

3 Revisions to the Draft EIR and Recirculated Portions of the Draft EIR

EXECUTIVE SUMMARY

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Table ES - I: Estimated New Development (To Buildout)

	<i>Residential (Dwelling Units)</i>	<i>Commercial (Sq Ft)</i>	<i>Office (Sq Ft)</i>	<i>Industrial (Sq Ft)</i>	<i>Hotel Rooms</i>
Inside Focus Areas					
Focus Area					
Barrio	759	5,900	–	–	–
Power Plant/Strawberry Fields Village	–	822,500	–	–	580
Village	842	131,500	–	–	260
Plaza Camino Real Commercial Corridor	–	35,400	–	–	–
Quarry Creek	636	–	–	–	–
Marja Acres	164	44,900	–	–	–
Sunny Creek Commercial	399	67,000	–	–	–
Mandana	227	–	–	–	–
Palomar Corridor	1,042	183,800	724,000	4,564,800	<u>350</u> 100
Southern Freeway Corridor	–	157,300	18,700	–	140
Ponto/ Southern Waterfront	185	92,100	–	–	<u>790</u> 575
Aviara	281	17,500	–	–	60
South El Camino Real	–	121,300	–	–	80
BJ/Robertson	202	136,600	–	–	–
La Costa Town Square Office	120	–	–	–	–
Encina Wastewater Authority South Parcel	175	22,000	–	–	–
Sub-Total Focus Areas	5,032	1,837,200	742,700	4,564,800	<u>2,260</u>1,795
Outside Focus Areas					
Quadrant					
Northwest	1,104	–	–	–	100
Northeast	1,363	–	–	–	–
Southwest	287	10,400	35,800	35,600	–
Southeast	421	284,000	–	–	–
Sub-Total Outside Focus Areas	3,175	294,400	35,800	35,600	100
Total	7,880	2,132,200	778,500	4,600,400	<u>2,360</u>1,895

Source: City of Carlsbad, 2014³; Dyett & Bhatia, 2013.

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Table ES-2: Estimated Total Development (To Buildout)

	Existing ¹	New Development (2035)	Total Buildout (2035)
Housing Units ²	44,440	7,880	52,320
Population	108,246	22,906	131,152
Commercial (sq ft)	3,840,600	2,132,200	5,972,800
Office (sq ft)	5,622,700	778,500	6,401,200
Industrial (sq ft)	14,910,100	4,600,400	19,510,500
Hotel Rooms	3,600 4,065	2,360 1,895	5,960
Jobs	61,999	23,217	85,216

1. Existing residential units and population as of 2013. Existing non-residential development as of 2010. Jobs as of 2008.

2. Excludes second dwelling units and commercial living units, which are not counted for purposes of the city's Growth Management dwelling unit limitations.

Sources: California Department of Finance, 2013; SANDAG, 2008; City of Carlsbad, 2014; Dyett & Bhatia, 2013.

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AREAS OF CONTROVERSY

Although there are no clear cut areas of controversy, environmental impacts classified as significant and unavoidable have been identified in the resource topics of air quality and transportation, and inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

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...
3.1-2 Implementation of the proposed Carlsbad General Plan will not substantially degrade the existing visual character or quality of Carlsbad and its surroundings.	2-G.9 Accommodate a diversity of business establishments in appropriately-scaled settings, including large-scaled industrial and research and development establishments proximate to the Palomar-McClellan-Palomar Airport, regionally-scaled shopping centers, and neighborhood-serving commercial centers with smaller-	Less than significant

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...
	<p>...</p> <p>2-G.21 In accordance with Proposition D, which was enacted by Carlsbad voters in 2006, create a unique, community-oriented agricultural and open space area along the Cannon Road corridor located east of Interstate 5 including the existing flower fields and strawberry fields (does not include the 50 acre parcel located adjacent to the east side of Interstate 5). <i>Goals 2-G.23 through 2-G.28 are in accordance with "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money" and are applicable only to the area within the Cannon Road Open Space, Farming and Public Use Corridor (see Figure 2-2):</i></p> <p>2-G.23 Create a unique, community-oriented open space area along the Cannon Road corridor located immediately to the east of the Interstate 5 freeway including the existing flower fields and strawberry fields.</p> <p>2-G.24 Ensure that this area is permanently protected and preserved for open space uses.</p> <p>2-G.25 Enhance the protection of the existing flower fields.</p> <p>2-G.26 Allow farming operations in the area such as the existing strawberry fields and flower growing areas to continue.</p> <p>2-G.27 Provide for the protection and preservation of environmental resources in the area.</p> <p>2-G.28 Increase public access and use to the area primarily through the incorporation of public trails and active and passive recreation.</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.11 Consider density and development right transfers in instances where a property owner is preserving open space in excess of normal city requirements for purposes of environmental enhancement, complying with the city's Habitat Management Plan, or otherwise leaving developable property in its natural condition. The density/development potential of the property being left in open space shall be reserved for and used on the remainder of the</p>	

