



**CARLSBAD TOMORROW:
GROWTH MANAGEMENT CITIZENS COMMITTEE**

Agenda

**July 28, 2022, 5 p.m.
Special Meeting**

**Faraday Center
1635 Faraday Ave.
Carlsbad, CA 92008**

Welcome to Carlsbad Tomorrow: Growth Management Citizens Committee Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the Growth Management Citizens Committee and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website.

How to watch

In Person



Growth Management Citizen Committee Meetings take place at the Faraday Center, 1635 Faraday Ave.

Online



Watch the livestream and replay past meetings on the city website, carlsbadca.gov/residents/communication/city-tv-channel

How to participate

If you would like to provide comments to the Growth Management Citizens Committee, please:

- Fill out a speaker request form.
 - Submit the form to staff before the item begins.
 - When it's your turn, staff will call your name and invite you to the podium.
 - Speakers have three minutes, unless the presiding officer (usually the chair) changes that time.
 - You may not give your time to another person, but groups can select a single speaker as long as three other members of your group are present. Group representatives have 10 minutes unless that time is changed by the presiding officer.
- **In writing:** Email comments to committee@carlsbadca.gov Comments received by 2:30 p.m. the day of the meeting will be shared with the committee prior to the meeting. When e-mailing comments, if the comment relates to a specific item on the agenda, please identify in the subject line the agenda item to which your comments relate. All comments received will be included as part of the official record. **Written comments will not be read out loud.**

Reasonable accommodations

Persons with a disability may request an agenda packet in appropriate alternative formats as require by the Americans with Disabilities Act of 1990. Reasonable accommodations and auxiliary aids will be provided to effectively allow participation in the meeting. Please contact the City Manager's Office at 760-434-2821 (voice), 711 (free relay service for TTY users), 760-720-9461 (fax) or manager@carlsbadca.gov by noon on the Thursday before the meeting to make arrangements.

CALL TO ORDER:

ROLL CALL:

APPROVAL OF MINUTES: *Review and approve minutes from the June 23, 2022 meeting.*

PUBLIC COMMENT: *Members of the public are invited to comment on items both on and not on the agenda. Please treat others with courtesy, civility, and respect. In conformance with the Brown Act, public comment is provided so members of the public may participate in the meeting by submitting comments as provided on the front page of this agenda. The Growth Management Citizens Committee will receive comments for 15 minutes at the beginning of the meeting. As needed, public comments will continue at the end of the meeting. In conformance with the Brown Act, no action can occur on non-agenda public comment items.*

WELCOME & INTRODUCTIONS: *Open meeting and welcome attendees. Review purpose and charge for the committee. Review agenda and meeting format. Allow for any introductions for those not present at previous meetings – staff and committee.*

DISCUSSION ITEMS:

1. **COMMITTEE BUSINESS** – Collaborate and discuss the following topics:
 - **Fire Performance Standard.** Receive a presentation from city staff on the existing standard for Fire services. Group discussion on the standard: Is this standard important to quality of life in Carlsbad? Should this standard be re-evaluated in any way? (Michael Calderwood, City of Carlsbad Fire Chief)
2. **PRESENTATION** – Receive a presentation on population statistics and trends in the region. (Marcia Smith, San Diego Association of Governments)
3. **COMMITTEE BUSINESS** – Collaborate and discuss the following topics:
 - **Committee “Housekeeping Items”.** Chair to address recent public comment items, Brown Act reminder, potential use of subcommittees, additional topic prioritization, and overall project schedule.
 - **Mobility & Circulation Performance Standard.** Receive a presentation from city staff and consultants on the existing standard for mobility and circulation. Group discussion on the standard: Is this standard important to quality of life in Carlsbad? Should this standard be re-evaluated in any way? (Nathan Schmidt, City of Carlsbad Transportation & Mobility Manager, and Stephen Cook, Intersecting Metrics)

COMMITTEE MEMBER REQUESTS FOR FUTURE AGENDA ITEMS: *Highlight proposed focus for next meeting and invite Committee member suggestions for topics or presentations to consider in upcoming meetings.*

PUBLIC COMMENT:

Continuation of the public comments. This portion of the agenda is set aside for continuation of public comments, if necessary, due to exceeding the total time allotted in the first public comments section. Any remaining public comments shall be read into the record.

ADJOURN: *Closing comments and adjourn meeting.*

NEXT MEETING:

Thursday, Aug. 25, 2022, 5 p.m.

