

4

Coastal Access

One of the Coastal Act's primary goals is to "maximize public access to and along the coast." This chapter describes the Coastal Act's requirements related to coastal public access and identifies Carlsbad's existing and future coastal access network and barriers to public access. This chapter concludes with city policies that ensure coastal access is protected and enhanced, consistent with the Coastal Act.



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4.1 Introduction

The California Coastal Act places a high priority on maximizing public access to and along the coast. Coastal Act policies related to public access include the following:

Section 30210 Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 Development not to interfere with access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212 New development projects

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
- (b) For purposes of this section [Article 2 of the Coastal Act], "new development" does not include:
- (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.
 - (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
 - (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
 - (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure.
 - (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

- (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30214 Implementation of public access policies; legislative intent

- (a) The public access policies of this article [Article 2 of the Coastal Act] shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
 - (1) Topographic and geologic site characteristics.
 - (2) The capacity of the site to sustain use and at what level of intensity.
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article [Article 2 of the Coastal Act] be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article [Article 2 of the Coastal Act], the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 30252(1) to (5) Maintenance and enhancement of public access

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings...

4.2 Vertical and Lateral Pedestrian Coastal Access

Pedestrians can access Carlsbad's beaches and lagoon shorelines by vertical accessways (access from inland) or lateral accessways (access along the beach). This section describes the vertical and lateral accessways in Carlsbad; refer to Figures 4-1A, 4-1B, and 4-1C, Vertical and Lateral Pedestrian Access.

Vertical Pedestrian Access to the Coast

From north to south, the City of Carlsbad maintains 12 public pedestrian beach accessways at Rue des Chateaux, Beech Avenue, Christiansen Way, Grand Avenue, Carlsbad Village Drive, Ocean Street parking lot, Pine Avenue, Sycamore Avenue, Maple Avenue, Cherry Avenue, Hemlock Avenue, and Tamarack Avenue. There are two additional public pedestrian beach accessways, which are privately maintained, at Cypress Avenue and Oak Avenue.

In addition, the Carlsbad Sea Wall provides public pedestrian access to the beach from Carlsbad Boulevard at several points between Pine Avenue and Tamarack Avenue. The Carlsbad Sea Wall creates a pedestrian connection between visitor-serving amenities in Carlsbad Village and the Carlsbad State Beach parking lot and separates pedestrians from both traffic and sand. At Tamarack Avenue, an additional sidewalk/sea wall extends the pedestrian pathway past Agua Hedionda Lagoon to the power plant site. South of Agua Hedionda Lagoon, public pedestrian beach access becomes more informal as Carlsbad Boulevard descends to sea level. Formal public pedestrian beach accessways are available at the south side of Terramar Beach and at the state campgrounds near the city's southern boundary.

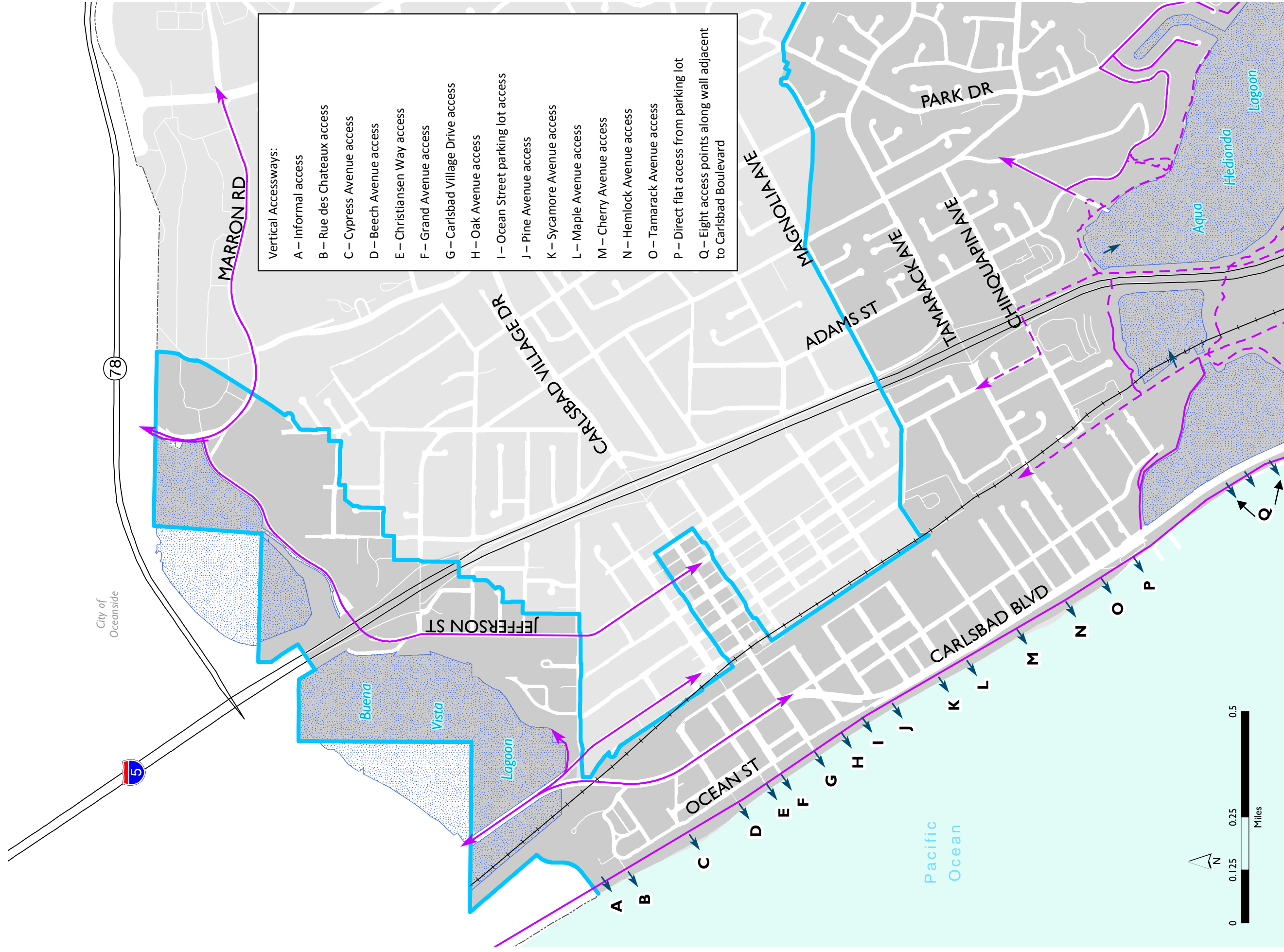
Opportunities for future new vertical accessways and accessway improvements may be possible, such as improving existing accessways and adding new accessways as part of street improvement projects. For example, improved/new accessways north of the Terramar neighborhood are anticipated as part of future improvements to Carlsbad Boulevard.

Lateral Pedestrian Access along the Coast

Lateral pedestrian access along the Carlsbad coastal shoreline is generally unimpeded; however, there are limited areas where lateral pedestrian access may be impeded. Jetties protecting the inlet to Agua Hedionda Lagoon block lateral coastal access along the beach; however, pedestrians can move around the jetties via Carlsbad Boulevard. South of Cannon Road, lateral access in front of the Terramar residential neighborhood can be obstructed during high tide. The state owns most of Carlsbad's beach area; however, there are areas where private property extends onto the beach (north beaches and Terramar beach area); lateral access easements allow public access across these private properties.

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CITY OF CARLSBAD LOCAL COASTAL PROGRAM



- Vertical Accessways:**
- A – Informal access
 - B – Rue des Chateaux access
 - C – Cypress Avenue access
 - D – Beech Avenue access
 - E – Christiansen Way access
 - F – Grand Avenue access
 - G – Carlsbad Village Drive access
 - H – Oak Avenue access
 - I – Ocean Street parking lot access
 - J – Pine Avenue access
 - K – Sycamore Avenue access
 - L – Maple Avenue access
 - M – Cherry Avenue access
 - N – Hemlock Avenue access
 - O – Tamarack Avenue access
 - P – Direct flat access from parking lot
 - Q – Eight access points along wall adjacent to Carlsbad Boulevard

LEGEND

- Coastal Zone
- City Limit
- Lagoon
- Vehicle Access (Major Streets and Highways)
- Railroad
- Existing Vertical Pedestrian Access
- Existing Lateral Pedestrian Access
- Future Lateral Pedestrian Access