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	<p>...</p> <p>2-P.20 Sites designated for Limit "general commercial" use development should be limited to locationssites where such uses are appropriate and desirable, provided the development is designed to be architecturally unified and does not result in "strip commercial" development.</p> <p>...</p>	

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...
	<p>...</p> <p>2-P.60 In coordination with land owners, <u>protect and preserve this area as an open space corridor. Permit only open space, farming and compatible public uses in the area. Permitted uses shall be as follows:</u>provide for the protection and preservation of environmental and agricultural resources in the corridor area by permitting only:</p> <ul style="list-style-type: none"> a. Open space b. Farming and other related agricultural support uses, including flower and strawberry productionand commercial support uses. c. Public trails d. Active and passive parks, recreation and similar public and private use facilities (except on the existing Flower Fields) e. Electrical Transmission Facilities <p>...</p>	

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...
	<p>...</p> <p>3-P.11 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. <u>Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.</u></p> <p>...</p>	

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...
	<p>...</p> <p>3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, <u>public activity centers (such as senior centers, city hall, libraries, etc.)</u> and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p> <p>...</p>	

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<p>3.3-3 Implementation of the proposed General Plan will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p>...</p> <p>4-P.64 Coordinate the needs of storm water pollution management with <u>the overlapping (and sometimes competing) habitat</u></p>	<p>Less than significant</p>

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...
3.4-2 The proposed General Plan would not conflict with the CBC Energy Efficiency Standards, the 2009 San Diego Regional Energy Strategy renewable energy goals, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2035, or any other applicable energy conservation regulations.	<p>...</p> <p>3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, <u>public activity centers (such as senior centers, city hall, libraries, etc.)</u> and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p> <p>...</p>	Less than significant

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...
	<p>...</p> <p>2-P.85 Allow small pockets of higher density residential at the edges of the corridor, as shown on the Land Use Map, to enable residents to live closer to jobs, with opportunities for enhanced bicycle and pedestrian paths that link residential</p>	

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...	<p>and employment uses. Ensure that residential uses incorporate noise attenuation criteria in accordance with the Airport Land Use Compatibility Plan.</p> <p>Mobility Element Policies</p> <p>3-P.6 Utilize transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and traffic signal management techniques as long-term transportation solutions and traffic mitigation measures to carry out the Carlsbad Community Vision.</p> <p>3-P.11 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. <u>Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.</u></p> <p>...</p>	...
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	<p>...</p> <p>Land Use and Community Design Element Policies Policies 2-P.22, 2-P.23, 2-P.43, 2-P.44, <u>and 2-P.51, and 2-P.85</u> listed above.</p> <p>2-P.45 At the time existing shopping centers are renovated or redeveloped, where feasible, require connections to existing residential neighborhoods through new pedestrian pathways and entrances, mid-block crossings, new or wider sidewalks, and pedestrian-scaled street lighting.</p> <p>2-P.46 Enhance walkability on a citywide scale by installing benches and transit shelters and adding landscaping, wayfinding <u>signage, public art,</u> and pedestrian-scaled lighting. Consider ways to improve rail and freeway overpass/ underpass areas, with lighting, sidewalk improvements and <u>public art installations.</u></p> <p>...</p>	

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...
	<p>...</p> <p>6-P.34 Promote community awareness of possible natural and man-made hazards, response plans and measures that can be taken to protect lives.</p> <p>6-P.37 Promote public awareness of possible natural and man-made hazards, measures that can be taken to protect lives and property, response plans, and evacuation routes.</p> <p>...</p> <p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-P.50 Prior to the approval of new development within an existing or former agricultural area in Carlsbad, require a detailed soils testing and analysis report be prepared by a registered soils engineer and submitted to the city and the county health department for review and approval. This report shall evaluate the potential for soil contamination due to historic use, handling, or storage of agricultural chemicals restricted by the <u>County of San Diego County</u> Department of Health Services. If hazardous chemicals are detected at concentrations in the soil that would have a significantly adverse effect on human health, the report shall identify a range of possible mitigation measures to remediate the significant public health impacts.</p>	