Minutes

June 23, 2022

CALL TO ORDER: 5 p.m.

ROLL CALL:

Present:

Primary – Jeff Segall, Mike Howes, Mary Ryan, Harry Peacock, Annika Jimenez, Fred Briggs, Steve Linke, Stephen “Hap” L’Heureux, John Nguyen-Cleary, William Sheffler, Joseph Stine

Alternate – Ron Withall, Patrick Goyarts, Jan Neff-Sinclair, Casey Carstairs, Don Christiansen, Thierry Ibri, Angela O’Hara, Lisa Stark, Allen Manzano, Art Larson, William Fowler, Marissa Steketee, Nora Jimenez George, Patricia Mehan, Jamie Latiano Jacobs, Erin Nell

Absent:

Primary – Eric Larson, Scott White, Frank Caraglio, Frances Schnall, Chad Majer, Gita Nassiri, Amy Allemann, Nelson Ross

Alternate – Terence Green, Matthew Reese, Kevin Sabellico

APPROVAL OF MINUTES:

Minor modifications were made to the May 26, 2022 meeting minutes. The amended minutes were approved on a motion by Jeff Segall, and seconded by Harry Peacock.

PUBLIC COMMENTS:

Four public comments were received.

- 1. Carlsbad growth –**
Mercedes Martin encouraged the city to install solar panels to cover energy use and incentivize others in the city to do the same. They also encouraged the city to take a strong stance with no tax on installation and use of photovoltaic panels.
- 2. SDG&E maintenance yard –**
Janet Yaz requested the SDG&E maintenance yard be considered as an opportunity to expand open space within the City of Carlsbad. This could enhance the city’s reputation as a city that prioritizes open space.
- 3. Vacant land use –**
Lance Schulte requested vacant land be considered for use as additional park space. They also requested the city re-evaluate unlimited growth in a limited amount of space and sea level rise impacts to open space.

4. Maerkle Reservoir solar power –

Dr. Phil Watts requested the city consider running water facilities in the city on renewable energy such as solar power. They requested the city consider using solar power on vacant plots of land throughout the city which could potentially generate more revenue than additional housing.

WELCOME AND INTRODUCTIONS:

Meeting opened with a welcome to attendees from Committee Vice Chair Mike Howes. New Alternate Committee Member Jamie Jacobs introduced herself, followed by introductions by city staff including Michelle Hardy (Planning Department), Dave Padilla (Carlsbad Municipal Water District), and Scott Lyle (Public Works). Principal Planner Eric Lardy then reviewed the committee's purpose, process, highlighted the 11 existing performance standards, and shared a committee charter amendment dated June 14, 2022. Facilitator Susan Harden briefly reviewed meeting ground rules.

DISCUSSION ITEMS:

COMMITTEE BUSINESS

- **Schools Performance Standard.** Principal Planner Eric Lardy provided a presentation on the existing schools performance standard and how it is implemented in the context of school districts, growth and the land use planning framework. school planning, funding and the school performance standard in Carlsbad. Committee members asked questions about how population and demographics are forecasted, school safety and maximum capacity levels at schools. Group discussion followed, which centered around the following two questions: Is this standard important to quality of life in Carlsbad? Should the standard be re-evaluated in any way?

The following key thoughts and considerations regarding the City Schools Performance Standard were captured:

- We need a greater understanding of the city demographics and demographic projections; recognize that projections are not always accurate.
- Need to have a better understanding of headcounts and what demographics they represent. What demographic projection data do schools use?
- Should school safety be included?
- Is this standard useful without city control?
- School sets its own standards – are there other options to explore? Define the term “capacity” and “temporary” as it relates to schools (for instance, is a trailer acceptable to meet capacity? How long is temporary?)
 - Need better understanding of what “relo” (trailer) requirements are for schools.
- Is there a student generation factor that could be developed for each project (used to do this in the past at Planning Commission)? Perhaps an infill version of this factor?
- Will serve/will not serve letters – this process may be an area to fine-tune as part of the growth management standard (how the city responds).
- Will all day kindergarten impact school standards?
- What role can the city play in the quality of education?
- How do private schools impact capacity and school planning?
- Should we have a census tract by tract understanding of the population?
- Population projections will never be an exact science.
- Neighborhoods transition and change over the decades – does this need to be accounted for?
- Our growth standard recommendations should be actionable.