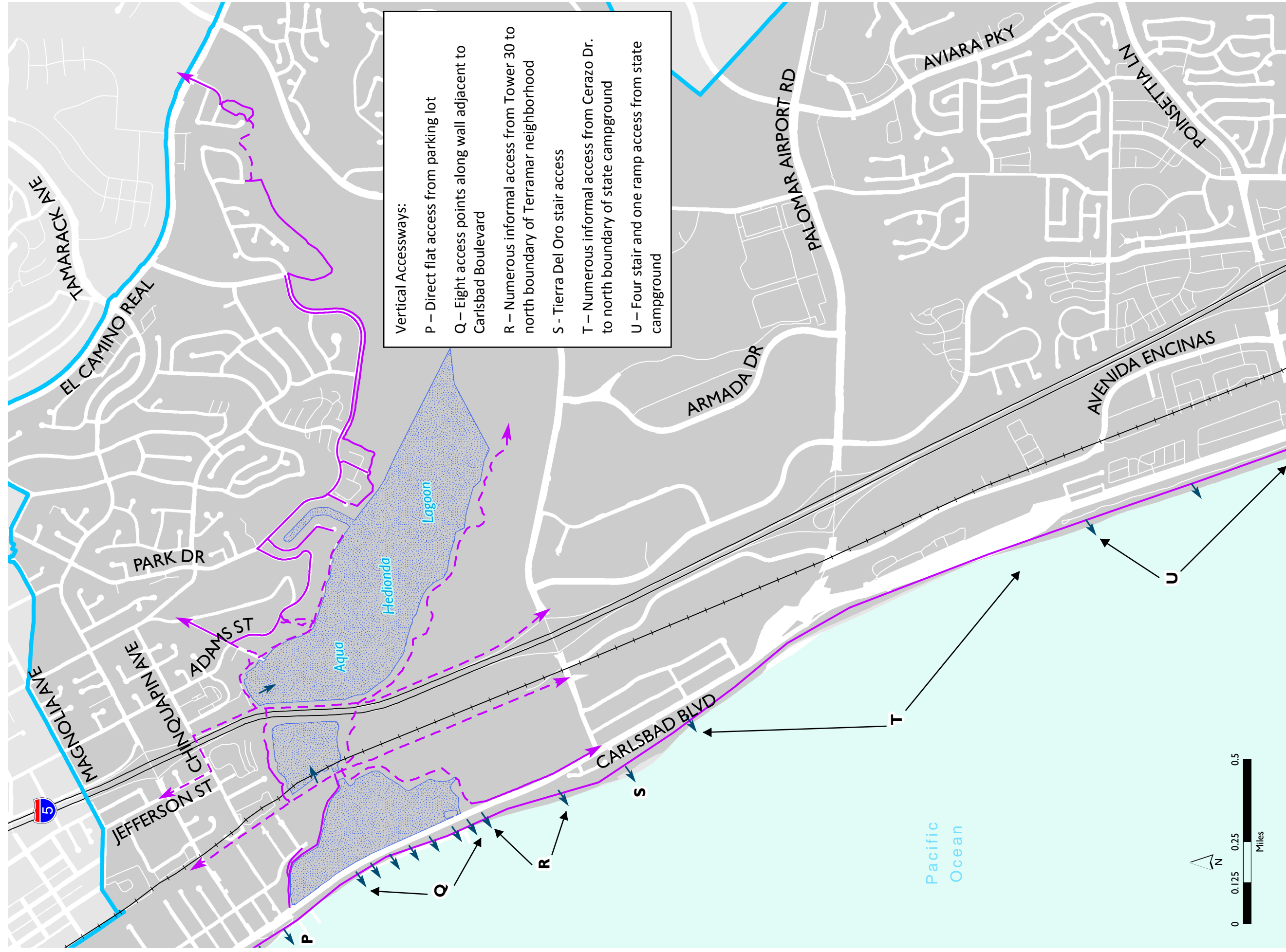
Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2016

9/2019 | P:\Projects\HMS\GIS\DPD\Carsbad_PDD\CDP_2017\Chapter 4\Figure 4-1A Vertical and Lateral Coastal Pedestrian Access 1117.rvt

FIGURE 4-1A
VERTICAL AND LATERAL PEDESTRIAN COASTAL ACCESS

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CITY OF CARLSBAD LOCAL COASTAL PROGRAM



Vertical Accessways:

- P – Direct flat access from parking lot
- Q – Eight access points along wall adjacent to Carlsbad Boulevard
- R – Numerous informal access from Tower 30 to north boundary of Terramar neighborhood
- S - Tierra Del Oro stair access
- T – Numerous informal access from Cerazo Dr. to north boundary of state campground
- U – Four stair and one ramp access from state campground

LEGEND

- Coastal Zone
- City Limit
- Lagoon
- Vehicle Access (Major Streets and Highways)
- Railroad
- Existing Vertical Pedestrian Access
- Existing Lateral Pedestrian Access
- Future Lateral Pedestrian Access

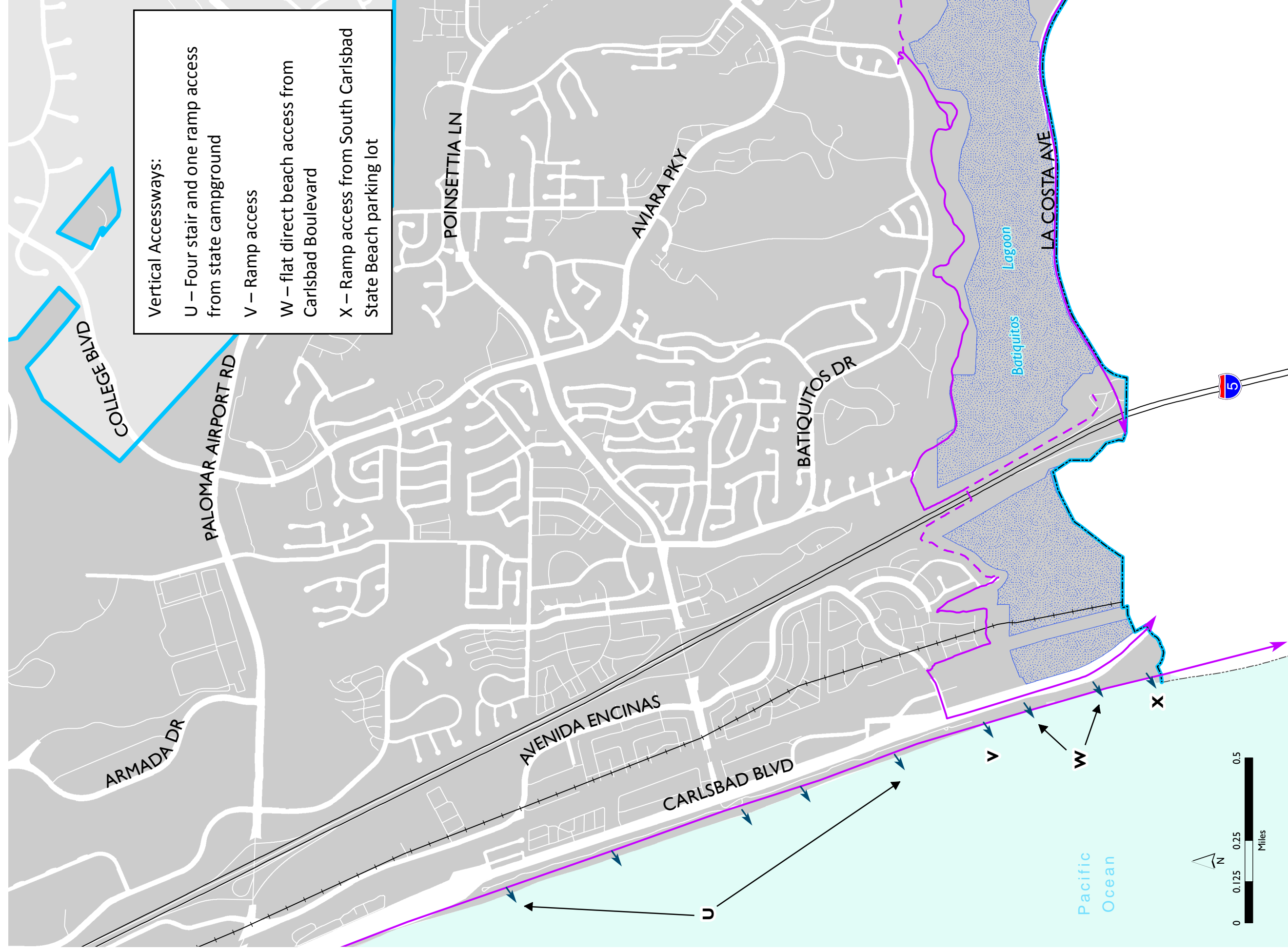
Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2016

9/20/2019 10:15:00 AM E:\GIS\Projects\Carlsbad_LocalCoastal\FIGURE_4-1B_Vertical_and_Lateral_Coastal_Pedestrian_Access_11x17.mxd

FIGURE 4-1B
VERTICAL AND LATERAL PEDESTRIAN COASTAL ACCESS

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CITY OF CARLSBAD LOCAL COASTAL PROGRAM



Vertical Accessways:

- U – Four stair and one ramp access from state campground
- V – Ramp access
- W – flat direct beach access from Carlsbad Boulevard
- X – Ramp access from South Carlsbad State Beach parking lot

LEGEND

- Coastal Zone
- City Limit
- Lagoon
- Vehicle Access (Major Streets and Highways)
- Railroad
- Existing Vertical Pedestrian Access
- Existing Lateral Pedestrian Access
- Future Lateral Pedestrian Access

Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2016

9/20/19 10:45 AM \\P:\Map\16450\BPH\CD\Carlsbad_IP\CD\CO_2016\Chapter 4\Figure 4-1C Vertical and Lateral Coastal Pedestrian Access 11x17.mxd

FIGURE 4-1C
VERTICAL AND LATERAL PEDESTRIAN COASTAL ACCESS

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Pedestrian Access to Lagoons

In addition to beach and coastal shoreline accessibility, there are also numerous access points to Carlsbad's three lagoons: Buena Vista Lagoon, Agua Hedionda Lagoon, and Batiquitos Lagoon. Vertical access to lagoons typically occurs through residential neighborhoods. Lateral access along the lagoon shoreline typically occurs in the form of trails. The following is an overview of the walking trails, paved sidewalks, and bikeways that provide access to and along each of the city's lagoons:

- Buena Vista Lagoon
 - Along the southern lagoon boundary between Marron Road and Interstate 5, a sidewalk and bikeway are provided adjacent to Jefferson Street. Pedestrians and bicyclists can also cross between the south and north shores of the lagoon using the sidewalk and bikeway adjacent to Carlsbad Boulevard.
 - A public park (Maxton Brown Park) also provides walking paths and passive public recreation located adjacent to the southern boundary of the lagoon at State Street and Laguna Drive.

