

# **CARLSBAD RACEWAY SPECIFIC PLAN SP 2018-0001**

**City of Carlsbad**  
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Carlsbad, CA 92008

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# I. INTRODUCTION

## A. PURPOSE AND SCOPE

The purpose of the Carlsbad Raceway Specific Plan (CRSP) is to address the need for a full mix of office, manufacturing and warehouse uses, in addition to the provision of electric vehicle sales within Carlsbad, to serve both residents and the daily workforce. In doing so, the plan aims to achieve an objective of the City of Carlsbad's General Plan by reflecting the cultural values of the community. Some important values are maintaining a jobs-housing balance and a healthy lifestyle including alternative energy vehicle sales, for those who live and work in the City of Carlsbad.

CRSP only seeks to define the allowable type of land uses and does not provide development standards or design standards above and beyond those of the Planned Industrial Zone; the plan does include several implementation measures that future projects will need to comply with in addition to those of the base zone. The CRSP is adopted pursuant to the provisions of Government Code Sections 65450 et. seq. and the Land Use Element of the City of Carlsbad General Plan.

## B. LOCATION AND PLANNING AREA INFORMATION

The Carlsbad Raceway Specific Plan area is located on Lionshead Avenue, north of Palomar Road and between Melrose Drive and Business Park Drive. There are also two lots located on the west side of Melrose Drive opposite of Lionshead Avenue. Direct access to the properties is from Lionshead Avenue. The 135.06 acre area is located entirely within the boundary of Local Facilities Management Zone 18. The plan area is described as non-residential Lots 1 through 28 of Carlsbad Tract 98-10, in the City of Carlsbad, County of San Diego, State of California, according to map thereof No. 15013, filed in the Office of the Recorder of San Diego County on October 12, 2004. Area 1 consists of 9 lots and Area 2/2A consists of 16 lots. Both areas have a Planned Industrial (P-M) zone designation and are separated by an open space easement. Area 3 consists of 3 lots and has an Open Space (O-S) zone designation. The specific plan area also includes acreage (approximately 11.91 acres) for the existing public street system. The size of the lots of the CRSP are listed below:

**Area 1 – Planned Industrial (P-M) Lots (21.10 acres):**

- Lot 16 is 3.74 acres
- Lot 17 is 4.82 acres
- Lot 18 is 1.34 acres
- Lot 19 is 1.48 acres
- Lot 20 is 1.13 acres
- Lot 21 is 1.41 acres
- Lot 22 is 1.87 acres
- Lot 23 is 3.34 acres
- Lot 24 is 1.97 acres

**Area 2/2A – Planned Industrial (P-M) Lots (65.10 acres):**

- Lot 1 is 6.37 acres
- Lot 2 is 5.49 acres
- Lot 3 is 2.97 acres
- Lot 4 is 4.52 acres
- Lot 5 is 3.33 acres
- Lot 6 is 2.12 acres
- Lot 7 is 1.83 acres
- Lot 8 is 2.17 acres
- Lot 9 is 2.18 acres
- Lot 10 is 2.31 acres
- Lot 11 is 4.62 acres
- Lot 12 is 6.93 acres
- Lot 13 is 1.81 acres
- Lot 14 is 4.01 acres
- Lot 15 is 5.67 acres
- Lot 25 is 8.77 acres

**Area 3 – Open Space (OS) Lots (48.86 acres):**

- Lot 26 is 1.56 acres
- Lot 27 is 42.58 acres
- Lot 28 is 4.72 acres

A regional and vicinity map depicting the location of the property within the County and within the City of Carlsbad are provided in Figures 1 and 2 on pages 4 and 5 respectively. The boundaries of the CRSP, and each land use area within the plan, are shown in Figure 3 on page 6.

