

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

3111 CAMINO DEL RIO NORTH, SUITE 200

SAN DIEGO, CA 92108-1725
(619) 521-8038*W 18a*

RECORD PACKET COPY

DATE: December 17, 1998

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: PETER DOUGLAS, EXECUTIVE DIRECTOR

SUBJECT: EXECUTIVE DIRECTOR'S DETERMINATION that the City of Carlsbad's actions, certifying Local Coastal Program Amendment No. 1-98A approved with suggested modifications, are legally adequate (for Commission review at its meeting of January 13-15, 1999)

BACKGROUND

At its June 9, 1998 meeting, the California Coastal Commission certified, with suggested modifications, the City of Carlsbad's Local Coastal Program Amendment No. 1-98A. The amendment amends the City's certified Mello II Land Use Plan and Implementing Ordinances and proposes the Poinsettia Properties Specific Plan as an implementing ordinance for a 92-acre property located north and south of Poinsettia Lane, west of I-5 and east of Carlsbad Boulevard.

By their action adopting Ordinance No. NS-460 on October 27, 1998, the City Council acknowledged and accepted all the Commission's suggested modifications. As provided for in Section 13544 of the California Code of Regulations, the Executive Director must determine if the action of the City of Carlsbad is legally sufficient to finalize Commission review of the LCP amendment. The City's actions have been reviewed and determined to be adequate by the Executive Director. Section 13544 of the California Code of Regulations then requires that this determination be reported to the Commission for its concurrence.

RECOMMENDATION

Staff recommends that the Commission CONCUR with the Executive Director's determination as set forth in the attached letter (to be sent after Commission endorsement).

STATE OF CALIFORNIA - THE RESOURCES AGENCY

PETE WILSON, Governor

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

3111 CAMINO DEL RIO NORTH, SUITE 200

SAN DIEGO, CA 92108-1726

(619) 521-4036



December 17, 1998

Honorable Claude Lewis, Mayor
2075 Las Palmas Drive
Carlsbad, CA 92009-1576

Re: Certification of the City of Carlsbad LCP Amendment #1-98A

Dear Mayor Lewis:

The California Coastal Commission has reviewed the City's Ordinance No. NS-460, together with the Commission's action on June 9, 1998, certifying, with suggested modifications, Amendment No. 1-98A to the City's Local Coastal Program. The amendment amends the City's certified Mello II Land Use Plan and Implementing Ordinances and proposes the Poinsettia Properties Specific Plan as an implementing ordinance for a 92-acre property located north and south of Poinsettia Lane, west of I-5 and east of Carlsbad Boulevard.

In accordance with Section 13544 of the California Code of Regulations, I have made the determination that the City's actions are legally adequate and the Commission has concurred at its meeting of January 13-15, 1999. By its actions on October 27, 1998 the City has formally acknowledged and accepted the Commission's certification of this amendment, including the suggested modifications.

In conclusion, I would like to extend our appreciation to you and all other elected or appointed officials, staff and concerned citizens for working in a cooperative fashion on this matter. We remain available to assist you and your staff in any way possible as you continue to implement the City's Local Coastal Program.

Sincerely,

Peter Douglas
Executive Director

(Crls 1-98A edit)

Wed 18a

ORDINANCE NO. NS-460

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AMENDING THE POINSETTIA PROPERTIES SPECIFIC PLAN BY THE AMENDMENT OF VARIOUS SECTIONS, INCORPORATING THE CALIFORNIA COASTAL COMMISSION'S SUGGESTED MODIFICATIONS.
CASE NAME: POINSETTIA PROPERTIES SPECIFIC PLAN SUGGESTED MODIFICATIONS
CASE NO.: SP 210(A)

WHEREAS, the City Council of the City of Carlsbad, California has reviewed and considered a Specific Plan Amendment to provide consistency between the Poinsettia Properties Specific Plan and Local Coastal Program; and

WHEREAS, the Poinsettia Properties Specific Plan and accompanying Local Program Amendment was adopted by City Council Ordinance No. NS-441 on January 27, 1998, and constitutes the land use and zoning for the subject property;

WHEREAS, on June 9, 1998, the California Coastal Commission approved said Specific Plan and Local Coastal Program Amendment with suggested modifications; and

WHEREAS, the City of Carlsbad acknowledges receipt of California Coastal Commission's resolution of certification including suggested modifications for the Poinsettia Properties Specific Plan as set forth in this resolution; and

WHEREAS, acceptance of the California Coastal Commission's suggested modifications, as set forth in this ordinance, is necessary to comply with the California Coastal Act and California Administrative Code;

WHEREAS, the City Council did on the 20th day of October, 1998, hold a duly noticed public hearing as prescribed by law to consider said request; and

WHEREAS, said application constitutes a request for a Specific Plan Amendment as shown on Exhibit X, dated September 16, 1998, attached part hereof.