- Agua Hedionda Lagoon
 - Outer lagoon. A trail exists along the northern lagoon boundary between the coast and the railroad. Pedestrians and bicyclists can also access the lagoon's western boundary using the sidewalk and bikeway adjacent to Carlsbad Boulevard.
 - Middle lagoon. Access is available at the North Coast YMCA Aquatic Park next to the railroad tracks; there is boating access for the YMCA Aquatic Park.
 - Inner lagoon. A trail exists along the northern lagoon boundary between Bayshore Drive and Marina Drive; a public sidewalk along Cove Drive provides access to the lagoon's north shore. The Agua Hedionda Lagoon Discovery Nature Center provides access to the lagoon's eastern boundary. Access to boating and water sports is available at the California Watersports site located on the lagoon's north shore adjacent to Interstate 5.

- Batiquitos Lagoon
 - Existing trails provide public access along most of the lagoon's north shore. Pedestrians and bicyclists are also able to access the lagoons southern and western boundaries using the sidewalks and bikeways adjacent to La Costa Avenue and Carlsbad Boulevard.

Public Access Through Potential Prescriptive Rights

Along the California coast, the public has historically used private land to access the ocean, such as informal trails to the beach, parking areas, and bluff tops. Per California law, under certain conditions,

long-term public access across private property may result in a permanent public easement—a public prescriptive right of access.

Per the California Coastal Commission’s Coastal Public Access Program, the Coastal Commission researches and inventories the historic public use of areas with the potential for significant public access benefits. Where research shows that the public use is substantial enough to create potential prescriptive rights, the state’s Attorney General’s Office can take legal action to protect those areas for public use.

In Carlsbad, the Attorney General has not established prescriptive rights. However, there may be areas in Carlsbad where the public has historically used land to access the coast, and where the Coastal Commission and Attorney General could establish prescriptive rights of use.

Future Vertical and Lateral Pedestrian Accessway Improvements

As of 2016, the City of Carlsbad has approved permits and funding to make improvements to seven beach accessways located along Ocean Street, including the privately maintained accessways at Cypress Avenue and Oak Avenue. Once the improvements are complete, the city intends to assume maintenance responsibility of the Cypress Avenue and Oak Avenue accessways.

Additional lateral access along the lagoons and coast will be provided through the construction of new trails and bikeways, as described below.

4.3 Active Transportation Access

Active transportation is defined as human-powered modes of transportation, such as walking and bicycling. 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 along the coast and near the lagoons). In addition to sidewalks adjacent to streets, which provide active pedestrian access to the coast, Carlsbad offers an extensive network of trails and bikeways that provide active transportation access to the coast, lagoons, coastal open space, and coastal views.

Trails

While the rolling topography of Carlsbad's Coastal Zone can be challenging for pedestrians and bicyclists, the city's open space areas, three lagoons, coastline, and Mediterranean climate make it an ideal location for an extensive trail system. Trails connect residents and visitors to the city's beaches, coastal resources, and activities, as well as to the three lagoons.

Existing and Future Trails

In general, Carlsbad's trails are divided into two main categories: open space and mobility trails. Open space trails include nature trails, recreation trails, and wide dirt/utility roadbed trails. Mobility trails include roadside trails, sidewalks, and multi-use paved paths. Figure 4-2 shows the location of existing trails in the Coastal Zone and Table 4-1 identifies the name and length of each trail.

Figure 4-2 and Table 4-1 also identify future trails planned in the Coastal Zone. These future trails will close gaps in the citywide trail network and improve access to the city's beaches, lagoons, parks, and other open space areas. In addition to the planned future trails shown on Figure 4-2, opportunities for other trails may arise in the future that the city could consider, such as a trail along Agua Hedionda Lagoon's southern shoreline.

Regional Trails Projects

North Coast Corridor Public Works Plan

Caltrans' Interstate 5 North Coast Corridor Public Works Plan proposes to enhance all Interstate 5 interchanges and crossings to better integrate and accommodate bicyclists and pedestrians in and outside of the Coastal Zone. The proposed bicycle and pedestrian improvements will create or substantially improve many trail connections, including highway over- and under-crossings that will be reconstructed with pedestrian bridges and enhanced sidewalks/bike lanes. These improvements will provide safe, non-automobile-dependent routes to and within the Coastal Zone. Most important for improving access to and along the coastline, the planned trails/bikeways include the Coastal Rail Trail and the North Coast Bike Trail.

North Coast Bike Trail

A key component of the North Coast Corridor Public Works Plan is the proposed North Coast Bike Trail, a new bicycle facility that will run the 27-mile length of the north coast corridor, roughly parallel to Interstate 5. Caltrans will construct portions of the bikeway fall within the Interstate 5 right-of-way and coordinate with local jurisdictions to ensure connectivity to trail segments outside of the interstate right-of-way. Figure 4-2 shows future segments of the North Coast Bike Trail (segments 7F and 12C). Refer to Figure 4-3 for a composite of future regional trail projects, including the anticipated alignment of the North Coast Bike Trail.

Coastal Rail Trail

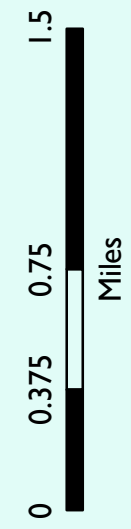
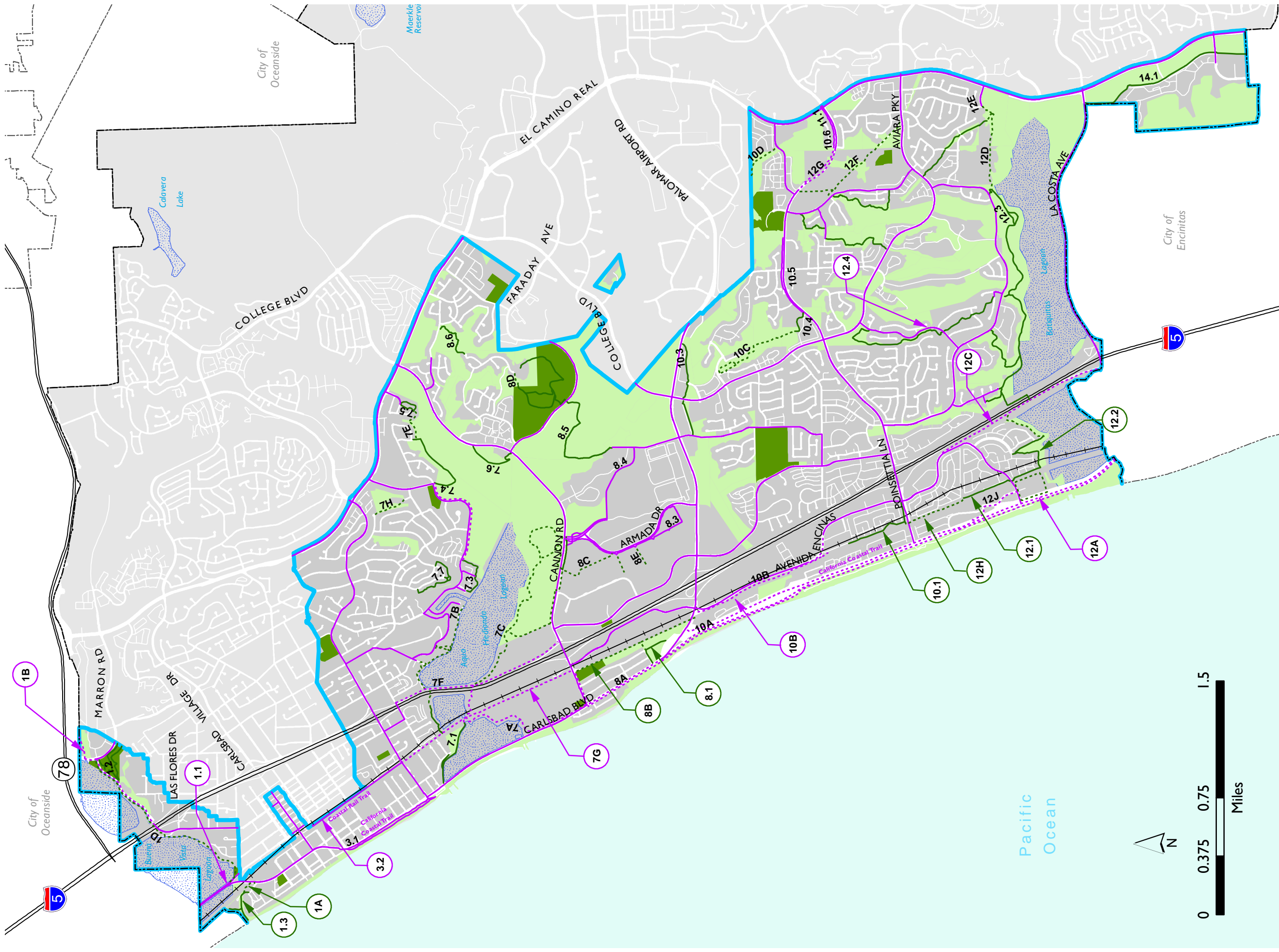
The Coastal Rail Trail is a dedicated bicycle facility along the San Diego region's coastal corridor, with most segments located in or adjacent to the railroad right-of-way. Once fully completed, the Coastal Rail Trail will provide a continuous north-south bicycle route with direct access to coastal resources and recreational facilities. Figure 4-2 shows future segments of the North Coast Bike Trail (segments 7G, 8B, and 10B). Figure 4-3 shows the approved planned alignment of the Coastal Rail Trail. South of the Carlsbad Village, the trail follows the railroad right-of-way all the way to the Poinsettia Coaster Station. South of the Poinsettia Coaster Station, the trail runs along Avenida Encinas and Carlsbad Boulevard to the city's southern border. As part of the North Coast Corridor Public Works Plan, Caltrans and SANDAG have identified opportunities to complete approximately seven miles of the Coastal Rail Trail along the San Diego coastal corridor. These segments also will contribute to the completion of the California Coastal Trail.