Additionally, the plan area is located within the McClellan-Palomar Airport Influence Area. A portion of the plan area, Lot 25 and open space lots 26 and 27, are located in Flight Activity Area 1, but the remaining plan area is outside the Flight Activity Zone. Also, Lot 25 and open space lots 26 and 27 are located within the 60 – 65 dBA CNEL noise contours. Uses within these areas shall be compatible to with the 60 – 65 contour standards. The entire Specific Plan Area is outside the limits of the six Safety Zones as shown in the Airport Land Use Compatibility Plan for the McClellan-Palomar Airport, amended December 1, 2011.

### C. HISTORY

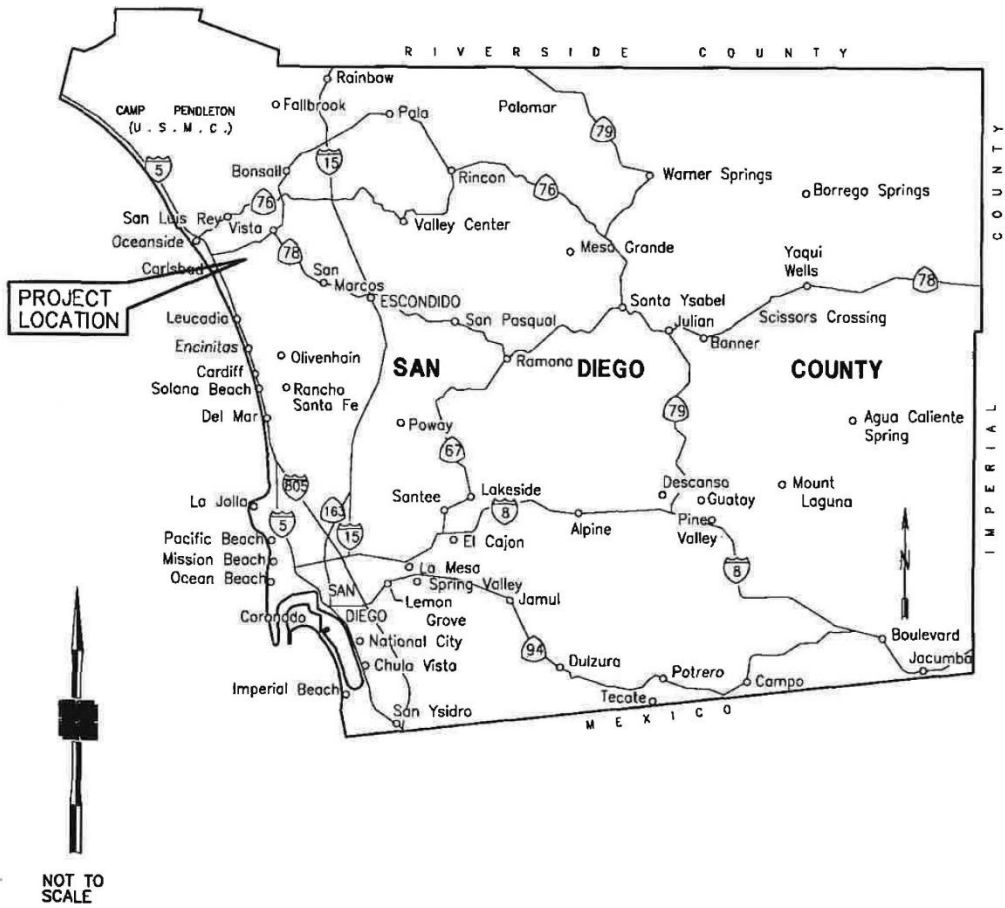
The subject specific plan area was subdivided and graded into three open space lots and 25 planned industrial lots under CT 98-10 in 2004. Lots 1 through 25 are zoned Planned Industrial (P-M) for industrial/office use; and Lots 26-28 are zoned Open Space (OS).

Previous approvals for the CRSP area include: GPA 98-05/LFMP 87-18(B)/ZC 01-07/CT 98-10/HDP 98-09/PIP 01-01.

