</i> | <i>Total District Enrollment</i> |
|----------------------------|----------------------------------|
| Encinitas Union Elementary | 5,562 |
| San Dieguito Union High | 12,606 |
| Carlsbad Unified | 10,695 |
| San Marcos Unified | 17,852 |
| | 20,107 |

Sources: Carlsbad Unified School District Facilities Master Plan and Proposition P Construction Program (2007); Dyett & Bhatia, 2010; San Marcos Unified School District, 2014.

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98 funds from the state, Carlsbad voters passed local Proposition P in 2006, a General Obligation Bond Measure for \$198 million for renovations, modernization, and new construction for the Carlsbad Unified School District. The original anticipated state match funding of \$25.2 million increased to \$47 million due to additional eligibility for modernization and new construction funding. Through December 2012, the district received \$18.2 million of state matched funds and the anticipated remaining \$28.8 million is not expected to be received from the state until after 2014. Program spending began in 2007 and the total planned obligation through Fall 2013 is \$223.5 million to finish Phase 5 at Carlsbad High School and finish construction of the new Sage Creek High School.

Residents in the San Marcos Unified School District passed Proposition K in 2010, a General Obligation Bond measure, for \$287 million for renovations, modernization and new construction; and recently re-constructed San Marcos High School with \$180 million of the Bond funds.

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Private Schools and Higher Education

In addition to the resources provided by the public school districts, several private schools located in Carlsbad serve residents and non-residents. These are summarized in Table 7-8 and identified on Figure 7-1. The City of Carlsbad does not currently have charter schools; however, the San Marcos Unified School District charters Bayshore Preparatory Charter, which is available to students living within the Carlsbad area of the district.

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Under the Growth Management Plan, the Citywide Facilities and Improvements Plan (1986) establishes a performance standard for library space equal to 800 square feet per 1,000 population, which must be scheduled for construction within a five-year period or prior to construction of 6,250 dwelling units, beginning at the time the need is first identified. According to the FY 2012-2013 Growth Management Plan Monitoring Report, the current inventory consists of 99,745 square feet of library space, while the standard (based on the 2013 California Department of Finance population estimate of 108,246) requires about 86,597 square feet. Therefore, current facilities meet the city's standard today. However, based on a projected 2035 buildout of approximately 131,152 residents, the Carlsbad library system would need a total of 104,922 square feet, or 5,177 additional square feet to remain compliant with the performance standard in the Growth Management Plan; however, this space will not be needed until the late stages of this General Plan.

The city's libraries play an important role in meeting the community's needs for education and lifelong learning. Community members of all ages benefit from the services provided by the library system. To keep up with the demands for current library services and programs, as well as the demands of an increasingly digital world, the library system requires planning and investment to ensure the community's education and lifelong learning needs are met. Examples of the challenges in meeting the community's future library needs are:

- Providing available and suitable spaces for the array of programs and experiences offered and desired.
- Due to the age of the Cole Library (built in 1967), an interim renovation was performed in 2000; however, the structure may need to be further renovated or replaced in the future to continue delivering services from the facility.
- Ensuring that programs acknowledge and accommodate the needs of a community with growing diversity.
- Providing educational resources that cater to an increasingly international professional population, including adequate intellectual, development and research services for major businesses.
- Offering career training and retraining services to meet the growing educational need as industries change due to wider economic trends, and changes in technology and processes.

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7-G.3 Integrate the arts, public art and art education as a vital aspect of community life, with a wide range of facilities and public programs designed to engage the city's diverse audiences as active participants and patrons.

...

- 7-G.5 Enhance cultural and generational diversity and social connections through opportunities for volunteerism and civic engagement; more public gathering places, family-friendly activities, and public art; and more events that connect residents to one another and keep them active in the community.

Library, Educational and Lifelong Learning Resources

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- 7-G.8 Ensure the city's library facilities, services and programs are adequate and appropriate to meet the community's needs for education and lifelong learning services, as well as the demands of an increasingly digital world.

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- 7-P.1 Prepare an updated inventory of historic resources in Carlsbad, with recommendations for specific properties and districts, ~~if determined appropriate~~, to be designated in national, state, and local registries, if determined appropriate and with agreement of the property owners.