California Coastal Trail

The California Coastal Conservancy is leading the effort to establish the California Coastal Trail, a 1,200-mile trail network spanning the entire California coastline. The anticipated Carlsbad segment is not well-defined, but as shown in Figure 4-3, is likely to follow parts of the Coastal Rail Trail across Buena Vista Lagoon and then follow a series of streets through Carlsbad Village continuing south along or near Carlsbad Boulevard.

The trail may be located on a variety of terrains, including the beach, bluff edge, hillsides providing scenic vantage points, and within street rights-of-way. The alignment can take many forms, including informal footpaths, paved sidewalks, and separate bicycle paths. When no other alternative exists, the alignment sometimes connects along the shoulder of the road. While primarily for pedestrians, the trail may also accommodate a variety of user groups including bicyclists, wheelchair users, equestrians, and others as opportunities allow.

CITY OF CARLSBAD LOCAL COASTAL PROGRAM



- LEGEND**
- Coastal Zone
 - City Limit
 - Lagoon
 - Existing and Future Parks
 - Open Space
 - Railroad

- Off Street Trails**
- Existing
 - Future
- Roadside Trails**
- Existing
 - Future

NOTE: The alignment of the trails depicted on this figure is not precise. The alignment of future trails may be adjusted as warranted, as information becomes available through additional fieldwork, environmental analysis, and more detailed planning

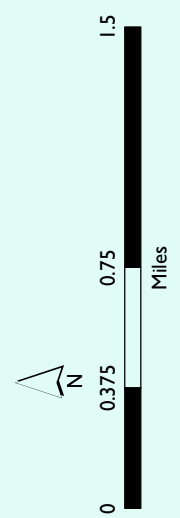
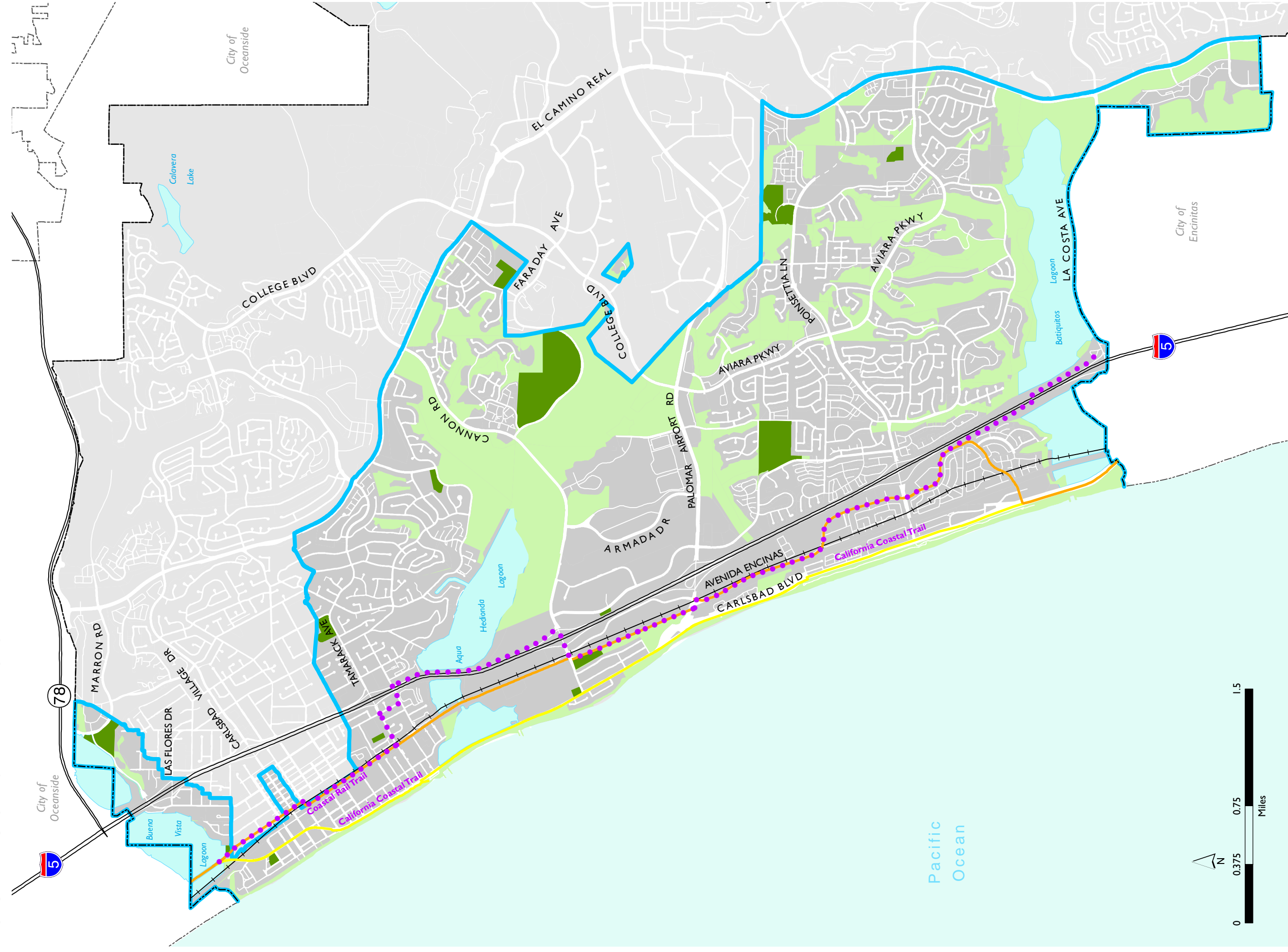
Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2019

9/23/2019 10:51:54 AM \\HMS200000\Carlsbad_IPX\DLCP_2019\Chapter 4\Figure 4-2 Coastal Trails (1x17.mxd)

**FIGURE 4-2
COASTAL TRAILS**

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CITY OF CARLSBAD LOCAL COASTAL PROGRAM



Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2019

LEGEND

- Coastal Zone
- City Limit
- Existing and Future Parks
- Open Space
- Railroad
- North Coast Bike Trail (Caltrans)
- Coastal Rail Trail
- California Coastal Trail

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FIGURE 4-3
REGIONAL TRAIL PROJECTS