### D. REGULATORY SPECIFIC PLAN

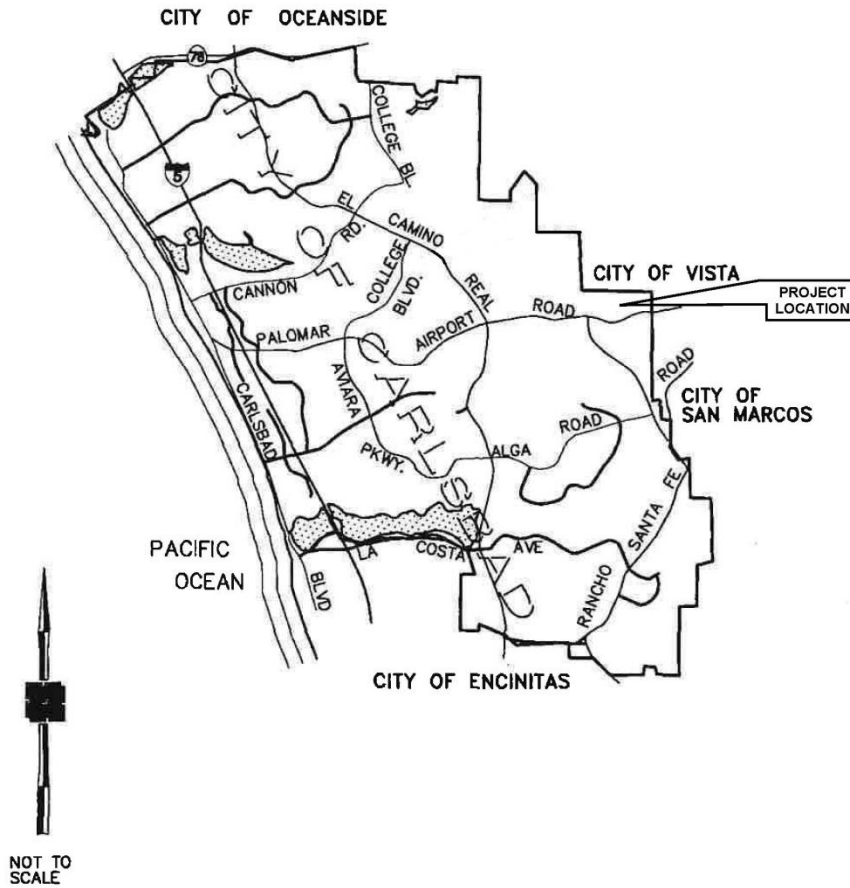
The CRSP is a regulatory document that only manages land uses. It is not a policy document, and does not introduce any new policy objectives. The plan provides for a mix of office uses along with industrial and certain commercial uses and the specific allowance for electric vehicle dealership uses within Planning Area 1.