WHEREAS, at said public hearing, upon hearing and consideration of the views and arguments, if any, of all persons desiring to be heard, said City Council, after due consideration of all factors relating to the Specific Plan Amendment; and

EXHIBIT NO. 1
APPLICATION NO.
Carlsbad LCPA
1-98A
Ordinance Approval
Page 1 of 2
California Coastal Commission

Exhibit X
September 16, 1998

Wed 18a

**Poinsettia Properties Specific Plan
SP 210(A)/LCPA 96-03(A)
Revised Pages**

**Per Suggested Modifications
Approved by the
California Coastal Commission
on June 9, 1998**

EXHIBIT NO. 2
APPLICATION NO. Carlsbad LCPA 1-98A
Revised Specific Plan
Page 1 of 19
<small>California Coastal Commission</small>

F. GENERAL PROVISIONS

1. PURPOSE AND AUTHORITY

This specific plan has been prepared according to California State Government Code Section 65450, et. seq., which permits local jurisdictions to prepare specific plans for the systematic implementation of the general plan for the local agency. This plan addresses all required items as indicated in Government Code Section 65451 for the preparation of specific plans, such as land uses, public facilities, development standards and implementation measures. Additional issues pertaining to this region and community, such as neighborhood units, compatibility, and community pride, are also addressed, as provided for in Government Code Section 65452. The development standards set forth in this document go one step further, and constitute the applicable zoning regulations for the specific plan area, and are adopted in ordinance form in order to supersede the otherwise applicable zoning regulations.

The Poinsettia Properties Specific Plan as adopted by the City of Carlsbad and certified by the California Coastal Commission is approved as both a land use and implementation element of the City's LCP. The Specific Plan will establish land use, zoning and development standards applicable to the project as a whole with consideration to individual planning areas, defining the permissible type and intensity of development.

2. ENTITLEMENTS

The specific plan sets standards for development; however, it does not provide a guarantee of approval for future discretionary projects within its boundaries. Specific development plans shall be evaluated in accordance with the provisions of the specific plan as well as with municipal ordinances and policies in force at the time said plans are before the Planning Commission and/or the City Council for approval. Unless specifically addressed, the specific plan requires conformance with all otherwise applicable City development standards and requirements. Where a conflict in development standards occurs, the more restrictive standard shall take precedence.

Development within the specific plan shall be subject to all present and future Growth Management plans, policies or ordinances adopted by the City Council or by citizen vote including but not limited to Chapter 21.90 of the Carlsbad Municipal Code (Growth Management).

3. GENERAL PLAN CONSISTENCY

B. PEDESTRIAN PARKWAYS AND TRAILS

1. INTRODUCTION

As called out both in the Vision and Goals section of this plan, a trail system which blends the various neighborhoods and land uses is the key element of a TOD development. For this reason, the specific plan includes an extensive system which allows maximum connectability of all neighborhoods, but more importantly allows easy and comfortable access to the Poinsettia Transit Station. In addition to the trail system itself, the plan also calls for an appropriate scale of buildings to encourage their use, as well as inviting public areas where different neighborhoods and land uses meet.

To encourage non vehicular movement within the community, a system of pedestrian parkways and trails have been developed. These trails and parkways allow residents to move freely about the Poinsettia Properties communities and access both the open space and recreation amenities provided. This trail system is also designed to tie into a future city-wide trail system, if one is developed. In addition, trails will be designed to provide pedestrian access to the Poinsettia Transit Station. Exhibit 13, page 51, details the trail/ parkway concept of the specific plan.

Each planning area containing a segment of the public trail system shall be conditioned to construct its trail segment prior to issuance of any building permits for that planning area. Such access-ways shall be preserved for public use by requiring irrevocable offers of dedication of those areas as a condition of development and, prior to the issuance of any building permits for these planning areas, the trail dedications shall be accepted by the City of Carlsbad if the City agrees and it adopts a Citywide Trails Program that includes provisions for maintenance and liability. Otherwise, prior to issuance of any building permits, the obligation for acceptance, construction, maintenance and liability shall be the responsibility of another agency designated by the City or the responsibility of the Homeowner's Association. Upon acceptance of the dedication, including maintenance and liability responsibilities, and completion of the trail improvements, the trail shall be open for public use. The access-ways shall not adversely impact environmentally sensitive habitats.