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CARLSBAD LOCAL COASTAL PROGRAM LAND USE PLAN

Table 4-1, Existing and Future Trails in Carlsbad's Coastal Zone¹

Trail #	Status	Trail Name	Trail Length (Mi.)	Trail Type
1.1	Existing	Coastal Rail Trail (Reach 1)	0.2	Type 6
1.2	Existing	Hosp Grove	0.7 ²	Type 1
1.3	Existing	North Beach Trail	0.3	Type 1
1A	Future	Carlsbad Boulevard Lagoon Overlook Area	0.1	Type 2
1B	Future	Haymar Road	0.1 ²	Type 1
1D	Future	Buena Vista Lagoon South Shore Trail	1.3	Type 1
3.1	Existing	Sea Wall	0.7	Type 6
3.2	Existing	Coastal Rail Trail (Reach 2)	0.7	Type 6
7.1	Existing	Agua Hedionda North Shore Hubbs Trail	0.5	Type 3
7.2	Existing	Agua Hedionda Harbor Drive	0.2	Type 1
7.3	Existing	Agua Hedionda Bayshore Drive Trail	0.3	Type 2
7.4	Existing	Agua Hedionda Kelly Trail (Hallmark East)	0.6	Type 3
7.5	Existing	Agua Hedionda Summerwind Trail	0.3	Type 2
7.6	Existing	Agua Hedionda Nature Center	0.4	Type 2
7.7	Existing	Sunnyhill Drive Trail	0.5	Type 2
7A	Future	Coastal Corridor Trail (Cannon Park to Encinas Power Station)	1.2	Type 6
7B	Future	North Shore Agua Hedionda Lagoon Trail (I-5 to Cove Drive)	1.1	Type 1
7C	Future	South Shore Agua Hedionda Lagoon Trail	2.4	Type 2
7D	Future	Park Drive Trail	0.7	Type 4
7E	Future	Hallmark East Trail (connecting to Kelly Trail)	0.2	Type 1
7F ³	Future	I-5 North Coast Bike Trail (Chinquapin to Cannon Road)	1.1	Type 6
7G	Future	Coastal Rail Trail (Tamarack Avenue to Cannon Road) Reach 3	1.2	Type 6
7H	Future	Shayan Property Trail (High Ridge Avenue to Aura Circle)	0.2	Type 1
8.1	Existing	Manzano Trail	0.2	Type 2
8.2	Existing	Flower Fields (along Cannon Road)	0.2	Type 2
8.3	Existing	Armada Drive Trail	1.7	Type 6
8.4	Existing	Legoland	0.5	Type 6
8.5	Existing	The Crossings/Veterans Park	2.1	Type 2/3
8.6	Existing	Kelly Ranch	0.3	Type 1
8A	Future	Coastal Corridor Trail (Cannon Road to Palomar Airport Road)	0.8	Type 6
8B	Future	Coastal Rail Trail (Cannon Road to Palomar Airport Road) Reach 4	0.9	Type 6
8C	Future	Floral Trade Center Trail	0.6	Type 2
8D	Future	Ocean View Point Trail (connection to Veterans Memorial Park)	0.1	Type 2
8E	Future	Carlsbad Ranch	0.3	Type 2
10.1	Existing	Water's End	0.5	Type 2
10.2	Existing	Hidden Valley Road	0.4	Type 2
10.3	Existing	24 Hour Fitness	0.3	Type 2
10.4	Existing	Calvary Chapel Trail	0.2	Type 3
10.5	Existing	Poinsettia Lane (Aviara Park to Brigantine)	0.5	Type 4
10.6	Existing	Poinsettia Lane (El Camino Real to Skimmer Court)	0.3	Type 4

Table 4-1, Existing and Future Trails in Carlsbad's Coastal Zone¹				
Trail #	Status	Trail Name	Trail Length (Mi.)	Trail Type
10A	Future	Coastal Corridor Trail (Palomar Airport Road to Poinsettia Lane)	1.8	Type 6
10B	Future	Coastal Rail Trail (Palomar Airport Road to Poinsettia COASTER Station) Reach 5	1.0	Type 4
10C	Future	SDG&E Utility Road (Plum Tree Court to Poinsettia Lane)	0.8	Type 3
10D	Future	SDG&E Utility Road (Casia Road to Camino Vida Roble)	0.3	Type 3
12.1	Existing	San Pacifico	0.3	Type 1
12.2	Existing	Batiquitos Lagoon North Bluff	0.7	Type 2
12.3	Existing	Batiquitos Lagoon North Shore	2.7	Type 1/2
12.4	Existing	Aviara Trails	3.1	Type 2
12A	Future	Coastal Corridor Trail (Poinsettia Lane to La Costa Avenue)	1.4	Type 6
12B	Future	Rosalena Trail (north shore of Batiquitos Lagoon, near Navigator Circle to I-5)	0.3	Type 2
12C ³	Future	I-5 North Coast Bike Trail (La Costa Avenue to Avenida Encinas)	1.2	Type 6
12D	Future	Batiquitos Lagoon Extension (Batiquitos Drive to Arenal Drive)	0.5	Type 1
12E	Future	Batiquitos Lagoon Trail (Choya Point to Arenal Drive)	0.2	Type 1
12F	Future	SDG&E Utility Road (Poinsettia Lane to Aviara Parkway)	0.9	Type 3
12G	Future	Poinsettia Lane/Poinsettia 61	0.8	Type 4
12H	Future	Lakeshore Gardens	0.4	Type 1
12I	Future	South Ponto Trail	0.6	Type 1
12J	Future	Ponto Drive Trail	0.4	Type 4
14.1	Existing	La Costa Glen	1.1	Type 2
TOTAL MILES OF EXISTING TRAILS IN COASTAL ZONE			19.7	
TOTAL MILES OF FUTURE TRAILS IN COASTAL ZONE			22.9	
TOTAL MILES OF EXISTING AND FUTURE TRAILS IN COASTAL ZONE			42.6	
<ol style="list-style-type: none"> 1. As shown on Figure 4-2 Trails 2. This is the length within the Coastal Zone; the trail extends outside the Coastal Zone 3. This trail segment is proposed as part of the Caltrans North Coast Corridor Public Works Plan 				

Table 4-2, Trail Design Guidelines

Trail Type	Primary Intended Use ¹	Typical Width	Surface Material	Amenity Examples
Open Space Type 1	Nature trail	4 feet	<ul style="list-style-type: none"> Crushed rock, sand, or gravel Uncompacted native soil or decomposed granite 	<ul style="list-style-type: none"> Minor kiosk with map Trail name and regulatory signs Interpretive facilities Vista pullouts/viewpoints Benches Trash receptacles/dog waste dispenser
Open Space Type 2	Multi-use recreation trail	6 – 8 feet	<ul style="list-style-type: none"> Compacted chipped stone Compacted or emulsified decomposed granite 	<ul style="list-style-type: none"> Minor/major kiosk with info/map Trail name and regulatory signs Gateway monument Shade structures Interpretive facilities Vista pullouts/viewpoints Picnic tables Benches Trash receptacles/dog waste dispenser Bike racks
Open Space Type 3	Wide dirt trails Utility roadbeds	8 – 14 feet	<ul style="list-style-type: none"> Crushed rock, sand, or gravel Uncompacted native soil or decomposed granite Compacted chipped stone Compacted or emulsified decomposed granite 	<ul style="list-style-type: none"> Minor kiosk with map Trail name and regulatory signs Vista pullouts/viewpoints Trash receptacles/dog waste dispenser
Mobility Type 4	Roadside or connector trails	8 – 12 feet	<ul style="list-style-type: none"> Compacted chipped stone Compacted or emulsified decomposed granite Asphalt, concrete, or permeable concrete 	<ul style="list-style-type: none"> Minor/major kiosk with info/map Trail name and regulatory signs Gateway monument Shade structures Vista pullouts/viewpoints Benches Trash receptacles/dog waste dispenser Drinking fountain
Mobility Type 5	Connector sidewalks or special street crossings	5 feet	<ul style="list-style-type: none"> Asphalt, concrete, or permeable concrete 	<ul style="list-style-type: none"> Benches Trash receptacles/dog waste dispenser

Table 4-2, Trail Design Guidelines				
Trail Type	Primary Intended Use¹	Typical Width	Surface Material	Amenity Examples
Mobility Type 6	Paved multi-use trails	10-14 feet	<ul style="list-style-type: none"> Asphalt, concrete, or permeable concrete 	<ul style="list-style-type: none"> Restrooms Minor/major kiosk with info/map Trail name and regulatory signs Gateway monument Shade structures Interpretive facilities Vista pullouts/viewpoints Picnic tables Benches Trash receptacles/dog waste dispenser Bike racks Drinking fountain
<p>1. Trails within the City of Carlsbad are typically open to all non-motorized uses unless otherwise stated or restricted for resource protection and conditioned by resource agencies. Bicycle use on the Batiquitos Lagoon North Shore Trail is prohibited.</p>				

As described in the California Coastal Conservancy's 2003 report to the state legislature, "Completing the California Coastal Trail," the California Coastal Trail system is to be designed and implemented to:

- Provide a continuous walking and hiking trail as close to the ocean as possible.
- Provide maximum access for a variety of non-motorized uses by utilizing parallel trail segments where feasible.
- Maximize connections to existing and proposed local trail systems.
- Ensure connections to trailheads, parking areas, transit stops, and inland trail segments at reasonable intervals.
- Maximize ocean views and scenic coastal vistas.
- Provide an educational experience, where feasible, through interpretive programs, kiosks, and other facilities.

Bikeways

In addition to the bicycle trails described above, designated bikeways are present on most major streets in the Carlsbad Coastal Zone. Bikeways are designed as bike paths (Class I), bike lanes (Class II), or bike routes (Class III), as shown on Figure 4-4 Bicycle Network. Caltrans defines bikeway facility types as follows:

Class I Bikeway (bike path) – provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and cross-flow conflicts are minimized.

Class II Bikeway (bike lane) – provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, accommodating bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists.

Class III Bikeway (bike route) – shared facility that serves either continuity to other bicycle facilities or designates preferred routes through high-demand corridors.

In addition to the designated bikeways described above, a number of local streets without designated bikeways also provide for safe and efficient bicycle travel in the Coastal Zone. These streets typically do not have a bikeway designation; however, the entire street system may be fully adequate for safe and efficient bicycle travel. These are most commonly found along local streets with low vehicle speeds, which enables bicycle travel to be accommodated with vehicle travel.