- **Drainage Performance Standard.** Public Works Senior Engineer Scott Lyle provided a presentation on the current drainage performance standard and sources of funding in Carlsbad. Committee members asked questions regarding beach erosion, water quality and infill impacts to drainage. Group discussion followed, which centered around the following two questions: Is this standard important to quality of life in Carlsbad? Should the standard be re-evaluated in any way?

The following key thoughts, questions and considerations regarding the City Drainage Performance Standard were captured:

- What about water quality considerations? Consider integrating this into a standard.
 - Percentage of graywater captured + other environmental conservation measures
 - Consider a feasibility study and quantifying the percent of graywater captured for reuse.
 - How are water quality measures currently funded? Is there an impact fee (this is managed by the city's Environmental Management Department)?
 - Consider updating the impact fee timeline more frequently, potentially every five to 10 years rather than 15.
 - Consider control of stormwater important for nearby beaches; how to retrofit existing facilities to accommodate stormwater flow?
 - Impact of climate change? Discussion that existing drainage standards do account for 100-year flood events and sea level rise based on FEMA numbers.
 - What about differences with infill? Discussion that different drainage standards are not necessary for infill.
- **Wastewater Treatment Performance Standard.** Dave Padilla, Carlsbad Municipal Water District Utilities Engineering Manager, provided a presentation on the current wastewater treatment performance standard and sources of funding in the City of Carlsbad. Committee members asked questions regarding water storage and availability. Group discussion followed, which centered around the following two questions: Is this standard important to quality of life in Carlsbad? Should the standard be re-evaluated in any way?

The following discussion and key considerations regarding the City Wastewater Treatment Performance Standard were captured:

- Are these performance standards the same as the Leucadia District and other water districts? How does that process work?
 - Consider effects of housing growth on sewage – what happens when we are at capacity?
 - How does growth outside of Carlsbad affect plant capacity?
 - Is there a connection to recycled water facilities and the water performance standards? Do we need to consider a new recycled water performance standard or other conservation activities? Make standard more than just capacity.
 - Is there potential for the city to sell extra capacity with facilities to nearby cities?
 - Is there a potable reuse opportunity - turning tertiary treated recycled water into potable drinking water? Discussed expense of this option.
- **Sewer Collection Performance Standard.** Dave Padilla, Carlsbad Municipal Water District Utilities Engineering Manager, provided a presentation on the current sewer collection performance standard and sources of funding in the City of Carlsbad. Committee members asked questions regarding infrastructure limits and the implication of accessory dwelling units. Group discussion followed, which centered around the following two questions: Is this standard important to quality of life in Carlsbad? Should the standard be re-evaluated in any way? The following key thoughts and considerations regarding the City Sewer Collection Performance Standard were captured:
 - Consider how the influx in ADU units impacts pipes, the water treatment plant and water usage; need to be sure these units are captured
 - Consider adding ADUs into future land use master plans and overall city projections.

- Consider effective ways to estimate how much capacity we need and the type of infrastructure future facilities will need; how to best estimate peak capacity in future?
 - Are there any legal ramifications if the city cannot keep up sewer performance with housing demands imposed by the state? Are we still legally required to grow?
 - Will climate change be a threat to any city assets or infrastructure? Discussion around climate change being bigger threat to water supply.
 - Re-evaluate the fee structure for infill and sewer connections.
- **Water Distribution Performance Standard.** Dave Padilla, Carlsbad Municipal Water District Utilities Engineering Manager, provided a presentation on the current water distribution performance standards and sources of funding in the City of Carlsbad. Committee members asked questions regarding infrastructure limits, water storage and water sources. Group discussion followed, which centered around the following two questions: Is this standard important to quality of life in Carlsbad? Should the standard be re-evaluated in any way?

The following key thoughts and considerations regarding the City Water Distribution Performance Standard were captured:

- Consider the cost of storing water versus treating additional water; discussion around size of reservoir; not large enough for recycled water activity?
- Consider what the maximum water consumption the city would be able to accommodate.
- Does the performance standard assume water will always be available?
- What is the city's water sourcing criteria? Discussion that Carlsbad is importer of water.
- Consider a standard that maximizes use of recycled water, graywater, etc. the city can use while still conserving water.
- Consider cost impacts of conservation-related standards.
- This standard seeks to understand purveyance of water, not the availability of water.
- Provide standards and/or impacts of the other two water districts that serve Carlsbad.