2. DESCRIPTION

The specific plan provides for the following types of trails and parkways, which are also shown as Exhibit 13, page 51. The following table lists these facilities and their design standards as well as a text discussion.

Trail/Parkway Facility	Design Standard
Avenida Encinas Pedestrian Open Space Parkway	A 20 foot landscaped parkway along the western right-of-way of Avenida Encinas fronting Parcel A. Within this parkway, a five foot meandering sidewalk shall be constructed.
Railroad Pedestrian/Open Space Corridor	An average 40-foot A minimum 100 foot setback along the western boundary of Parcel A from all wetland areas located on site or within and the railroad right-of-way unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service. An open space setback from the railroad right-of-way of lesser width, but not less than 40 feet, shall be permitted in areas where wetlands are not present within the railroad right-of-way or on the subject site, subject to approval by the U.S. Fish and Wildlife Service. This setback area shall be landscaped pursuant to Exhibit 15, page 53, and shall include a 8-10 foot natural public trail constructed on decomposed granite and stabilized with concrete (or other construction type as may be approved by the City). The public trail shall be located in the eastern half of the setback.
Mixed-Use Pedestrian Link Corridors	An average 10 foot sidewalk and landscaped canopy area along both sides of the public street in Planning Area 6. Sidewalks shall be 5 feet wide.
Public Access Parkway a. Public Access Parkway (PA 4) b. Private Community Trail (PA 2)	A north/south spine corridor within Parcel A providing public access between Avenida Encinas and the mixed-use pedestrian link/corridors. This area shall be an average of 15 feet in width including landscaping and a 5-foot sidewalk. The Public Access Parkway is divided into two segments. The segment within Planning Area 4 is known as the Public Access Parkway, which allows for public access. The segment within Planning Area 2 is known as the Private Community Trail which does not provide for public access.
Parkway at Carlsbad Boulevard	A 40 foot wide landscape setback, including a 8-10 foot wide natural trail of decomposed granite with stabilizing concrete (or other construction as may be approved by the City).
Public Pedestrian Trail to the west of Poinsettia Transit Station loading area	A 5-10 foot wide natural trail (decomposed granite or other acceptable material) on the northern boundary of Parcel B and within the SDN right-of-way, if approved by NCTD.

Internal Parkways/ Trails/Sidewalks	Other internal parkways/trails and sidewalks within each planning area are designed to link and connect with main parkways and trails.
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a. Avenida Encinas Pedestrian/Open Space Parkway

This parkway includes a 20 foot landscaped area outside of the Avenida Encinas right-of-way and a 10-foot portion within the Avenida Encinas right-of-way to be dedicated for a meandering sidewalk (5 feet) and landscaped utility easement (5 feet) (see Exhibit 18, page 56). This in addition to the 20 foot landscaped area will create an overall 30 foot landscaped/sidewalk setback when measuring from the street curb of Avenida Encinas. The design shall encourage public pedestrian use and access to the Poinsettia Transit Center. Any required bus turnouts shall be constructed within this parkway. The design of this parkway shall be approved in conjunction with other discretionary applications. See Exhibit 18, page 56, which details a typical cross section of Avenida Encinas. This entire area is to be considered as part of the specific plan's overall open space requirements and satisfaction thereof.

b. Railroad Pedestrian/Open Space Corridor

~~This corridor shall be constructed within the average 40-foot setback at the eastern railroad right-of-way and Parcel A's western boundary. The design of this corridor is shown on a minimum 100 foot setback along the western boundary of Parcel A from all wetland areas located on the site or within the railroad right-of-way unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service. An open space setback from the railroad right-of-way of lesser width, but not less than 40 feet, shall be permitted in areas where wetlands are not present within the railroad right-of-way or on the subject site, subject to approval by the U.S. Fish and Wildlife Service. This setback shall be landscaped pursuant to Exhibit 15, page 53 and shall include a 8-10 foot natural public trail constructed on decomposed granite and stabilized with concrete (or other construction type as may be approved by the City). The public trail shall be located in the eastern half of the setback. This area is intended to serve as a buffer to the existing vernal pools in the railroad right-of-way and to provide public pedestrian access to the Poinsettia Transit Station via a trail system within the corridor. Landscaping within this corridor shall be consistent with Exhibit 15, page 53. In addition, a natural trail 8-10 feet in width shall be constructed in this setback area pursuant to Exhibit 15, page 53. This corridor shall be counted toward satisfaction of the specific plan's overall open space requirement. The design of this corridor shall be approved in conjunction with other discretionary permit applications.~~