Future Bikeway Improvements

In addition to incorporating additional routes into the bikeway network, as shown on Figure 4-4, clear directional/way-finding signage and secure bicycle parking at schools, shopping centers, beaches, employment centers, and transit stops will encourage more people to ride bicycles and enhance the level of comfort for all.

While most of the streets within the Coastal Zone currently include a bicycle facility within the right-of-way, there are gaps in some locations. In particular, bicycle lanes are discontinuous along Palomar Airport Road, just east of Carlsbad Boulevard, and within many of the Interstate-5 interchanges and crossings. Gaps and other barriers, such as the railroad and freeway, diminish connectivity to the coastline for cyclists. As described above, the Caltrans Interstate 5 North Coast Corridor Public Works Plan proposes additional trail connections across lagoons and along the freeway, and to enhance all interchanges and crossings to better integrate and accommodate bicyclists and pedestrians.

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4.4 Vehicular Access

Streets

Vehicle access to the coast is provided via Carlsbad's system of freeways, regional streets, and local streets. North/south facilities in the Coastal Zone include Interstate 5, El Camino Real, Carlsbad Boulevard, College Boulevard, Paseo del Norte, and Avenida Encinas. East/west facilities include Carlsbad Village Drive, Chestnut Avenue, Tamarack Avenue, Cannon Road, Faraday Avenue, Palomar Airport Road, Poinsettia Lane, Aviara Parkway, and La Costa Avenue. While State Route 78 does not run within the city limits of Carlsbad, it provides a regional east-west freeway just north of Carlsbad that provides vehicle access to the coast from Interstate 15 in Escondido.

Future Street Improvements

Most major streets in the city's Coastal Zone are constructed and provide access to the coast; however, one segment of Poinsettia Lane is not yet constructed (between Cassia Road and Skimmer Court). Construction of the Poinsettia Lane segment is planned by the city as part of its street system; completion of the street will provide direct access to the coast from El Camino Real.

Coastal Visitor Parking

Visitors to Carlsbad's beaches can find numerous opportunities to park a vehicle adjacent to or in close proximity to the beach. Carlsbad offers numerous public beach parking lots and on-street parking along streets directly adjacent to the beach, as well as other nearby public parking lots and street parking. Both public off-street parking and on-street parking are shown in Figure 4-5, Vehicle and Transit Access.

Public Off-Street Parking

Four public parking lots directly serve Carlsbad's beaches, as shown on Figure 4-5. The city owns and maintains the parking lot at the south end of Ocean Street; the state owns and maintains the other parking lots identified on Figure 4-5. These parking lots provide 524 parking spaces for beach visitors, including 62 spaces at Ocean Street, 127 spaces at Tamarack, 90 spaces at Palomar Airport Road, and 245 spaces at South Ponto. Two parking lots offer free parking (Ocean Street and Palomar Airport Road) and two require a fee to park (Tamarack and South Ponto).

Additional public parking lots are located in areas within close proximity to the beach, such as the Village, Barrio, and beach neighborhoods north of Agua Hedionda Lagoon; these nearby areas provide over 600 additional parking spaces in public parking lots.

Public On-Street Parking

Carlsbad Boulevard is located parallel and adjacent to most of Carlsbad's coastline. Along the boulevard, there are an additional 587 on-street parking spaces (parallel and angled parking within the street right-of-way); refer to Figure 4-5.

In addition to Carlsbad Boulevard, there are numerous public streets near the beach, particularly within the neighborhoods north of Agua Hedionda Lagoon, that provide on-street parking within a short walking distance of the beach. A 2016 parking study conducted by the city identified 1,743 on-street parking spaces within the beach area north of Agua Hedionda Lagoon and generally west of the railroad (in addition to the parking available on Carlsbad Boulevard). The study also identified 3,191 on-street parking spaces within the nearby Village and Barrio neighborhoods.

Parking Availability

The Carlsbad Village, Barrio, and Beach Area Parking Study (conducted in May and July 2016) concluded there is adequate parking capacity in the study area (generally north of Tamarack Avenue to the northern city boundary between the beach and Interstate 5). The study found 54 percent of parking spaces throughout the study area were occupied during peak periods, well below a typical parking occupancy threshold of 85-90 percent. While parking occupancy in the study area is generally low, some parking areas close to the beach can experience high occupancy rates during times of peak demand. The parking study found that a number of on-street and off-street facilities close to the beach experienced occupancies greater than 90 percent.

4.5 Transit Access

Transit in Carlsbad includes bus service, ADA paratransit service, COASTER commuter rail, and Amtrak rail service. Indirectly, transit service is also provided by the Sprinter light rail system and Metrolink commuter rail.

- **Bus Service.** Bus service is provided by the North County Transit District (NCTD), which operates the BREEZE and FLEX bus service within Carlsbad. The BREEZE currently operates nine bus routes within the city. Route 101 runs along Carlsbad Boulevard between the city’s northern and southern borders. The FLEX provides bus service by reservation; the FLEX travels anywhere within the southern portion of Carlsbad’s Coastal Zone (south of Cannon Road).
- **Paratransit Service.** The NCTD also offers LIFT, a curb-to-curb service for eligible disabled persons who are unable to utilize the BREEZE.
- **COASTER Commuter Rail.** This north–south commuter rail transit service connects north San Diego County to the City of San Diego. Carlsbad is served by two COASTER stations, one located north of Poinsettia Lane (just west of Interstate 5) and the other is in the Carlsbad Village area. COASTER stations are shown on Figure 4-5, Vehicle and Transit Access.
- **Sprinter.** This east–west light rail transit service connects Escondido to the Oceanside coast. Although the Sprinter does not run within the city limits, it is just north of Carlsbad. Connections to Carlsbad are offered via the COASTER and BREEZE services and by bicycle.
- **Amtrak.** Amtrak is a national passenger rail service connecting San Diego to San Luis Obispo. Six Amtrak trains per day currently stop in Carlsbad. Amtrak and the COASTER commuter rail share the Poinsettia and Carlsbad Village stations. Amtrak stations are shown on Figure 4-5, Vehicle and Transit Access.
- **Metrolink.** Metrolink is a commuter rail service serving Ventura, Los Angeles, Orange, San Diego, Riverside, and San Bernardino counties. Metrolink’s Orange County line connects to the COASTER line in Oceanside.

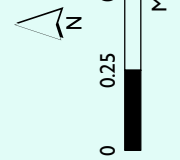
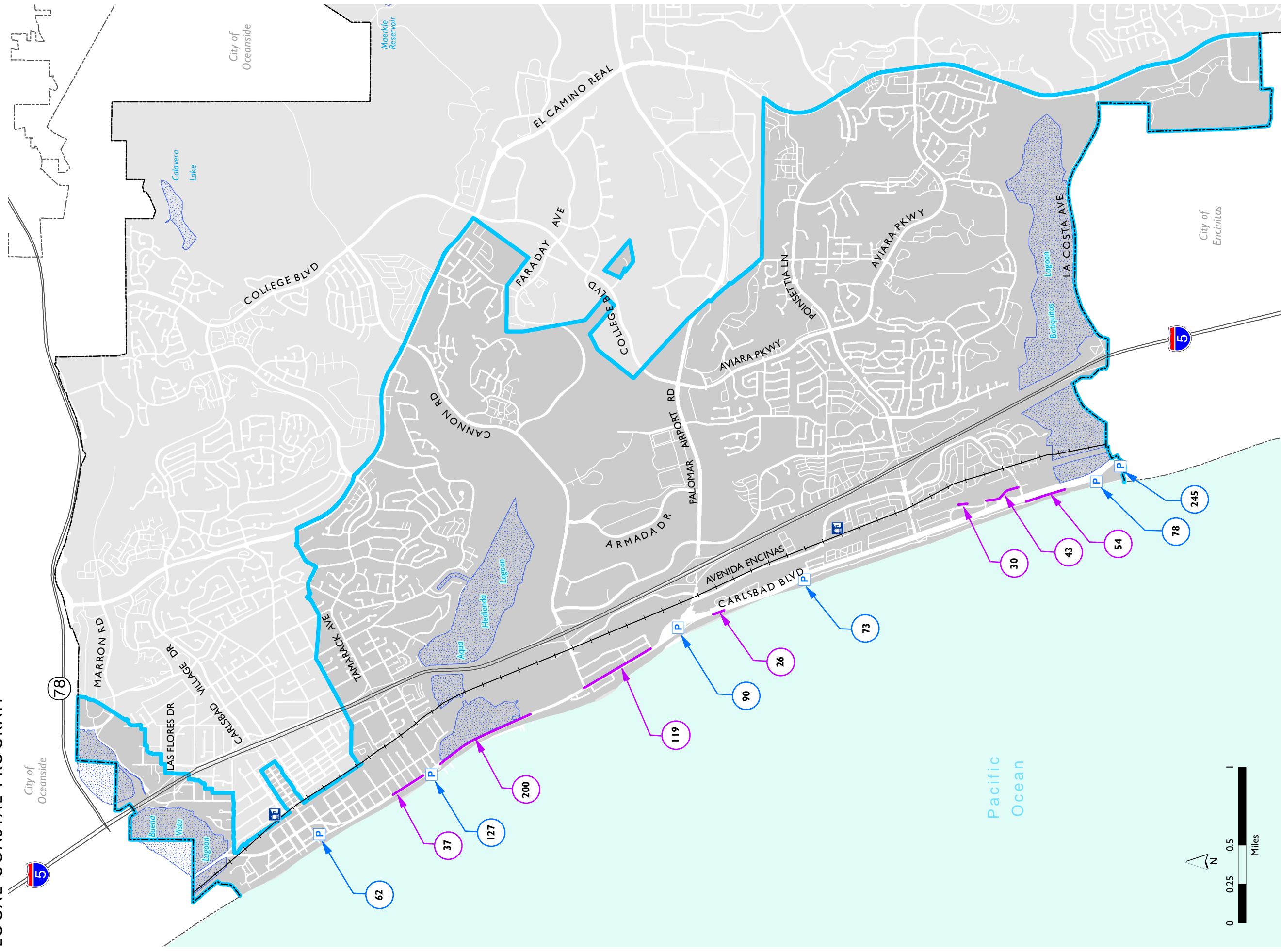
Transit Improvements