COMMITTEE MEMBER REQUESTS FOR FUTURE AGENDA ITEMS:

Future agenda items requested for consideration by the committee included the following:

- Clarify for the next performance standard open space performance standard if we are discussing "usable open space" or "protected open space."
- Consider adding additional meetings to ensure all existing and potential future performance standards are adequately discussed.

Committee suggestions identified for future possible discussion or consideration:

- Request for a short summary regarding the other two water districts in Carlsbad
- Provide a hard copy of the Carlsbad Community Vision for committee members
- Consider how we can ensure all topics are discussed before the deadline
- Committee agreement on what number to assume for population growth projections

PUBLIC COMMENT:

None

ADJOURNMENT:

Vice Chair Mike Howes adjourned the duly noticed meeting at 8:20 p.m.



GROWTH MANAGEMENT CITIZENS COMMITTEE

Staff Report

Meeting Date: July 28, 2022

To: Growth Management Citizens Committee

Staff Contact: Eric Lardy, City Planner
Eric.Lardy@carlsbadca.gov

Sarah Lemons, Communication & Engagement
Sarah.Lemons@carlsbadca.gov

Subject Committee Business

Recommended Action

Receive presentation from city staff and discuss the following topic:

- **Fire Performance Standard.** Receive a presentation from city staff on the existing standard for Fire services. Group discussion on the standard: Is this standard important to quality of life in Carlsbad? Should this standard be re-evaluated in any way? (Michael Calderwood, City of Carlsbad Fire Chief) (Exhibit 1)

Fiscal Analysis

This action has no fiscal impact.

Environmental Evaluation

In keeping with California Public Resources Code Section 21065, this action does not constitute a “project” within the meaning of the California Environmental Quality Act in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Therefore, it does not require environmental review.

Public Notification and Outreach

This item was noticed in keeping with the Ralph M. Brown Act and it was available for public viewing and review at least 72 hours before the scheduled meeting date.

Exhibits

1. Fire Performance Standard
 - A. Fire Service Area Map
 - B. May 19, 2020 City Council Staff Report on Fire Department Standards of Coverage, Potential Deployment Improvements (incorporated by reference and available here: <https://records.carlsbadca.gov/WebLink/DocView.aspx?id=4869855&dbid=0&repo=CityofCarlsbad&cr=1>)

CARLSBAD TOMORROW - GROWTH MANAGEMENT CITIZENS COMMITTEE
STAFF REPORT – Discussion Item 1 Exhibit 1
JULY 28, 2022

FIRE FACILITIES

No more than 1,500 dwelling units outside of a five-minute response time.

BACKGROUND

The intent of the growth management standard, as applied to fire facilities, is to establish the distribution of station locations, based upon response distances. At the time the Growth Management Plan was developed, scientific fire behavior information and recognized best practices supported the position that a response time of five minutes would result in effective fire incident intervention. The Growth Management Plan provides no other trigger mechanism for the installation of additional fire stations, it states that up to 1,500 dwelling units could exist outside the five-minute reach of the closest fire station for an indeterminate length of time without violating the growth management standard. The five-minute response distance measure was selected exclusively as a means of geographically positioning fire stations throughout the city. Therefore, the standard is applied as a means of measuring compliance with locating fire facilities in accordance with the Growth Management Plan, not the performance of the Fire Department in meeting service responsibilities.

FACILITY PERFORMANCE ANALYSIS

The city’s fire facilities comply with the Growth Management performance standard. There are no more than 1,500 dwelling units outside of a five-minute response distance from any of the city’s six fire stations.

Buildout Facility Adequacy Analysis

Based on the current residential land uses planned by the General Plan, at buildout, the threshold of no more than 1,500 units outside of a five-minute response distance will not be exceeded for any of the fire stations.

Fire Station Number	Total number of dwelling units outside of five minutes
1,3 & 4 (aggregated)	1,227
2	902
5	392
6	1,185

The following criteria was used to determine the number of existing and future dwellings outside a five-minute response:

- Existing fire station locations (see Exhibit 1A for a map of fire station service areas)
- Anticipated future development
- 2.5-mile road distance from each fire station (five-minute response time equates to road driving distance of 2.5 miles)
- All planned, major roadway arterials
- The number of dwelling units projected at buildout that will be located outside of the 2.5-mile road (five-minute) distance from each fire station.