In addition, where possible, this setback area shall be designed in cooperation with the proposed regional commuter trail proposed within the SDN right-of-way. Although this specific plan is required to dedicate and construct its portion of the Citywide trail system, this specific plan is not required to plan or construct the proposed regional trail. Subsequent discretionary application permits or development of the Specific Plan

area shall not be delayed pending the planning and approval of the proposed regional trail. However, if the timing and construction of the regional trail is consistent with the planning and development of the specific plan area, then both the developer and lead agencies should be encouraged to cooperate with the design and construction of the regional trail.

c. Mixed-use Pedestrian Link/Corridors

This area is the pedestrian element designed within the public street between Planning Areas 5 and 6. Links and corridors shall be established to encourage pedestrian access and exchange between Planning Areas 5, 6 and the Poinsettia Transit Station. This shall be accomplished through the use of sidewalks, canopy trees, landscaping, outside eating areas, gathering areas and other elements to encourage pedestrian and public activity. Exhibit 21 on page 59 provides a vignette of the types of public gathering places that could be designed along this corridor. The average width of this corridor will be 10', although this area could be expanded at public gathering places. Portions of this area shall be counted toward satisfaction of the specific plan's overall open space requirement. The design of this link/corridor shall be approved by the Planning Director in conjunction with other discretionary permit applications.

d. Public Access Parkway

Planning areas 2, 3, and 4 shall include a "pedestrian collector spine" intended to facilitate pedestrian access to the mixed-use pedestrian link/corridors of Planning Area 5 and 6 and the Transit Station. This sidewalk/parkway will be a private facility, but ~~a~~ except that a portion within Planning Area 4 and one access gate at the railroad pedestrian/open space corridor in either Planning Area 2 or 4 an east/west segment sited along the boundaries of Planning Areas 2 and 4 will provide unrestricted public access between the Avenida Encinas pedestrian parkway and the mixed-use pedestrian link/corridors, as well as the railroad pedestrian/open space corridor.

The location of this public access to this sidewalk/parkway is shown on Exhibit 14, page 52. ~~Because of a recognized need for security, the public access to these private sidewalk/parkways may be controlled by time-lock gates. These time-lock gates will be located in Planning Area 4, and one within the railroad pedestrian/open space corridor, as shown on Exhibit 33, page 85 and Exhibit 14, page 52. Such time-lock gates may restrict public access between 7 P.M. to 6 A.M. The portion of this "pedestrian collector spine" parkway in Planning Areas 2 and 3 shall not be accessible to the public.~~

The Public Access Parkway is divided into two segments. The segment within Planning Area 4 is known as the "Public Access Parkway", which allows for public

h. Bike paths in right-of-way

Bikeways may be provided on Avenida Encinas and Carlsbad Boulevard. Bike racks and related facilities shall be provided within each recreational facility and within the two commercial planning areas to encourage this mode of transportation.

3. ACCESS TO PARKWAYS AND TRAIL SYSTEMS

Because there is a need to provide certain sound walls, privacy walls, and private yard fencing, there is a need to define access points to the system of parkways and trails in order to maintain the TOD principles. Conceptual points and type of access are shown on Exhibit 14, page 52 and further defined below:

a. Avenida Encinas Pedestrian/Open Space Parkway

This parkway is intended to be a public pedestrian parkway. Access to this parkway within the specific plan area will be at two points.

- (1) The entry of Planning Area 4 (which may be combined with Planning Area 2 and 3) will be an unrestricted public access point. ~~This entry may be controlled with time locked gates. This entry may be controlled with time locked gates, which could restrict public access between the hours of 7:00 P.M. and 6:00 A.M.~~
- (2) The Planning Area 6 public street and mixed-use pedestrian link/corridor will be an unrestricted public access point.

b. Railroad Pedestrian/Open Space Parkway

Unrestricted public access will be provided at Poinsettia Lane and at the Poinsettia Transit Station. Because the eastern boundary of this parkway will be bounded by a private sound wall, certain private access gates shall be located and constructed in the sound wall to ensure private community access to this parkway. These access gates can be controlled by private use of keys or access codes and are not for public use. However, one public access gate shall be provided ~~which may be controlled by a time-lock gate.~~ This gate access point may be placed in either Planning Area 2 or 4 to connect this corridor with the Avenida Encinas Public Access Parkway.

c. Parkway at Carlsbad Boulevard

Unrestricted public access will be provided at Poinsettia Lane and at the Poinsettia Transit Station. Because the eastern boundary of this parkway will be bounded by a private sound wall, certain private access gates shall be located and constructed in the

should be limited to the one or two major entry points into a planning area and will provide visitors with the project name identification.