Future transit service and improvements in the Coastal Zone will primarily be coordinated by NCTD. Improvements to transit service will continue to advance transit infrastructure and facilitate improved

access to Carlsbad's beaches and coastline. The following is a summary of some of the local and regional planning efforts that focus on improving transit along the coast:

- The city is evaluating opportunities to improve connections to transit and transit alternatives, including opportunities to work with private and public transport providers to improve "first and last mile" connections and frequency of transit services.
- The city is studying the potential of a trolley service that could connect Carlsbad's beaches and coastline to the Village and Barrio areas.
- As part of the North Coastal Corridor Public Works Plan, rail and transit improvements are proposed in Carlsbad. Bus service is proposed to be enhanced along Carlsbad Boulevard; and rail service is proposed to be improved by the addition of 0.75 miles of second mainline rail track across Batiquitos Lagoon from Avenida Encinas to La Costa Avenue. Rail improvements include replacing a wooden trestle bridge, built in the 1930s, with a modern, double-track concrete rail bridge.
- Coastal rail improvements are proposed for the tracks serving the COASTER and Surfliner trains in San Diego County. These proposed improvements include double tracking, bridge replacements, and station improvements. Improvements to the COASTER service (2020 and 2030) are also proposed to increase service and reduce headways. The city and San Diego Association of Governments (SANDAG) are exploring the feasibility of grade-separating a portion of the rail line through Carlsbad.
- Bus route 440 (2050) is a proposed rapid bus that will provide frequent service between Carlsbad and Escondido via Palomar Airport Road. This route will operate with 10-minute headways during peak and off-peak hours. In Carlsbad, this rapid bus route is envisioned to be accommodated through signal priority at intersections.
- Bus route 477 (2050) is a proposed rapid bus that will provide frequent service between Carlsbad and Camp Pendleton via College Boulevard. This route will operate with 10-minute headways during peak and off-peak hours. In Carlsbad, this rapid bus route is envisioned to be accommodated through signal priority at intersections.

CITY OF CARLSBAD LOCAL COASTAL PROGRAM



Source: Michael Baker International, 2016; SANGIS, 2016; City of Carlsbad, 2016

LEGEND

- Coastal Zone
- City Limit
- Lagoon
- Railroad
- Vehicle Access (Major Streets and Highways)
- P Railroad and Coaster Station
- ParkingType
- On Street Parking
- Public Parking Lots
- # On Street Parking Spaces
- # Parking Lot Spaces

FIGURE 4-5
VEHICLE AND TRANSIT ACCESS

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4.6 Livable Streets

As described above, Carlsbad provides many alternative ways to access the coast (pedestrian trails and paths, bikeways, streets, and transit). These access alternatives promote the objectives of the California Complete Streets Act (2008), which requires cities in California to plan for a balanced, multi-modal transportation system that meets the needs of all travel modes. In 2015, the city established a livable streets approach to planning for the mobility needs of pedestrians, cyclists, and transit users. The livable streets approach recognizes the street as a public space and ensures that the public space serves all users of the system (elderly, children, bicycles, pedestrians, etc.). In the Coastal Zone, pedestrians and cyclists will have access along all streets. Pedestrian and bicycle access are required to meet minimum standards to ensure pedestrians and cyclists are safe and feel encouraged to walk or bike along those streets. The city's livable streets plan also ensures that bus transit is accommodated and encouraged along Carlsbad Boulevard and all streets within ½ mile of the Village and Poinsettia COASTER stations. This emphasis on accommodating the mobility needs of pedestrians, cyclists, and transit users will improve and encourage non-automobile access to the coast.

4.7 Potential Access Restrictions

Physical Barriers

There are physical barriers that impede pedestrian, bicycle, and vehicle access to the coast, including the railroad and Interstate 5 corridors, high-volume/high-speed streets, incomplete or missing street segments, missing sidewalk segments, and missing bikeway segments. Barriers to transit access include limited bus service/routes, particularly limited transit connections between transit services (bus, rail, etc.).

Special Events

While special temporary events draw people to the coast, they can also limit use of the coast by the general public, especially when large areas are utilized for special events during peak coastal use periods (e.g., summer weekends). The City of Carlsbad annually hosts several special events, such as the Carlsbad 5K, Carlsbad Village Faire, and Carlsbad Music Festival. Events are held in public spaces and many occur in the Coastal Zone near the beach. The city manages events to minimize disruption to the affected areas and to ensure adequate access, circulation, and emergency services are provided.

Protecting Coastal Resources

In some cases, the presence of coastal resources requires restrictions or prohibitions to be placed on public access. To protect coastal resources as well as maintain public safety, the city may be selective in the location of access and choose to limit access to passive, low-impact activities, such as observation, education, or research.

Sea Level Rise

For more information on sea level rise, see Chapter 7, Coastal Hazards, and the City of Carlsbad Sea Level Rise Vulnerability Assessment.

In support of this Local Coastal Program Land Use Plan, the City of Carlsbad conducted a sea level rise vulnerability assessment in 2016. The assessment evaluates the degree to which important community assets are susceptible to, and/or unable to accommodate, the adverse effects of projected sea level rise, including expected inundation and flood levels, as well as potential bluff failure.

Coastal flooding and erosion have the potential to impact vertical (access to) and lateral (access along) beach accessways in the city. All types of access (vehicle, bikeway, and pedestrian) could be compromised. Refer to Chapter 7 for further discussion on vulnerable facilities in the City of Carlsbad.

4.8 Coastal Access Policies

The following policies provide additional direction to ensure that development in the Coastal Zone is consistent with Coastal Act requirements related to public coastal access. Some of the following policies are directly related to the Coastal Act sections described in Section 4.1 of this chapter; reference to those Coastal Act sections is noted at the end of the applicable policies.

General

- LCP-4-P.1 Ensure that adequate public coastal access facilities, including vertical and lateral access, trails and bikeways, parking, and streets are distributed throughout the beach area and other coastal destination areas to avoid impacts from overcrowding or overuse by the public of any single area [related to Coastal Act Section 30212.5].
- LCP-4-P.2 Ensure that the location, design and type of coastal access does not result in a significant adverse effect on coastal resource areas. To protect such resource areas, the city may be selective in the location of access and choose to limit access to passive, low-impact activities, such as observation, education, or research.

Vertical and Lateral Pedestrian Access

- LCP-4-P.3 Require that new development, as defined by Coastal Act Section 30212, which is located on property fronting the ocean or a lagoon shoreline, dedicate or provide direct dedication or irrevocable offers to dedicate vertical and lateral public access, except when:
- A. Providing public access would be inconsistent with the need to protect public safety, public rights, the rights of property owners, and natural resources; or
 - B. Agriculture would be adversely affected; or
 - C. Adequate public access exists nearby.
 - D. Dedications or offers of dedication shall be made to the City of Carlsbad, California Coastal Conservancy, another public agency, or other suitable entity. Offers to the city shall be accepted, where feasible. [Related to Coastal Act Sections 30210 and 30212].
- LCP-4-P.4 Require that, where feasible, vertical accessways be a minimum of 10 feet wide.

PUBLIC REVIEW DRAFT 2019

- LCP-4-P.5 Protect, maintain, and improve existing vertical accessways to ensure adequate and safe public access to the coast.
- LCP-4-P.6 Require that lateral public access easements along ocean shorelines include a minimum of 25 feet in width of dry sand at all times of the year or the entire sandy area if the dry sand area is less than 25 feet in width; the easement shall not extend further inland than any shoreline protective device or toe of coastal bluff or come closer than 10 feet to an existing single-family home.
- LCP-4-P.7 Require that lateral public access easements along lagoon shorelines be a minimum of 25 feet wide and easily identifiable; the entire easement area should be ambulatory. The city may require additional width if it is needed for public safety, buffers, or other purposes. The width of the access easement shall be measured from the mean high tide line (from the wetland boundary for Buena Vista Lagoon).
- LCP-4-P.8 Design accessways to and along lagoons to accommodate pedestrians and bicycles (where bicycle access would be feasible).
- LCP-4-P.9 Provide, to the extent feasible, adequate buffer area and landscaping along accessways to minimize conflicts with adjacent private uses.
- LCP-4-P.10 Require that dedicated public accessways be opened to public use at the time a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway [related to Coastal Act Section 30212].
- LCP-4-P.11 Seek funding opportunities from state, federal, and local agencies to provide additional access points to the beach, the city's three lagoons, and other special resource areas.
- LCP-4-P.12 Encourage and coordinate with the California Department of Parks and Recreation in efforts to:
- A. Improve and maintain existing, ill-defined vertical accessways to South Carlsbad State Beach.
 - B. Construct an additional vertical accessway to South Carlsbad State Beach near the intersection of Carlsbad Boulevard and Palomar Airport Road.
 - C. Improve underutilized portions of state beach lands to provide recreational facilities and additional beach accessways.