Figure 1: REGIONAL MAP – CARLSBAD RACEWAY SPECIFIC PLAN



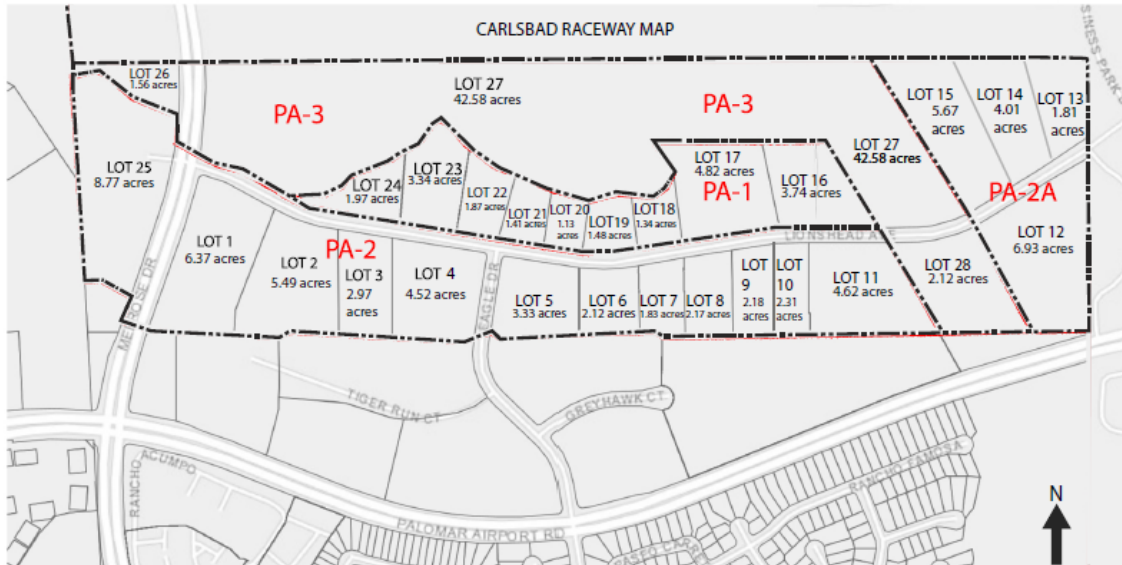
**FIGURE 1, REGIONAL MAP  
CARLSBAD RACEWAY SPECIFIC PLAN**

Figure 2: VICINITY MAP – CARLSBAD RACEWAY SPECIFIC PLAN



**FIGURE 2, VICINITY MAP  
CARLSBAD RACEWAY SPECIFIC PLAN**

FIGURE 3: LAND USE PLAN – CARLSBAD RACEWAY SPECIFIC PLAN



Planning Area 1 Planned Industrial (P-M) Lots	
LOT 16	3.74 acres
LOT 17	4.82 acres
LOT 18	1.34 acres
LOT 19	1.48 acres
LOT 20	1.13 acres
LOT 21	1.41 acres
LOT 22	1.87 acres
LOT 23	3.34 acres
LOT 24	1.97 acres
<b>TOTAL</b>	<b>21.10 acres</b>

Planning Area 2/2A Planned Industrial (P-M) Lots	
LOT 1	6.37 acres
LOT 2	5.49 acres
LOT 3	2.97 acres
LOT 4	4.52 acres
LOT 5	3.33 acres
LOT 6	2.12 acres
LOT 7	1.83 acres
LOT 8	2.17 acres
LOT 9	2.18 acres
LOT 10	2.31 acres
LOT 11	4.62 acres
LOT 12	6.93 acres
LOT 13	1.81 acres
LOT 14	4.01 acres
LOT 15	5.67 acres
LOT 25	8.77 acres
<b>TOTAL</b>	<b>65.10 acres</b>

Planning Area 3 Open space(0-5) Lots	
LOT 26	1.56 acres
LOT 27	42.58 acres
LOT 28	4.72 acres
<b>TOTAL</b>	<b>48.86 acres</b>

**FIGURE 3  
CARLSBAD RACEWAY SPECIFIC PLAN**



## E. CONSISTENCY WITH THE GENERAL PLAN AND PLANS OF OTHER JURISDICTIONS

Lots 1-25 of the plan area are designated in the City of Carlsbad's General Plan as Planned Industrial (PI). The Carlsbad Raceway Specific Plan is consistent with various elements of the Carlsbad General Plan. The following summary outlines two of the major General Plan goals applicable to the Carlsbad Raceway Specific Plan.

### 1. Land Use and Community Design Element

#### Land Use Goal 2-G.1

*2-G.1 Maintain a land use program with amount, design and arrangement of varied uses that serve to protect and enhance the character and image of the city as expressed in the Carlsbad Community Vision, and balance development with preservation and enhancement of open space.*

The CRSP implements the prior industrial subdivision of CT 98-10 by providing for industrial office land uses in the eastern edge of the city that also preserves open space habitat. The CSRSP is near to the residential component of the Rancho Carrillo Master Plan while not creating any land use conflicts due to the separation provided by Palomar Airport Road and the Palomar Forum Office/Industrial Development.