The vehicular entries into all planning areas may be manned or electronically guarded gates. This is intended to limit the automobile access into the private portions of the specific plan development area. Public pedestrian access on all identified public corridors will be unrestricted, will be granted through the gate to better accommodate TOD principles. Exhibit 14, page 52, shows the general location of project sound walls and the public pedestrian access ways.

The design and architectural elements of entries shall be compatible and consist with the specific plan theme elements of this specific plan. Design will be determined at the tentative map for each planning area.

D. WALLS AND FENCING

The TOD principles call for the general elimination of pedestrian barriers such as walls. Because the Poinsettia Properties project is basically in-fill, and because the City of Carlsbad has a stringent noise abatement ordinance, some walls will be needed to help abate noise from such sources as NCTD railroad right-of-way, Carlsbad Boulevard, Poinsettia Lane, and Avenida Encinas. Exhibit 14, page 52, shows the general location of project sound walls.

To accomplish the TOD goal of pedestrian scale and access, the Poinsettia Properties Specific Plan will not have neighborhood walls at locations of principal pedestrian access from one neighborhood and land use to another. Exhibit 14, page 52, shows the relationship of access gates to pedestrian corridors.

The walls and fences for the Poinsettia Properties Specific Plan area are divided into two categories: Community Theme/Planning Area Noise Attenuation Wall, and Production Fencing. All wall types combine community theme pilasters in appropriate areas. Exhibit 14, page 52, shows the general location of these walls.

The design and architectural elements of all walls and fencing shall be compatible and consistent with the specific plan theme element of this specific plan. Design will be determined at the tentative map for each planning area. The design of walls should accomplish the objective of a unifying theme and integrated community with a pedestrian scale.

1. COMMUNITY THEME/PLANNING AREA NOISE ATTENUATION WALL

Community Theme Walls which also serve as noise attenuation walls shall be constructed as shown on exhibits within this chapter with a height of not more than 6 vertical feet above finished grade, unless otherwise approved by the City Engineer, or required due

- c. Use Allocation:
- | | |
|--------------------------------------|--|
| General Plan Land Use: | RM (4-8 du/ac) |
| Growth Control Point: | 6.0 du/ac |
| Zoning: | RD-M |
| Poinsettia Properties Specific Plan: | allows 168 single-family homes,
including secondary units |
| Development Process: | Tentative Map/PUD |
| Product Type: | Single family residential |

This planning area allows for up to 168 single family detached homes and can be developed at this density without the use of secondary units. In the event secondary units are proposed as part of a subdivision map, the sum of secondary units and single family homes shall not exceed 168 units. The use of secondary units is an option of the developer, but not a requirement.

- d. Lot Size: Minimum 3,500 square feet.
- e. Development Standards:

1. Parkways and Setbacks:

Poinsettia Lane:

- All buildings shall be setback a minimum of 40 feet from Poinsettia Lane. This setback area includes the 20 foot landscaped setback along Poinsettia Lane.

Avenida Encinas Pedestrian/Open Space Parkway:

- All homes shall be setback a minimum of 30 feet from Avenida Encinas right-of-way. This setback area includes the 20 foot landscaped parkway along Avenida Encinas. (See Exhibit 18, page 56 and discussion starting on page 39).

Railroad Pedestrian/Open Space Corridor:

- ~~A minimum 40 foot open space setback shall be provided between homes in Planning Area 2 and the existing railroad right-of-way to the west. To accomplish this setback, an open space easement averaging 40 feet will be established along the railroad right-of-way. No homes shall be allowed within this setback, however, utilities, sewer, water and drainage facilities, landscaping, a public trail and associated uses are~~

12. Discourage perimeter walls around neighborhoods except where required for noise attenuation.
13. Provide sidewalks on both sides of all streets for better pedestrian access.
14. Provide direct walkways between neighborhoods, land uses and the Poinsettia Transit Station.
15. Private streets shall be designed to include a minimum 50 foot curb radius on knuckle designs.
16. Area drains for side yards, within 3 feet of the foundation, and drainage through curbs will be allowed subject to the requirement that a fail safe overflow is provided.
17. Gated entry turnarounds will be designed to conform to AASHTO "P" (passenger) design vehicles and City of Carlsbad engineering standards. Bus turn around criteria is not required.
18. In the event alleys are proposed, minimum alley width shall be 20 feet. Garages may have a 5 foot minimum setback from the alley.
19. Onsite parking requirements for secondary units can be satisfied by uncovered tandem parking in driveways provided that the garage is setback 20 feet from the street curb.
20. A buffer is required from the vernal pools within the existing railroad right-of-way to the west. This buffer will average ~~40~~ be a minimum of 100 feet in width, unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service, and is known as the railroad pedestrian/open space corridor.
21. Sound walls or wall/berm combinations shall be used, where necessary and to a height necessary as determined by the noise study required for this planning area (see "Special Conditions" below) to mitigate noise along Avenida Encinas and the railroad right-of-way. These walls and/or berms shall be shown, reviewed and approved on plans submitted as a part of any future planned development permit for this planning area, prior to approval of the planned development permit. Preliminary Landscape Plans submitted for any future planned development permit shall show landscaping along noise walls which reduces the visual impacts of the walls.