CARLSBAD LOCAL COASTAL PROGRAM LAND USE PLAN

- LCP-4-P.13 Ensure that the oceanfront parcel, which is located north of Cannon Road between the state-owned beach to the north and the Terramar neighborhood to the south, is protected for public beach access. A dedicated, improved, and maintained vertical beach accessway from this parcel should be provided to discourage public use/creation of informal vertical beach accessways.
- LCP-4-P.14 Identify opportunities to provide and maintain continuous lateral public access, where feasible and safe to do so, along the south shore of Buena Vista Lagoon, and the north and south shores of Agua Hedionda Lagoon and Batiquitos Lagoon. The provision of such access shall include seeking lateral access across developed lands in addition to requiring such access as conditions of new development. The provision of lateral access along the lagoons shall minimize grading and avoid and/or minimize impacts to environmentally sensitive habitat areas.
- LCP-4-P.15 Require that structures located within 100 feet of a lateral access along Agua Hedionda Lagoon be set back from the nearest point of the public accessway a distance that is at a minimum twice the height of the structure above finished grade. Such structures shall also provide landscaping to minimize views of the structure from the public accessway.
- LCP-4-P.16 Ensure that public accessways to the ocean and lagoons are well-maintained and identified with clear signage. Signage should utilize a consistent design [related to Coastal Act Section 30210].
- LCP-4-P.17 Consider agreements with private organizations or conservancy agencies to address the management, maintenance, monitoring, and liability of accessways.
- LCP-4-P.18 Limit development on the beach to coastal dependent facilities, public recreation and safety facilities, and public facilities that provide public access to the beach. Development on the beach shall be sited and designed to protect environmentally sensitive resources, minimize encroachment onto the beach, and avoid hazardous areas.
- LCP-4-P.19 Prohibit restrictions on public access to the beach, such as signs that deter use of accessways and beaches, and closures or curfews of public beaches, parking lots, or accessways, unless otherwise permitted by a coastal development permit.
- LCP-4-P.20 Ensure that development does not interfere with the public's right of access to the sea where such access is acquired through legislation or use, including, but not limited to,

use of beaches to the first line of terrestrial vegetation [related to Coastal Act Section 30211].

- LCP-4-P.21 Formalize public rights of access acquired through use (prescriptive rights). New development, as defined by Coastal Act Section 30212, that is located on property containing evidence of historic public access to the ocean or a lagoon shoreline (such as informal access trails across private property), shall be subject to the following:
- A. An investigation shall be conducted – by the California Coastal Commission in coordination with the Attorney General – to determine if there is evidence that the historic use of the property is substantial enough to create potential prescriptive rights.
 - B. If the Attorney General acts to protect public prescriptive rights of use, development shall not interfere with or diminish the public prescriptive rights of use.
 - C. If the Attorney General does not act to establish public prescriptive rights of use, development shall provide public access to the shoreline if required by the other applicable policies of this chapter.

Trails and Bikeways

- LCP-4-P.22 Construct and maintain trails per Section 4.3 of this chapter.
- LCP-4-P.23 Obtain an irrevocable offer to dedicate or a permanent easement for multi-use trails on privately owned property where feasible, and where trails are proposed as part of the Carlsbad trail system.
- LCP-4-P.24 Improve trail and bikeway connectivity through construction of new trails and bikeways (including the proposed trails and bikeways shown on Figures 4-2 and 4-5); ensure that future trails and bikeways connect off-road trails and major on-road pedestrian and bicycle routes so that improvements to the trail/bikeway system also contribute to linkages between important sites, such as beaches and lagoons.
- LCP-4-P.25 Participate with other north county coastal communities to establish a regional trail network within the Coastal Zone, including completion of the California Coastal Trail along the north county coast.

- LCP-4-P.26 Ensure that the design, location, construction, and operation of trails and bikeways avoids or minimizes adverse impacts to coastal resources, including sensitive habitats and species.
- LCP-4-P.27 Consider opportunities for future trails and bikeways, in addition to those shown on Figure 4-2, to enhance access to the coast, such as a trail along the water shoreline of Agua Hedionda Lagoon's south shore.

Livable Streets and Connectivity

- LCP-4-P.28 Ensure that streets within the Coastal Zone provide a safe, balanced, multi-modal transportation system (vehicles, pedestrians, bikes, transit), accommodating the needs of all community members and visitors including children, the elderly, and the disabled.
- LCP-4-P.29 Maintain Carlsbad Boulevard, Carlsbad Village Drive, Cannon Road, and Palomar Airport Road as the main routes to and along the coast for all travel modes - pedestrians, cyclists, buses and vehicles. Improvements to these streets shall be subject to the following:
- A. Street improvements that significantly impact coastal access shall be avoided.
 - B. Improvements shall target equity and adequate circulation among all modes of travel, including walking, biking, public transportation and private vehicle.
 - C. Modification to these streets shall include public access benefit enhancements promoting multi-modal access and safety for all users. Public access benefit enhancements may include, but are not limited to, improved pedestrian and cyclist access, increased access to public transportation services and increased public parking.
 - D. Modifications to these streets, which would reduce vehicle capacity resulting in or worsening an existing or future vehicular level of service (LOS) E or below at one or more intersections or segments (with or without proposed development), requires a quantitative analysis and City Council approval.
 - i. The quantitative analysis shall project the change in travel time along the roadway that results from the project to determine if coastal access is impacted.
 - ii. Available relevant circulation information from Caltrans, SANDAG and other cities along the affected roadways shall be included in the analysis.

- iii. The quantitative analysis shall be derived from an adequate number of travel time surveys and shall address the prime beach use and peak travel volume periods on at least two weekends between Memorial Day and Labor Day.

- LCP-4-P.30 Ensure that all public streets are designed to safely accommodate pedestrians and cyclists, enabling safe and convenient access the coast, lagoons, and other coastal destinations.
- LCP-4-P.31 Enhance walkability in the Coastal Zone by installing benches and transit shelters and adding landscaping, wayfinding, and pedestrian-scaled lighting. Consider ways to improve rail and freeway overpass areas with lighting, sidewalk improvements, and art installations.
- LCP-4-P.32 Complete Poinsettia Lane between Cassia Road and Skimmer Court; thereby ensuring the street provides direct access to the coast from El Camino Real.
- LCP-4-P.33 Improve and enhance parking, connectivity, access, and utilization for pedestrians and bicycles to COASTER stations, the beach, lagoons, and other open spaces consistent with the Coastal Act and city planning documents.
- LCP-4-P.34 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad's Coastal Zone. A shuttle system could be established that connects people to key destinations along the coast and other destinations like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, and the COASTER and Breeze transit stations. The system could incorporate shuttle service in adjacent coastal cities to maximize connectivity in the Coastal Zone.
- LCP-4-P.35 Ensure that new development is designed to maintain and enhance access to the coast, such as by providing pedestrian and bicycle facilities within the development that connect to nearby transportation corridors, and by enabling the use of transit [related to Coastal Act Section 30252].
- LCP-4-P.36 Engage Caltrans, the Public Utilities Commission, transit agencies, the Coastal Commission, and railroad agency(s) regarding opportunities for improved connections within the city, such as improved connections across the railroad tracks and Carlsbad Boulevard; improved pedestrian and bicycle access coastal streets; and improved beach and coastal recreation opportunities

Parking

- LCP-4-P.37 Identify opportunities to provide additional public parking beach areas.
- LCP-4-P.38 Work with the state and other agencies to ensure continued availability of beach parking. As part of the Carlsbad Boulevard realignment project, explore feasibility of on-street parking in segments to enhance waterfront accessibility.
- LCP-4-P.39 Ensure that new development provides adequate parking facilities consistent with applicable city parking regulations [related to Coastal Act Section 30252].
- LCP-4-P.40 Ensure that adequate public parking is provided along the South Carlsbad State Beach corridor and consider opportunities to provide public shuttle or similar service to improve access to the coast when parking areas are heavily utilized.

Other Public Access Policies

- LCP-4-P.41 Work with the California Department of Parks and Recreation to provide beachfront amenities such as water fountains, bathrooms, and showers; ensure these are designed to be unobtrusive and harmonious with the natural character of the area.
- LCP-4-P.42 Provide public access to 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.
- LCP-4-P.43 Prohibit the abandonment of a public accessway (street, easement, etc.) that is located between the sea and the first public road unless an alternate route is made available to the public granting equal or greater public access to the sea in the same immediate vicinity.
- LCP-4-P.44 Ensure that temporary events do not significantly restrict public use or access to the beach, ocean, or lagoons; protect sensitive coastal resources during the entire event.

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