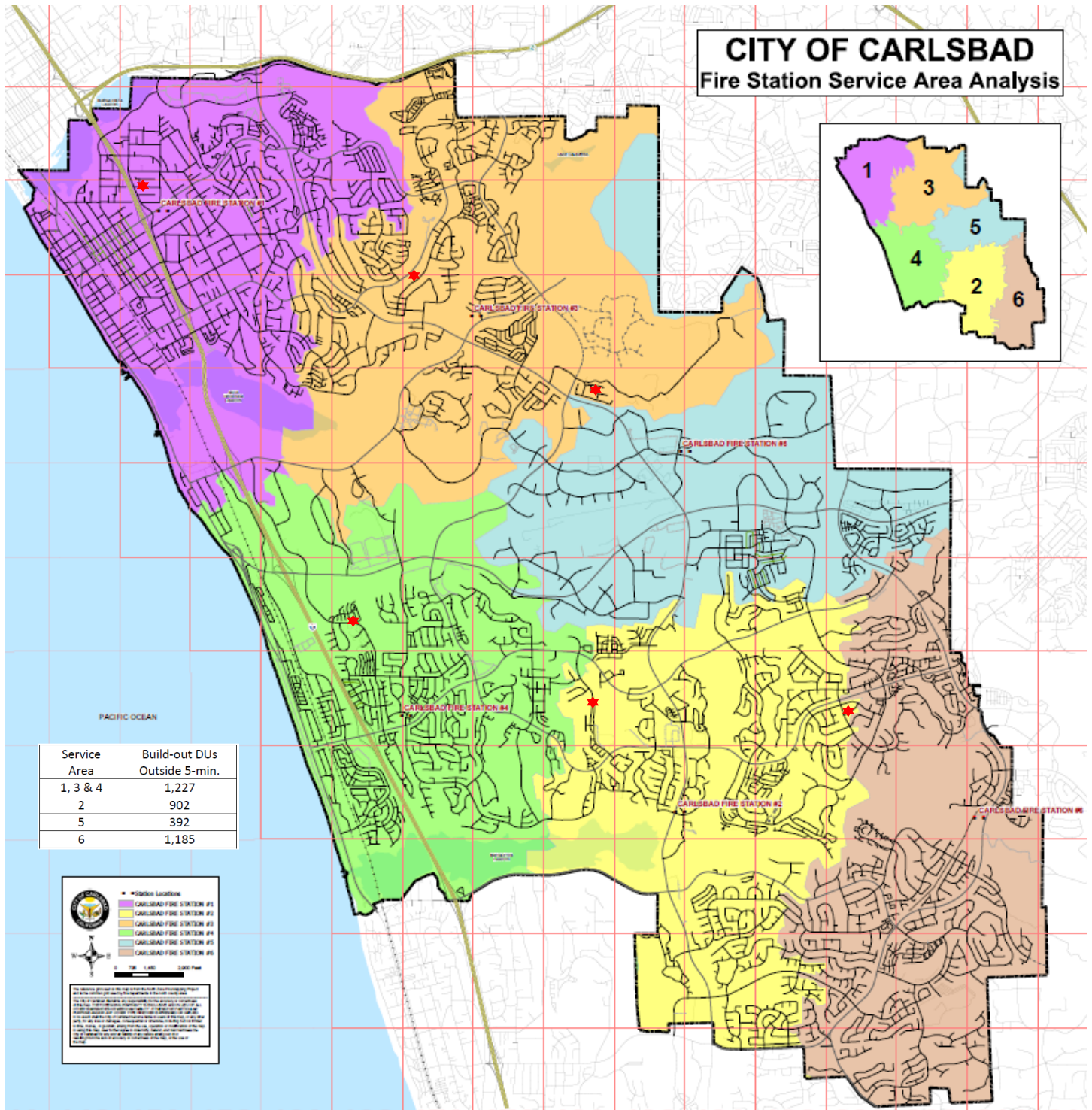
HOW THE CITY FUNDS FIRE FACILITIES

Fire stations are funded by public facility impact fees and the general fund, as such, they require a public vote for expenditures over \$1 million.