22. Prior to the granting of occupancy for any home in this planning area, the portion of the Avenida Encinas Pedestrian Open Space Parkway and the Railroad Pedestrian/Open Space Corridor outside of this planning area shall be completed.
23. The RV Storage requirement for Planning Area 2 must be addressed with the tentative map for Planning Area 2. Requirements for RV Storage are described on page 21.
24. In addition to active recreation facilities provided in Planning Area 3, Planning Area 2 shall provide a passive recreation space in the form of a neighborhood plaza with some homes fronting on such area. The passive recreation area, a minimum of 10,000 square feet in size, shall include tables and benches and/or outdoor seating. The portion of the area used for passive recreational purposes may count toward meeting the common passive recreation requirements of Chapter 21.45 of the Carlsbad Municipal Code. The Planning Director may allow for the consolidation of other recreation sites or building separation areas to increase the size and usefulness of the plaza; however, in all cases, minimum side yard setbacks shall be maintained.
25. All existing public views from I-5 across the specific plan property, through the hotel site(s) located north of Poinsettia Lane and west of I-5, to the ocean shall be preserved. Existing views of the ocean horizon shall be identified through a line of sight analysis which identifies the metes and bounds of the existing visual corridors. The sight line analysis shall be submitted as part of the application for a coastal development permit for the Master Tentative Map. The visual analysis shall be used to design future development in this planning area to avoid significant impacts to existing public views from I-5.

g. Development Review Process

1. Tentative Map/Planned Development Permit

The following conditions identify the development process for this planning area:

- A tentative tract map processed pursuant to Title 20 and 21 of the Carlsbad Municipal Code shall be submitted and approved prior to the development of any ownership units within this planning area. The tentative map(s) shall be consistent with the concepts, goals and standards specified in this specific plan. After final map approval of the planning area(s) grading, building and other ministerial permits for the

4. PLANNING AREA 4 DEVELOPMENT STANDARDS

a. Implementation of Specific Plan Vision and Goal – Purpose and Intent

The purpose and intent of this planning area is to provide medium-high density, market rate single-family detached units which complement the Poinsettia Transit Station and coastal features of the specific plan area. Under the principles of transit-oriented development, Planning Area 4 shall develop within a density range of 6-9 du/ac (including secondary units) while providing pedestrian access for its residents to the specific plan parkways, trail and transit center. The density range of 6-9 du/ac (including secondary units) is a transit development principle which targets this density range for land uses from 500 feet to 1/4 mile from a transit station.

The design of this planning area shall accomplish the vision, goal and objectives as set forth in this specific plan, including design which encourages pedestrian access to the Poinsettia Transit Station. This planning area may utilize private access gates which restrict public vehicular access to this planning area, provided, however, public pedestrian access through a-gated ~~an unrestricted~~ entry must be maintained in an effort to encourage pedestrian access to the Poinsettia Transit Station. This planning area's entry may be combined with the entry to Planning Area 3 and/or Planning Area 4, thus providing one common private entry. The concept of one common entry is shown on Exhibit 13, page 51 and Exhibit 14, page 52. ~~Exhibit 13 details the concept of public pedestrian access through a private entry gate which encourages and allows easy access to the transit station.~~ The common private entry with public pedestrian access shown on the above referenced exhibits anticipates public pedestrian access to be provided within Planning Area 4. Additional discussion regarding public pedestrian access is found on page 42, section 2 (d).

b. Description:

1. Planning Area 4 is located west of Avenida Encinas and east of the railroad right of way near the intersection of Avenida Encinas and Poinsettia Lane. It has a gross planning area of approximately 18.6 acres. Planning Area 4 may be developed with single family detached residences.
2. Projects within Planning Area 4 shall be developed per the PD Ordinance, Chapter 21.45 and RD-M Zones unless specified otherwise in the Development Standards for the Planning Area and elsewhere in this specific plan.