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...
	<p>obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County <u>Regional Airport Authority</u> Airport Land Use Commission recommendations in the review of development proposals.</p> <p>2-P.36 Coordinate with the San Diego County <u>Regional Airport Authority</u> Airport Land Use Commission and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.</p> <p>2-P.37 Prohibit approval of any <u>zone change, general plan amendment or other legislative action that authorizes the geographic expansion of McClellan-Palomar Airport, unless authorized to do so approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)</u></p>	
3.6-6 The proposed General Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	<p>Proposed General Plan Goal 6-G.3 and policies 6-P.31, 6-P.34, 6-P.36, and 6-P.37, discussed above, would reduce potential impacts on implementation of an adopted emergency response plan. In addition, the following proposed General plan policies would further reduce potential impacts:</p> <p>...</p>	

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...
3.7-1 Development under the proposed General Plan would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.	<p>...</p> <p>7-P.1 Prepare an updated inventory of historic resources in Carlsbad, with recommendations for specific properties and districts, if determined</p>	Less than significant

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...
	<p>appropriate, to be designated in national, state, and local registries, if determined appropriate and with agreement of the <u>property owners</u>.</p> <p>...</p>	
...

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	<p>4-P.64 Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.</p>	

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	<p>3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, <u>public activity centers (such as senior centers, city hall, libraries, etc.)</u> and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p>	
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...
	<p>obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County <u>Regional Airport Authority</u> Airport Land Use Commission recommendations in the review of development proposals.</p> <p>...</p>	

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	<p>...</p> <p>5-P.10 Consider noise impacts in the design of road systems and give special consideration to noise sensitive areas; <u>to the greatest extent possible, the design of roads should minimize roadway noise to levels acceptable to surrounding areas.</u></p> <p>...</p>	

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	<p>procedures.</p> <p>5-P.15 Expect the airport to control noise <u>(to the extent of its limited authority granted by the Federal Aviation Administration to indirectly regulate aircraft noise through airport design and scheduling)</u> while the city shall control land-use thus sharing responsibility for achieving and maintaining long-term noise/land-use compatibility in the vicinity of McClellan-Palomar Airport.</p> <p>5-P.16 Require new <u>residential and nonresidential</u> development to comply with the noise compatibility criteria in the ALUCP. Require dedication of aviation easements for new developments designated as conditionally compatible for noise in the ALUCP, and which are located within the 65 dB CNEL noise contour as mapped on [General Plan] Figure 5-4: Airport Noise Compatibility Policy Map.</p>	

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Public Facilities and Services		
<p>3.11-1 Implementation of the proposed General Plan would not result in an adverse environmental effect or the physical deterioration of existing neighborhood, community or regional parks, or other recreational facility as a result of increased use of or construction/expansion of such facilities.</p>	<p>...</p> <p>2-P.50 Work with the California Parks Department to enhance recreation, public access, <u>visitor-commercial services</u>, and activity in the Carlsbad Boulevard coastal corridor. Land could be made available by realigning the southbound lanes of Carlsbad Boulevard and by reconfiguring the Palomar Airport Road / Carlsbad Boulevard intersection. The <u>principal</u> objectives are to improve coastal access for all; conserve coastal resources; enhance public safety, including addressing threats to the campground from bluff erosion and sea level rise; and create additional recreational opportunities, waterfront amenities and services, including modernization and expansion of the campgrounds to serve as lower-cost visitor and recreational facilities.</p>	<p>Less than significant</p>

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...
	<p>without making corresponding reductions in <u>residential capacity development potential</u>.</p> <p>...</p> <p>4-P.19 Develop, implement and periodically update a the Parks and Recreation Needs Assessment and Comprehensive Action Plan that identifies appropriate programming for the city's parklands, prioritizes future parkland development, reflects the needs of residents at the neighborhood and citywide level and of an increasingly diverse and aging population, and in concert with the citywide trails program, creates new linkages to neighborhoods.</p>	

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...
	<p>...</p> <p>4-P.21 Maintain appropriate recreational standards (<u>e.g. payment of park mitigation fees</u>) for employment areas.</p> <p>...</p> <p>4-P.29 Consider the following during the development/re-development of parkland: <u>protection and enhancement of sensitive natural habitat by expanding minimum buffers</u></p>	

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	around sensitive resources; utilizing natural - <u>native</u> plant species in park projects; incorporating plant species that provide food such as seeds, nuts and berries for wildlife and bird species; protecting and buffering drinking water sources such as small ponds and wetland areas; and limiting turf grass use to recreational areas. Use the Carlsbad Landscape Manual in	
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	7-P.29 Provide adequate library facilities and programs that align with <u>the community's residents' lifelong learning needs, and abilities and demographics, and changes in technology,</u> such as through facilities design, services and service delivery methods, and partnerships with educational and learning institutions.	
...

