

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370



April 21, 2017

**Th17b**

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: KARL SCHWING, DEPUTY DIRECTOR, SD COAST DISTRICT  
GABRIEL BUHR, COASTAL PROGRAM MANAGER, SD COAST DISTRICT  
ERIN PRAHLER, COASTAL PROGRAM ANALYST, SD COAST DISTRICT

SUBJECT: **PROPOSED MINOR AMENDMENT NO. LCP-6-CAR-17-0020-1 (Density Bonus Update) TO THE CITY OF CARLSBAD LOCAL COASTAL PROGRAM**

The City of Carlsbad is requesting that its certified Local Coastal Program Implementation Plan (IP) be amended through minor revisions to the text of the Zoning Ordinance. The purpose of this amendment is to make the City's regulation of density bonuses consistent with recent changes to State law (California Assembly Bill 744). Specifically, these changes address new parking ratios to some density bonus developments. This amendment was filed on March 16, 2017 pursuant to Section 30514(c) of the Coastal Act and Section 13553 of the Commission's Code of Regulations.

**Procedure**

Pursuant to Section 30514(c) of the Coastal Act and Section 13554(a) of the Commission's Code of Regulations, the Executive Director has determined that the proposed amendment is "minor" in nature. Section 13554(a) defines a minor amendment as changes in wording which make the use as designated in the zoning ordinances, maps or other implementing actions more specific and which do not change the kind, location, intensity or density of use and are consistent with the certified land use plan.

Pursuant to Section 13555, the Executive Director will report this determination to the Coastal Commission at the following date and location:

DATE and TIME:  
Thursday, May 11, 2017  
8:30 a.m.

LOCATION:  
San Diego Board of Supervisors Chambers  
1600 Pacific Highway  
San Diego, CA 92101

At that time, any objections to this determination, received within ten days of the transmittal of this notice, will also be reported to the Commission. This proposed minor amendment will be deemed approved unless one-third of the appointed members of the Commission request that it be processed in accordance with Section 13555(b) of the Code of Regulations as a major amendment. Otherwise, the minor amendment will become effective ten days from the date the Commission concurs with the Executive Director's designation.

If you have any questions or need additional information regarding this proposed amendment, please contact Erin Prahler at the above office. Any objections to the “minor” amendment determination must be received within ten working days of the date of this notice.

### **Amendment Description**

The intent of the amendment request is to make the City’s regulation of density bonuses consistent with California Assembly Bill 744 (Chau, 2015) which was signed into law by the Governor in 2015. This incentive would allow reduced parking ratios to serve all units, both affordable and market rate, in any housing development that provides density bonus units based on the availability of alternate transit options. The proposed parking reductions state that for development containing market rate and at least twenty percent low income or eleven percent very low income dwelling units, and located within one-half mile of a major transit stop (defined as a rail station, a ferry station served by bus or rail, or the intersection of two or more major bus routes with a service frequency of 15 minutes or less), the parking requirement will be reduced to 0.5 parking spaces per bedroom. A parking ratio of 0.5 parking spaces per dwelling unit will apply to rental housing development that is one hundred percent low income or very low income dwelling units and within one-half mile of a major transit stop, or that is restricted to individuals aged 62 years and older served by paratransit service or located within one-half mile of a fixed bus route operating at least eight times per day. Finally, a parking ratio of 0.3 parking spaces per unit will apply to affordable special needs rental housing that is served by paratransit services or located within one-half mile of a fixed bus route operating at least eight times per day.

Reduced parking requirements can have an adverse impact on public access near the coast where demand for public street parking by coastal visitors is highest due to residents occupying public parking. However, the fact that the reduced parking requirement is limited in scope to those developments near qualified transit hubs limits the potential for adverse impacts and encourages transit use. Further, section 21.86.120.A.6 of the City’s regulations requires that for projects located within the coastal zone, any requested offsets to the development standards, including reductions in parking ratios, must be “consistent with all applicable requirements of the certified Carlsbad Local Coastal Program Land Use Plan(s), with the exception of density.”

Therefore, as proposed, the amendment would not result in any adverse impacts to public access or coastal resources. The amendment would not change the underlying zoning or affect the density, intensity, location, or type of use within the City’s Coastal Zone, and can be found in conformance with the certified LUP as amended herein.

[Exhibit 1 – Resolution](#)

[Exhibit 2 – Proposed Text Changes](#)