OTHER STANDARDS AND CONSIDERATIONS

The current geographical based standard for fire services does not consider the population density of the geographic area or the actual volume of emergency calls and resource commitment times. As an alternative to the current geographically focused approach, the city could adopt complete performance measures to aid in deployment planning and to monitor department capabilities. This alternate approach would provide for and allow measures designed to monitor the fire department's ability to deliver outcomes that will save patients' lives when possible, keep small fires small and prevent serious fires from becoming more serious.

In May 2020, the Fire Department presented a [report](#) to the City Council on Fire Department standards of coverage and potential deployment improvements. Standards of Cover is a document that details a systems-based approach to fire department deployment that uses local risks and demographics to determine the level of protection that best fits a department's needs. It is intended to identify current services and appropriate services levels while providing a uniform and ongoing foundation for fire and ambulance service planning.





GROWTH MANAGEMENT CITIZENS COMMITTEE

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Subject Committee Business

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Exhibits

1. Circulation Performance Standard

CARLSBAD TOMORROW - GROWTH MANAGEMENT CITIZENS COMMITTEE
STAFF REPORT – Discussion Item 3 Exhibit 1
JULY 28, 2022

Circulation

Implement a comprehensive livable streets network that serves all users of the system – vehicles, pedestrians, bicycles, and public transit. Maintain LOS D or better for all prioritized modes of travel, as identified in the General Plan Mobility Element, excluding LOS exempt intersections and streets approved by the City Council.

CURRENT GROWTH MANAGEMENT PLAN

The main goals of the city's Growth Management Plan (GMP) are to Provide a framework in which new growth should occur and to ensure that new development pays its own way. The GMP was originally established in 1986 and had subsequent updates as part of the 1994 and 2015 General Plan Update process. The 2015 General Plan update¹ established a livable streets approach to mobility, which emphasized a multi-modal approach to transportation and planned to implement a Complete Streets network throughout the city, which will help to accommodate all modes of travel (auto, transit, bicycle, and pedestrian). The circulation standard (outlined above) was established in 2015 to be consistent with the General Plan livable streets approach.

Livable Streets

The city's approach to provide livable streets recognizes that optimum service levels cannot be provided for all travel modes on all streets within the city. This is due to competing interests that arise when different travel modes mix. For example, pedestrian friendly streets typically have slow vehicle travel speeds, short-distance pedestrian crossings, and include some type of buffer between the vehicle travel way and the pedestrian walkway. However, automobile friendly streets typically have wide travel lanes, multiple turn lanes (increasing the pedestrian crossing distance), and high automobile speeds. Therefore, the General Plan Mobility Element utilizes a livable streets approach to provide a balanced mobility system that identifies, based on the location and type of street (street typology), the travel modes for which service levels should be enhanced and maintained per the multi-modal level of service (MMLOS) standard specified in the city's Citywide Facilities and Improvements Plan (part of GMP).

Transportation System Management & Transportation Demand Management Programs

The 2015 General Plan update identified a series of roadways within the city that would need to be widened beyond six-lanes, which is generally the maximum width of a surface level roadway, to maintain a LOS D or better. Since the further widening of these roadways is not feasible, policies were included within the General Plan to develop techniques to better manage the transportation system as a whole, including the development of citywide transportation system management strategies (TSM) and transportation demand management (TDM) strategies.

¹ <https://www.carlsbadca.gov/home/showpublisheddocument/3422/637434861095100000>

TSM strategies look to implement technology to improve traffic signal coordination, which increases roadway efficiency and capacity. The same signal coordination technology can also be used to improve transit service speed and reliability. Finally, TSM strategies include the enhancement of signal detection for vehicles, buses, bikes, and pedestrians. This results in increased safety and access for all modes of travel, as it reduces and better manages the conflict points between modes. As part of the TSM program, the city allows developments to purchase updated signal controllers as mitigation along roadways that cannot feasibly be widened due to right-of-way or other constraints.

The city developed a TDM Handbook² in August 2019 which sets new TDM requirements for new development. The TDM Handbook outlines several measures that can be implemented to reduce the demand of vehicular traffic associated with a project. These measures include bicycle infrastructure, carpool/vanpool programs, incentive programs, alternative work schedules, providing on-site amenities, and encouraging the use of transit. New non-residential developments that generate 110 daily employee trips or more are now required to develop and submit a TDM plan with the city. Residential projects which are determined to add trips to GMP exempt roadway segments are also required to implement TDM. These developments are also required to submit annual monitoring reports to the city to review the plan's effectiveness.