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...
provision of or need for construction of new or physically altered police and fire facilities in order to maintain acceptable service standards.	6-P.34 Promote community awareness of possible natural and man-made hazards, response plans and measures that can be taken to protect lives. 6-P.37 Promote public awareness of possible natural and man-made hazards, measures that can be taken to protect lives and property, response plans, and <u>evacuation routes.</u>	Less than significant
	...	

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...
3.12-1 Development under the proposed General Plan would exceed wastewater treatment requirements of the	2-P.8 Do not permit residential development to exceed the applicable Growth Management Control Point (GMCP) density unless the following findings are made:	Less than significant

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applicable Regional Water Quality Control Board.	<p>a. The project qualifies for and will receive an allocation of “excess” dwelling units, pursuant to City Council Policy No. 43.</p> <p>b. The project will provide sufficient additional public facilities for the density in excess of the GMCP to ensure that the adequacy of the city's public facilities plans will not be adversely impacted.</p> <p>eb. There have been sufficient residential projects approved at densities below the GMCP so the citywide and quadrant dwelling unit limits will not</p>	
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3.12-2 Development under the proposed General Plan would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	<p>2-P.34 Encourage Require utilization of soil and water conservation techniques in agricultural activities.</p> <p>Sustainability Element Policies</p> <p>9-G.4 Strive to Reduce the city's reliance on imported water.</p> <p>9-P.3 Develop and implement a water sub-metering ordinance for multi-family rental and mixed-use buildings.</p> <p>9-P.4 Consider Utilize irrigation and landscape design measures for the municipal golf course (Crossings at Carlsbad) that will result in decreased water consumption.</p> <p>...</p>	Less than significant

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...
	<p>4-P.64 Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.</p>	
...

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	<p>...</p> <p>3-P.8 After the College Boulevard extension and Poinsettia Lane connections are completed as identified in <u>Policy 3-P.17</u>, allow the following streets to be LOS exempt facilities from the LOS standard identified in Policy 3-P.4, subject to the requirements described in Policy 3-P.7:</p> <ul style="list-style-type: none"> • La Costa Avenue between Interstate-5 and El Camino Real • El Camino Real between Palomar Airport Road and La Costa Avenue • Palomar Airport Road between Interstate-5 and College Boulevard • Palomar Airport Road between El Camino Real and Melrose Drive <p>...</p>	

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<i>b) Pedestrian Levels of Service</i>	<p>...</p> <p>3-P.11 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. <u>Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.</u></p> <p>...</p>	Less than significant

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d) <i>Transit Levels of Service</i>	<p>...</p> <p>3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, <u>public activity centers (such as senior centers, city hall, libraries, etc.)</u> and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p> <p>...</p>	
...

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	<p>development proposals must meet Federal Aviation Administration (FAA) requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County <u>Regional Airport Authority Airport Land Use Commission</u> recommendations in the review of development proposals.</p> <p>2-P.36 Coordinate with the San Diego County <u>Regional Airport Authority Airport Land Use Commission</u> and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around the airport.</p> <p>2-P.37 Prohibit <u>approval of any zone change, general plan amendment or other legislative action that authorizes the geographic expansion of McClellan-Palomar Airport, unless authorized to do so approved</u> by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)</p> <p>Mobility Element Policies</p> <p>3-P.40 Work with the San Diego County of San Diego and other agencies to ensure continued safe and efficient operation of the McClellan-Palomar Airport without expansion, consistent with the Carlsbad Community Vision and existing city policy.</p> <p>...</p>	

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...
3.14-1 Buildout of the proposed General Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the	<p>Land Use and Community Design Element Policies</p> <p>2-P.32 Allow <u>Support for agricultural uses throughout the city, including small-scale farms and community gardens.</u></p> <p>...</p>	Less than significant