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- 7-P.13 Explore the feasibility of a new multi-purpose venue(s) capable of hosting large indoor and outdoor performances, and the provision of ~~small~~, affordable spaces for local artists to produce and display their art.
- 7-P.14 Allocate funding for the acquisition~~purchase~~, maintenance and conservation of public art ~~collections and provide, when possible, for the siting, selection, installation, and maintenance of works of art~~ within or upon public facilities and land.
- 7-P.15 Promote cooperative arrangements with other public ~~or~~ and private agencies that facilitate the temporary or permanent display of ~~works of art for display~~ within or upon public or private facilities and land.
- 7-P.16 ~~Encourage and provide~~ Ensure that appropriate funding is provided for the development of a broad range of high quality arts and arts education programs that are accessible to all, respond appropriately to the changing demographic needs of the community, and which develop the skills of participants at all levels of creative expression.

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7-P.19 Foster and cultivate community partnerships to support high-quality arts and cultural opportunities and experiences for residents and visitors.~~Promote school and community cooperation in the programming of artistic and cultural events and opportunities.~~

...

7-P.22 Develop programs that invest in and contribute to the enhancement of arts and cultural programs, services, organizations, and artists to foster ongoing cultural tourism efforts and creative economic development in the city.

Library, Educational and Lifelong Learning Resources

7-P.23 Ensure that Carlsbad library facilities and programs are expanded commensurate with the city's population growth in order to maintain compliance with the Growth Management Plan.

7-P.24 Provide adequate library facilities and programs that align with the community's learning needs, abilities and demographics, and changes in technology, such as through facility design, services and service delivery methods, and partnerships with educational and learning institutions.

7-P.25 Support innovations in learning methods through facilities and programs that offer opportunities for individual and collaborative learning, as well as areas for community gathering that foster the exchange of knowledge and ideas.

7-P.26 Renovate or replace the Cole Library to provide a facility that effectively serves the community's need for library services.

7-P.27 Support educational resources that cater to an increasingly international professional population, including adequate intellectual, development and research services for major businesses.

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~~7-P.28 Ensure that Carlsbad library facilities and programs are expanded commensurate with the city's population growth in order to maintain compliance with the Growth Management Plan.~~

~~7-P.29 Provide adequate library facilities and programs that align with residents' lifelong learning needs and abilities, such as through facility design, services and service delivery methods, and partnerships with educational and learning institutions.~~

~~7-P.30 Support innovations in learning methods through facilities and programs that offer opportunities for individual and collaborative learning, as well as areas for community gathering that foster the exchange of knowledge and ideas.~~

Chapter 8: Economy, Business Diversity, and Tourism

Page 8-12

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While future hotel demand is challenging to forecast, there is already current activity to expand the city's inventory of upper priced hotels and resorts. There are approximately 340 new hotel rooms approved or under construction. The General Plan provides for about ~~2,000~~1,900 additional hotel rooms in new hotels at several locations, including the power plant site and the Ponto area. This would result in approximately ~~6,500~~5,960 hotel rooms at buildout, enabling Carlsbad's continued capture of future hotel demand in the local and regional markets. The number of additional hotel rooms that are ultimately built in Carlsbad will depend on future market conditions.

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8-P.13 Within the Carlsbad Boulevard coastal corridor, encourage development that promotes tourism and economic vitality through a combination of visitor and local-serving commercial, civic, and recreational uses and services. Ensure that this corridor provides vibrant coastal spaces where residents and visitors can gather to enjoy the natural beauty of the coastline, as well as recreational amenities and supporting commercial uses.

Chapter 9: Sustainability

Page 9-9

According to the report titled, “Indicators of Climate Change in California (August 2013; Cal/EPA)” climate change is having a significant and measurable impact on California’s environment. Climate change is occurring throughout California, from the Pacific Coast to the Central Valley to the Sierra Nevada Mountains. Impacts of a warmer climate include decreasing spring snowmelt runoff, rising sea levels along the California coast, shrinking glaciers, increasing wildfires, and warming lakes and ocean waters, and the gradual migration of many plants and animals to higher elevations. Terrestrial, marine and freshwater biological systems are strongly influenced by climate, particularly warming. Plants and animals reproduce, grow and survive within specific habitat ranges defined by climatic and environmental conditions. Changes in these conditions may threaten the ability of species to survive or thrive.