#### Land Use Goal 2-G.8

*2-G.8 Provide opportunities for continued economic growth and vitality that enhance Carlsbad's position as a premier regional employment center.*

The continued build out of the CRSP will satisfy this Goal by providing the development of industrial office uses to serve as an employment base for both the community and the region; in addition, the specific allowance for electric vehicle sales in close proximity to housing and employment areas will conveniently serve both residents and persons employed locally.

#### Industrial and Office Policy 2-P.27

*2-P.27 Limit general industrial development within the community to those areas and uses with adequate transportation access. These areas should be compatible with surrounding land uses including residential neighborhoods.*

The CRSP has adequate transportation access via the Melrose Avenue and Palomar Airport Road systems along with Lionshead Avenue and Eagle

Drive. In addition, there is compatibility with the adjacent and nearby industrial office land uses of the city of Vista and no impacts to residential areas.

## **2. Mobility Element**

### Street Design and Connectivity Policy 3-P.18

*3-P.18 Encourage and seek partnerships to foster innovations in emerging technology for transportation mobility to support the city's workforce, residents, and tourists. Integration between communication technology, energy, and transportation mobility should be encouraged.*

The CRSP directly implements this policy by providing the allowance for electric vehicle dealerships in this specific plan in the context of a specifically allowed land use in the P-M zone, which represents emerging energy technology.

### **City of Vista – Adjacent Jurisdiction**

Located on the eastern edge of the city of Carlsbad, the adjacency and proximity of the city of Vista represents an opportunity for land use compatibility given the similar land uses in the area. The adjacent street systems at the border of the two cities serve a Target retail store and various similar industrial office land uses with no impacts to residential neighborhoods.

## II. LAND USES

The Carlsbad Raceway Specific Plan allows the permitted and conditionally permitted land uses of the underlying P-M zone and also introduces the new allowed land use of electric vehicle dealership while maintaining the existing lots designated as Open Space.

### A. DEFINITIONS

“Electric Vehicle Dealership” means an automobile sales agency that only sells and/or distributes fully-electric vehicles on-site.

1. Fully-electric vehicles are limited to those whose in-vehicle power source is completely reliant on recharging via connection/plug-in to some electrical source.
2. Petroleum-electric hybrid vehicles and/or vehicles that employ hydrogen for motive power are not considered fully-electric vehicles.

An Electric Vehicle Dealership may act as a stand-alone sales or distribution center for fully-electric vehicles, and/or in conjunction with a service/repair station exclusively dedicated to fully-electric vehicles. No manufacturing of fully-electric vehicles shall take place on-site. The sale or lease of used fully-electric vehicles will only be permitted in conjunction with the sale of new fully-electric vehicles on the same site.

### B. PERMITTED USES

This section outlines the allowed land uses in Areas 1, 2/2A and 3 of the specific plan (development standards are listed in Section C). All development in the P-M Zone of Areas 1 and 2/2A shall comply with the underlying P-M zoning district (Chapter 21.34 of the Carlsbad Municipal Code) and Section C of this Specific Plan.

## **AREA 1**

Allowed land uses shall be consistent with those of the Planned Industrial, P-M Zone, Chapter 21.34 of the Carlsbad Municipal Code.

In addition, the following land use is allowed within this Area with approval of a Conditional Use Permit approved by the Planning Commission:

- **Fully-Electric Vehicle Dealerships.**

## **AREA 2 / 2A**

Allowed land uses shall be consistent with those of the Planned Industrial, P-M Zone, Chapter 21.34 of the Carlsbad Municipal Code.

## **AREA 3**

Allowed land uses shall be consistent with those of the Open Space, O-S Zone, Chapter 21.33 of the Carlsbad Municipal Code. Area 3 is a hard lined designated area under the city of Carlsbad's Habitat Management Plan (HMP). The HMP provides strict standards for the conservation of this habitat corridor. This Specific Plan recognizes the authority of the HMP and proposes no changes to this plan. Also, there are a number of existing utility lines and easements that traverse this open space corridor and no changes are proposed to these utilities.