3. The following exhibits are used in this section and are helpful in review of this planning area:

<u>Exhibit</u>	<u>Page</u>
# 5, Planning area map	25
# 38, Site plan	120
# 28-30, conceptual single family street scenes	80-82

c. Use Allocation:

General Plan Land Use:	RMH (8 - 15 du/ac)
Growth Control Point:	11.5 du/ac
Zoning:	RD-M Development Standards
Poinsettia Properties Specific Plan:	allows up to 178 single-family homes, including secondary units
Development Process:	Tentative Map/PUD
Product Type:	Single family residential

This planning area allows for up to 178 single family detached homes and can be developed at this density without the use of secondary units. In the event secondary units are proposed as part of a subdivision map, the sum of secondary units and single family homes shall not exceed 178 units. The use of secondary units is an option of the developer, but not a requirement.

- d. Lot Size: Minimum 3,500 square feet

e. Development Standards:

1. Setbacks and Parkways

Avenida Encinas Pedestrian/Open Space Parkway:

- All homes shall be setback a minimum of 30 feet from Avenida Encinas. This setback area includes the 20 foot landscaped parkway and meandering sidewalk along Avenida Encinas. (See Exhibit 18, page 56 and discussion starting on page 39.)

Railroad Pedestrian/Open Space Corridor:

- ~~An average 40 foot open space setback shall be provided between homes in Planning Area 4 and the existing railroad right-of-way to the west. To~~

~~accomplish this setback, an open space easement averaging 40 feet will be established along the railroad right-of-way. No homes shall be allowed within this setback, however, utilities and drainage facilities, landscaping, a public trail and associated uses are allowed. All utilities shall be placed underground in this setback. The public trail in this area shall provide access to the Poinsettia Transit Station. (See Exhibit 15, page 53, and discussion starting on page 39).~~

- A minimum 100 foot open space setback shall be provided between homes in Planning Area 4 and all wetland areas located on the site or within the existing railroad right-of-way to the west unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service. To accomplish this setback, an open space easement at least 100 feet wide will be established along the railroad right-of-way. No homes or other development shall be allowed within this setback, however, a public trail and trail associated uses, utilities, sewer, water and drainage facilities, and native drought-tolerant landscaping are allowed. If the U.S. Fish and Wildlife Service agrees through a Section 7 consultation that such development can occur without adversely impacting the wetlands. A public trail allowed in the setback shall be located within the eastern half of the buffer. Sound walls and/or rear yard fences can be placed at the eastern boundary of this setback. Any utilities allowed in the setback shall be placed underground in this setback. The public trail in this area shall provide access to the Poinsettia Train Station. A open space setback from the railroad right-of-way of lesser width, but not less than 40 feet, shall be permitted in areas where wetlands are not present within the right-of-way or on the subject site, subject to approval by the U.S. Fish and Wildlife Service.

- Public Access Parkway

Parcel A (Planning areas 2, 3, and 4) shall include a north/south "pedestrian collector spine" intended to facilitate pedestrian access to the mixed-use pedestrian link/corridors of Planning Area 5 and 6 and the Transit Station. This sidewalk/parkway will be a private facility, but a portion within Planning Area 4 will provide public access between the Avenida Encinas pedestrian parkway and the mixed-use pedestrian link/corridors. The location of this public access to this sidewalk/parkway is shown on Exhibit 14, page 52. This public access segment will be an unrestricted public access-way. In addition, the east/west segment sited along the boundaries of Planning Areas 2 and 4 shall provide unrestricted public access linking the Avenida Encinas public access parkway with the railroad pedestrian/open space corridor. Because of a recognized need for security, the public access to these private sidewalk/parkways may be controlled by time-lock gates. Such time-lock gates may restrict public access between 7 P.M. and 6 A.M.

- Exposed roof beams or rafter tails
 - Decorative window ledges
 - Accent materials such as stucco, wood, siding and stone
 - Window and door lintels
 - Dormers
 - Accent and varied shape windows
 - Window boxes and planters with architecturally evident supports
 - Exterior wood elements
 - Variations in colors of stucco and other elements
 - Accent colors on doors, shutters or other elements
 - Stucco wainscoting
 - Covered balconies
 - Arched elements
 - Shutters
2. Rear building elevations exposed to public streets shall include enhanced architectural detailing incorporating elements of good design, such as described in Item #2 above.
 3. Provide sidewalks on both sides of all streets for better pedestrian access.
 4. Provide direct walkways between neighborhoods, land uses and the Poinsettia Transit Station.
 6. Discourage perimeter walls around neighborhoods except where required for noise attenuation.
 7. ~~A buffer is required from the existing vernal pools within the railroad right-of-way to the west. This buffer will average 40 feet and is known as the Railroad Pedestrian/Open Space Corridor. See the "Setbacks" section above:~~