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Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	<p>assistance.</p> <p>2-P.34 Encourage <u>Require utilization of soil and water conservation techniques in agricultural activities.</u></p> <p>Land Use and Community Design Element Policies: The Cannon Road Open Space, Farming and Public Use Corridor</p> <p>2-P.60 In coordination with land owners, protect and preserve this area as an open space corridor. Permit only open space, farming and compatible public uses in the area. Permitted uses shall be as follows: provide for the protection and preservation of environmental and agricultural resources in the corridor area by permitting only:</p> <ul style="list-style-type: none"> a. Open space b. Farming and other related agricultural support uses, including flower and strawberry production and commercial support uses. c. Public trails d. Active and passive parks, recreation and similar public and private <u>use</u> facilities (except on the existing Flower Fields) e. Electrical Transmission Facilities <p>2-P.61 Prohibit residential development in the areas; and prohibit C commercial and industrial-type uses in the area <u>are also prohibited in the corridor area, unless such uses are other than those normally associated with or in support of farming operations and open space uses.</u></p> <p>2-P.63 <u>Allow farming to continue in the area for as long as economically viable for the landowner.</u></p>	
...

Chapter 2: Project Description

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See Figure 2.2-1 on the following page.

Figure 2.2-1
**PROPOSED GENERAL PLAN
 Land Use**

1. APN 156-180-45: change draft designation from O to GC consistent with existing uses and proposed GC designation on adjacent properties

2. APN 203-130-01 to 06: change draft designation from R-8 to R-15. See response to comment letter C125.

3. APN 203-251-05: change draft designation from R-23 to OS consistent with previously approved Zone Change ZC-327.

4. APN 203-201-02 through 07: change draft designation from R-15 to R-15/O; APN 203-201-16 & 17: change draft designation from O to R-15/O. See response to comment letter C130.

5. Terramar beachfront properties: Adjusted the OS designation boundary. See responses to comment letters C17, C18, C123, C126, C133, C148.

6. APN 212-110-01 to 08: change draft designation from R-30 & OS to PI & OS

7. Encina Waste Water Authority property: change draft designation from P, R-30 & GC to PI/OS, consistent with existing designation

10. APN 207-101-35: change draft designation from R-15 to R-4, consistent with existing designation

11. APN 209-060-48 & 54: change draft designation from R-15 to R-4, consistent with existing designation

12. APN 209-060-72: change draft designation from R-15 & OS to R-4 & OS, consistent with GPA 14-02

13. APN 209-090-11: change draft designation from L and R-23 to a combination district of L/R-23

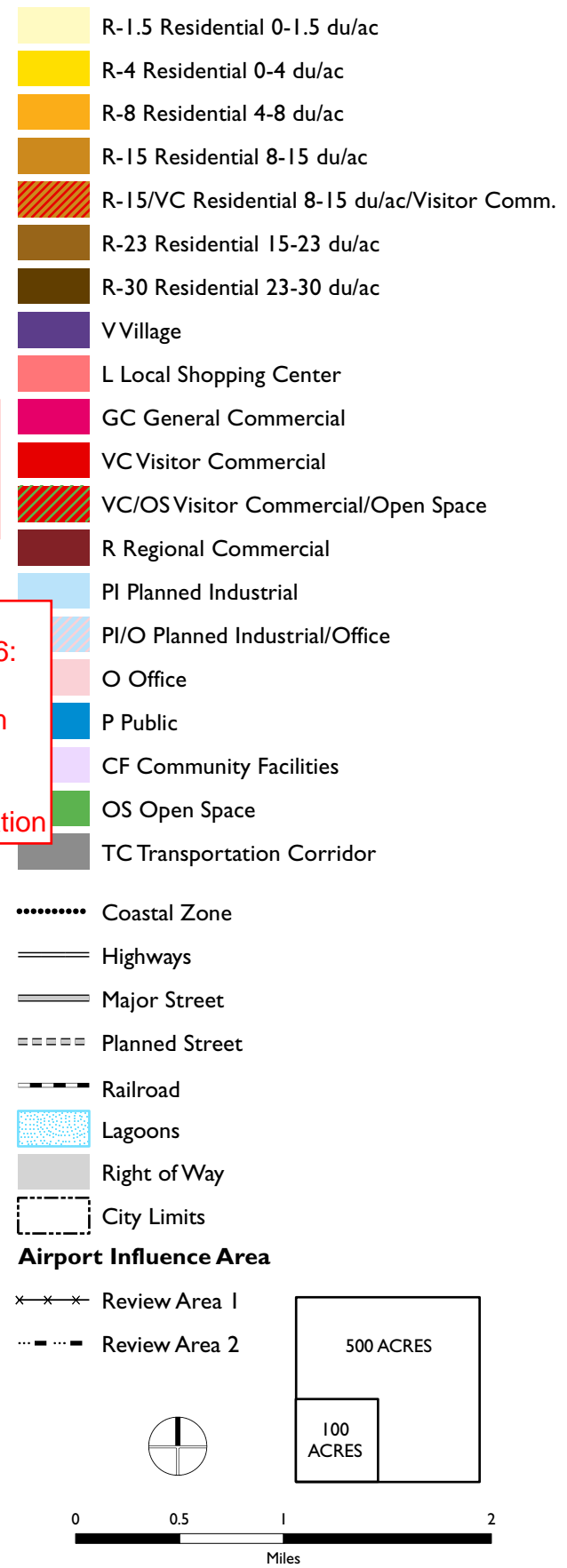
14. Oaks North Lot 1: change draft designation from R-30 to PI, consistent with existing designation