HOW ROADWAY IMPROVEMENTS ARE FUNDED

The city's transportation network is funded through the following primary sources:

- *Grant Funding* – The city applies for local, state, and federal grants to assist with the funding of a variety of transportation infrastructure projects. Most grant funding sources focus on safety and sustainability, thus grant funding is primarily only available for multi-modal infrastructure such as bike and pedestrian facilities.
- *Required Developer Improvements* – Land development projects are required to conduct a Local Mobility Analysis study to determine if the project will cause or worsen sub-standard operations (LOS E or F) on a roadway, based on the city's MMLOS standards. A Local Mobility Analysis evaluates the effects of new developments on the local transportation network and is required for development projects that generate more than 11 peak hour trips or 110 daily trips. If a project is found to cause or worsen sub-standard operations, it is generally required to implement the infrastructure needed to restore operations to pre-development conditions. Development projects are also generally required to improve the roadway along its frontage to its ultimate condition, as prescribed within the General Plan.

² <https://www.carlsbadca.gov/home/showpublisheddocument/310/637425981338370000>

- *Fee Programs* – The city’s Transportation Impact Fee (TIF) Program and SANDAG’s Regional Transportation Improvement Program (RTCIP) impose fees on new developments to pay their fair-share to build out the city’s transportation network.
- *Tax Funding (Sales Tax and Gas Tax)* – Transnet³ is a half-cent sales tax that was voted into place in 1987 by San Diego County voters to help fund regional transportation infrastructure. The State of California has a 50.5 cent per gallon gas tax which helps to fund regional transportation infrastructure as well as helps to fund the maintenance of local roadways. The City of Carlsbad receives local allocations of both programs to assist with transportation infrastructure and roadway maintenance.

HOW TRANSPORTATION ANALYSIS HAS CHANGED

Discretionary actions, including development projects and transportation projects, are required to be evaluated under the California Environmental Quality Act (CEQA). Historically, the evaluation of transportation impacts has been based on automobile delay and a “Level of Service” or LOS standard to measure that delay. In 2018, the CEQA was updated consistent with Senate Bill (SB) 743 (2013), which changed the way transportation impacts are evaluated under the CEQA, as follows:

- Vehicle miles traveled (VMT). As of July 1, 2020, automobile delay and LOS are no longer used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, VMT is now required to be one of the metrics used to determine transportation related impacts. The stated intent of SB 743 was to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, complete streets, and smart growth. Using VMT as a performance measure instead of LOS is intended to discourage suburban sprawl, reduce greenhouse gas emissions, and encourage the development of smart growth, complete streets and multimodal transportation networks. The requirements under SB-743 were codified under Section 15064.3 of the CEQA guidelines as part of the December 2018 code update.

In response to SB-743 and the 2018 CEQA update, the City of Carlsbad developed new VMT Analysis Guidelines in September 2020⁴. These guidelines set new VMT based significance standards in place to analyze and identify transportation related impacts within the city. The City of Carlsbad based their transportation impact significance standards on the guidance provided by the State of California in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*⁵, December 2018. The city’s significance thresholds for land development projects are summarized below:

³ <https://www.keepsandiegomoving.com/transnet-about.aspx>

⁴ <https://www.carlsbadca.gov/home/showpublisheddocument/312/637425981341500000>

⁵ https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- *Residential Projects:* A significant transportation impact occurs if the project VMT per capita exceeds a level 15% below the city average VMT per capita.
- *Office Projects:* A significant transportation impact occurs if the project VMT per employee exceeds a level 15% below the regional average VMT per employee.
- *Regional Retail Projects:* A significant transportation impact occurs if the project results in a net increase in VMT.
- *Industrial Projects:* A significant transportation impact occurs if the project VMT per employee exceeds the average regional VMT per employee.

City average VMT per capita and regional average VMT per employee values are determined using the SANDAG regional travel demand model⁶. Each project is able to use this process to determine if additional analysis is needed or “screened out” meaning that a project is determined to not have a significant impact and no additional analysis is required. Projects that need to conduct additional analysis have several models and methods that they can use to evaluate impacts to VMT.

- Significance thresholds for transportation infrastructure projects. Transportation infrastructure projects that reduce or have no impact on VMT, such as pedestrian and bicycle facilities, are presumed to reduce VMT and therefore presumed to have a no impact or a less than significant impact. Transportation projects that induce VMT may have an impact and need to be evaluated.

⁶<https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b>