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Page 9-22

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9-G.4 ~~Strive to r~~Reduce the city’s reliance on imported water.

...

9-P.4 ~~Consider~~Utilize irrigation and landscape design measures for the municipal golf course (Crossings at Carlsbad) that will result in decreased water consumption.

...

Page 9-23

...

9-P.11 Implement the city’s Landscape Manual to mitigate urban heat island effects through ~~minimum~~ maximum tree canopy coverage and ~~maximum~~ minimum asphalt and paving coverage, particularly for denser areas like the Village and the Barrio, shopping centers, and industrial and other area with expansive surface parking.

Page 9-24

...

9-P.13 Use the city’s Climate Action Plan as the platform for delineating and implementing measures to improve energy conservation, and increase renewable energy use (such as solar) in existing and new development.

9-P.14 Support a regional approach to study the feasibility of establishing Community Choice Aggregation (CCA) or another program that increases the renewable energy supply on the electrical grid.

...

9-P.167 Support home gardening and small-scale urban farming efforts by considering adoption of a home gardening and urban agriculture ordinance; or by otherwise ensuring that zoning allows for home gardens and small-scale urban farming~~does not prevent or restrict the use of residential back yards as vegetable gardens~~; and provide residents with opportunities (e.g., online and library resources and workshops) to learn gardening basics and how to cook easy, healthy meals with fresh produce.

Chapter 10: Housing

Page 10-74

TABLE 10-35: HOUSING TYPES BY ZONING CATEGORY

| Uses | E-A | R-E | R-A | R-1 | R-2 | R-3 | R-P | R-W | R-DM | R-T | RMHP | C-1, C-2, C-L | PC |
|--|-----|----------------|----------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|----------------|----------------|----------------|
| Single Family Homes (detached) | A | P | P | P | P | P3 | P ^{1,2} | P ¹ | P ^{1,2} | P | | | P |
| Single Family Homes (attached) | | | | P ³ | P | P | P ⁴ | P | P | P | | | P |
| Multi-Family Housing | | | | | P ^{5,6} | P ⁶ | P ⁶ | P ⁶ | P ⁶ | P | | P ⁷ | P ⁶ |
| Second Dwelling Units | | A ⁸ | A ⁸ | A ⁸ | A ⁸ | A ⁸ | A ⁸ | A ⁸ | A ⁸ | A ⁸ | | | A ⁸ |
| Mobile Homes | A | P | P | P | P | PI | PI | PI | PI | P | P | | P |
| Large Residential Care Facility (>6 persons) | | | | | | C | C4 | | C | | | | C |
| Small Residential Care Facility (≤6 persons) | A | P | P | P | P | P | P ⁴ | P | P | P ⁹ | P ⁹ | P ⁹ | P |
| Supportive Housing (>6 persons) | | | | | | | € ⁹ | € ⁹ | € ⁹ | | | | € ⁹ |
| Supportive Housing (≤6 persons) | | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ |
| Transitional Housing (>6 persons) | | | | | | | € ⁹ | € ⁹ | € ⁹ | | | | € ⁹ |
| Transitional Housing (≤6 persons) | | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ | P ⁹ |

A=Permitted Accessory Use; P=Permitted Use; C=Conditionally Permitted Use

1. Single-family dwellings are permitted when developed as two or more detached units on one lot. Also, one single-family dwelling shall be permitted on any legal lot that existed as of September 28, 2004, and which is designated and zoned for residential use.
2. When the zone implements the R-8 land use designation.
3. Subject to approval of a planned development permit.
4. When the zone implements the R-15 or R-23 land use designation.
5. A multi-family dwelling with a maximum of four (4) units may be erected when the side lot line of a lot abuts R-P, commercial or industrial zoned lots, but in no case shall the property consist of more than one lot, or be more than 90 feet in width.
6. Development of four or more multi-family dwellings requires approval of a site development plan.
7. Permitted when located above the ground floor of a multistory commercial building and subject to approval of a site development plan
8. Accessory to single-family dwelling only.
9. As adopted by the City Council, October 2, 2012 and April 2014. ~~Coastal Commission review expected in 2014.~~

Sources: City of Carlsbad Municipal Code, 2011; Carlsbad Planning Division, 2012.