## **C. LAND USE STANDARDS AND DESIGN REGULATIONS**

Unless otherwise stated herein, the development standards of the underlying P-M and OS Zones and other associated, applicable local regulations (e.g., subdivision, etc.) shall apply.

1. All sides of the building facade should receive equal design attention. A building's exterior finish materials should include a generous amount of glass; smooth texture finishes such as plaster, pre-finished metal or concrete, stone or masonry. Masonry may be utilized as a contrasting or complementary material to other hard surface materials such as glass or metal panels that may be used on the building. Masonry materials may include brick, stone, tile, or architectural concrete block (such as burnished, split face or ribbed block). The materials selected should be

consistent quality architecture consistent with the existing buildings in the specific plan.

2. As the buildings may be viewed from above, a neat and clean roof appearance is important. Any roof mounted equipment shall be screened and architecturally integrated with the building elements.
3. Development of each lot should offer pedestrian-oriented site amenities. Pedestrian walkways, plazas and outdoor seating/eating areas, with shade structures, are encouraged throughout the site. Pedestrian and vehicular access to the lots, once off Lionshead Avenue, should afford a variety of, and continuously changing, view corridors to the new buildings. Trees and other shading elements should provide cover for the parking area as well as the pedestrian access to the building.
4. On-site enclosures such as for trash/recycling, mechanical equipment, or above-grade parking structures should blend into the site environment and be designed in a manner that is architecturally compatible with the primary building in exterior finishes.
5. Undeveloped areas/slopes shall be planted and maintained in a clean, neat and orderly manner.
6. Within Area 1, Electric Vehicle Dealerships shall adhere to the following additional development standards:
  - a. All repair and service activities shall primarily occur inside the primary building(s) onsite and comply with CMC Section 21.42.140.B.17.
  - b. The parking lot outside of the building perimeter should be kept clean and free of tools, service equipment and maintain the appearance of all other building lots within Area 1.
  - c. Outdoor storage of equipment shall be screened with materials architecturally integrated with the main building. No outdoor storage of hazardous materials or other chemical products is allowed.
  - d. Outdoor sound system for music and/or for paging shall be designed to minimize noise nuisance to adjoining properties. Speakers shall be spaced to minimize sound levels and oriented

away from adjoining properties. Upon completion of construction, the outdoor sound system shall be tested for noise and where necessary it shall be adjusted to the satisfaction of the City Planner.

- e. Provisions for loading and unloading shall be provided on site. Such area shall not be permitted in the front yard setback.
- f. Electric Vehicle Dealerships shall provide to all sales and service employees a map which designates areas for test driving. This map shall note that test driving in residential areas shall be strictly prohibited. This map shall be approved by the Transportation Director and City Planner prior to issuance of building permits.
- g. Undeveloped lots shall not be used for the storage of Electric Vehicles unless a Conditional Use Permit is processed pursuant to CMC Chapter 21.42.

### **III. INFRASTRUCTURE PLAN AND IMPLEMENTATION MEASURES**

The infrastructure improvements planned for and approved as part of Local Facilities Management Zone 18 and the City of Carlsbad Capital Improvement Plan, remain applicable and satisfactory for the CRSP for all categories.

- Comply with the current requirements of state and regional storm water management and quality criteria.

### **IV. SPECIFIC PLAN ADMINISTRATION**

As contained in Section 65450, et. seq. of the California Government Code, the CRSP shall be amended in the same manner as the General Plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body. The CRSP may

not be amended unless the proposed amendment is consistent with the City of Carlsbad's General Plan. Additionally, amendment of the CRSP shall be subject to the local requirements of Chapter 21.52 of the Carlsbad Municipal Code.