A buffer is required from the vernal pools within the existing railroad right-of-way to the west. This buffer will be a minimum 100 feet in width, unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service, and is known as the railroad pedestrian/open space corridor.
 8. Sound walls or wall/berm combinations shall be used, where necessary and to a height necessary as determined by the noise study required for this planning area, to mitigate noise along Avenida Encinas and the railroad right-of-way. These walls and/or berms shall be shown, reviewed and approved on plans submitted as a part of any future planned development permit for this planning area, prior to approval

outdoor seating. The portion of the area used for passive recreational purposes may count toward meeting the common passive recreation requirements of Chapter 21.45 of the Carlsbad Municipal Code. The Planning Director may allow for the consolidation of other recreation sites or building separation areas to increase the size and usefulness of the plaza; however, in all cases, minimum side yard setbacks shall be maintained.

27. All existing public views from I-5 across the specific plan property, through the hotel site(s) located north of Poinsettia Lane and west of I-5 to the ocean, shall be preserved. Existing views of the ocean horizon shall be identified through a line of sight analysis which identifies the meters and bounds of the existing visual corridors. The sight line analysis shall be submitted as part of the application for a coastal development permit for the Master Tentative Map. The visual analysis shall be used to design future development in this planning area to avoid significant impacts to existing public views from I-5.

g. Development Review Process

1. Tentative Map/Planned Development Permit

Tentative Map/Planned Development Permits shall be processed as provided in section XI.B.1.g.1 on page 113 of this Specific Plan.

purposes may count toward meeting the common passive recreation requirements of Chapter 21.45 of the Carlsbad Municipal Code. The Planning Director may allow for the consolidation of other recreation sites or building separation areas to increase the size and usefulness of the plaza; however, in all cases, minimum side yard setbacks shall be maintained.

26. All existing public views from I-5 across the specific plan property to the ocean shall be preserved. These views are located west of I-5 and south of Poinsettia Lane, through the Poinsettia Village Shopping Center. Existing views of the ocean horizon shall be identified through a line of sight analysis which identifies the meter and bounds of the existing visual corridors. The sight line analysis shall be submitted as part of the application for a coastal development permit for the Master Tentative Map. The visual analysis shall be used to design future development in this planning area to avoid significant impacts to existing public views from I-5.

3. Development Review Process

g. Development Review Process

i. Tentative Map/Planned Development Permit

Tentative Map/Planned Development Permits shall be processed as provided in section XI.B.1.g on page 113 of this Specific Plan for all single family detached or for sale attached projects proposed.

~~allowed. Sound walls and/or rear yard fences can be placed at the eastern boundary of this setback. All utilities shall be placed underground in this setback. The public trail in this area shall provide access to the Poinsettia Transit Station. (See Exhibit 15, page 53, and discussion starting on page 39.)~~

A minimum 100 foot open space setback shall be provided between homes in Planning Area 2 and all wetland areas located on the site or within the existing railroad right-of-way to the west unless a reduced buffer is endorsed by the U.S. Fish & Wildlife Service. To accomplish this setback, an open space easement at least 100 feet wide will be established along the railroad right-of-way. No homes or other development shall be allowed within this setback, however, a public trail and trail associated uses, utilities, sewer, water and drainage facilities, and native and drought-tolerant landscaping are allowed if the U.S. Fish and Wildlife Service agrees through a Section 7 consultation that such development can occur without adversely impacting the wetlands. A public trail allowed in the setback shall be located within the eastern half of the buffer. Sound walls and/or rear yard fences can be placed at the eastern boundary of this setback. Any utilities allowed in the setback shall be placed underground in this setback. The public trail in this area shall provide access to the Poinsettia Train Station. A open space setback from the railroad right-of-way of lesser width, but not less than 40 feet, shall be permitted in areas where wetlands are not present within the right-of-way or on the subject site, subject to approval by the U.S. Fish and Wildlife Service.

- Planning Area 2 shall include a "pedestrian collector spine" to serve as a main community (private) sidewalk/trail for pedestrian use (See Exhibit 19, page 57, and further discussion starting on page 39). This private community sidewalk/trail shall be an average width of 15 feet, with a 10 foot minimum, including a 5 foot sidewalk and 5 foot landscaped area.
- **Front Yards:**
Front yard setbacks for livable dwelling space may range from 10-20 feet with a 15 foot average. The 15 foot average shall be calculated by measuring the closest point of the structure (not including porch) to the front property line on each lot and calculating the average on a project level basis. Front porches may be located 10 feet from the front property line if the porch has a minimum dimension of five feet and a