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In order to implement Program 3.15 of the 2005-2010 Housing Element, and to meet the full requirements of SB2, the City Council adopted a Zoning Ordinance amendments in October 2012 and April 2014 that identified transitional and supportive housing to allow transitional housing and supportive housing in all zones allowing residential uses, subject only to the same limitations that apply to other residential dwellings of the same type in the same zone. as either permitted by right or conditionally permitted uses in all residential zones, as shown in Table 10-35 identifies the zones where transitional and supportive housing uses are, and in commercial zones where residential is permitted. However, during its review of this Housing Element, HCD noted that the amended ordinance does not meet the full requirements of SB2. Specifically, the ordinance could

~~potentially impose conditions on transitional and supportive housing (i.e., occupancy limits) that it does not impose on other residential dwellings of the same type in the same zones. As a result, this Housing Element includes a program (Program 3.14) to amend the city's Zoning Ordinance to fully comply with state law. The city has not identified any additional barriers to the development of transitional or supportive housing.~~

Emergency Shelters

An emergency shelter is a facility that houses homeless persons on a limited short-term basis. In order to implement Program 3.14 of the 2005-2010 Housing Element and comply with SB2, the city adopted a Zoning Ordinance amendment in September 2012 to permit emergency shelters by right in the industrial zones, which are well served by major transportation and bus routes and have some commercial services. (The La Posada de Guadalupe homeless shelter discussed below is in the Heavy Industrial (M) Zone.) In these zones, year-round shelters with up to 30 persons or beds are permitted by right; larger shelters are conditionally permitted. The amendment also provided basic standards. ~~The city anticipates the Coastal Commission will act on~~ approved the amendment in early 2014.

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To comply with Health and Safety Code Section 17021.6 and implement Program 3.13 in the 2005-2010 Housing Element, a Zoning Ordinance amendment was adopted by the City Council in October 2012. The amendment permits farmworker housing by right or conditionally where agricultural uses are also permitted by right or conditionally, respectively. ~~The city anticipates that the Coastal Commission will act on~~ approved the amendment in early 2014.

...

The amendment fulfilled program objectives by providing standards for a viable housing option for lower-income persons. ~~The city anticipates that the Coastal Commission will act on~~ approved the amendment in early 2014. The city has not identified any additional barriers to the development of alternative housing solutions for very and extremely low income housing.

...

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...

- Encourage infill development in urbanized areas, particularly in the Village and Barrio, through implementation of the Village Master Plan and Design Manual and the allowed density ranges in the Barrio.

Funding: Departmental budget, General Fund

Lead Agency: Planning Division; Building Division

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Program 3.3: Density Bonus

Consistent with state law (Government Code sections 65913.4 and 65915), the city continues to offer residential density bonuses as a means of encouraging affordable housing development. In exchange for setting aside a portion of the development as units affordable to lower and moderate income households, the city will grant a density bonus over the otherwise allowed maximum density, and up to three financial incentives or regulatory concessions. These units must remain affordable for a period of no less than ~~30~~55 years and each project must enter into an agreement with the city to be monitored by the Housing and Neighborhood Services Division for compliance.

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The city is currently amending its density bonus regulations (Municipal Code Chapter 21.86) to ensure consistency with all recent changes to state density bonus law (up to and including AB 2222 changes, effective 1/1/15).

...

- Complete the pending amendment to Carlsbad Municipal Code Chapter 21.86 by ~~June 30~~December 31, 2014-2015 to ensure consistency with recent changes to state density bonus law.

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Program 3.14: ~~Transitional and Supportive Housing~~

~~Currently, the city's Zoning Ordinance provides for transitional housing and supportive housing; however, the ordinance distinguishes and regulates such housing based on the number occupants (i.e., transitional and supportive housing for six or fewer persons are allowed by right in all residential zones, but transitional and supportive housing for more than six persons is allowed with a conditional use permit only in multi-family residential zones). The city will amend the Zoning Ordinance to allow transitional housing and supportive housing in all zones allowing residential uses, and subject only to the same limitations that apply to other residential dwellings of the same type in the same zone.~~

Funding: None Required

Lead Agency: Planning Department

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Objectives and Time Frame:

- ~~By June 30, 2014, amend the Zoning Ordinance to allow transitional housing and supportive housing in all zones allowing residential uses, and subject only to the same limitations that apply to other residential dwellings of the same type in the same zone.~~

...