15. APN 209-120-03, 04, 06 & 07: change draft designation from O to PI, consistent with existing land use designation

16. APN 221-881-06 & 16: change draft designation from R-30 to PI, consistent with existing designation

9. APN 760-166-53: revise the OS and PI designation boundaries in this area. See response to comment A3-2.

FOR DETAILS OF THESE REVISIONS SEE THE FOLLOWING PAGES



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL





REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
1	<p>APN 156-180-45: change draft designation from O to GC, consistent with existing uses and proposed GC designation on adjacent properties</p>		
2	<p>APN 203-130-01 to 06: change draft designation from R-8 to R-15. See response to comment letter C125.</p>		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

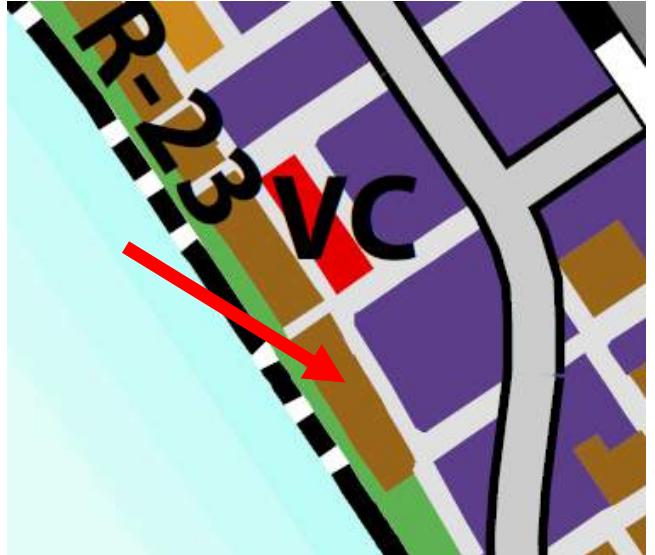
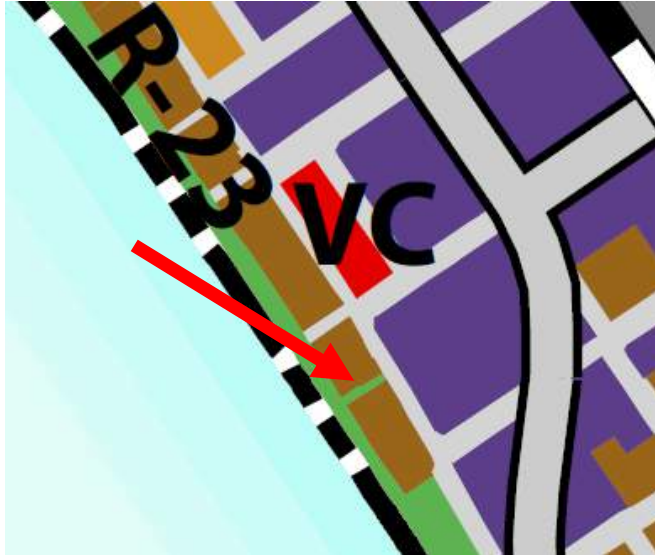


REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
3	<p>APN 203-251-05: change draft designation from R-23 to OS consistent with previously approved Zone Change ZC-327.</p>		
4a	<p>APN 203-201-02 to 07: change draft designation from R-15 to R-15/O</p>		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL


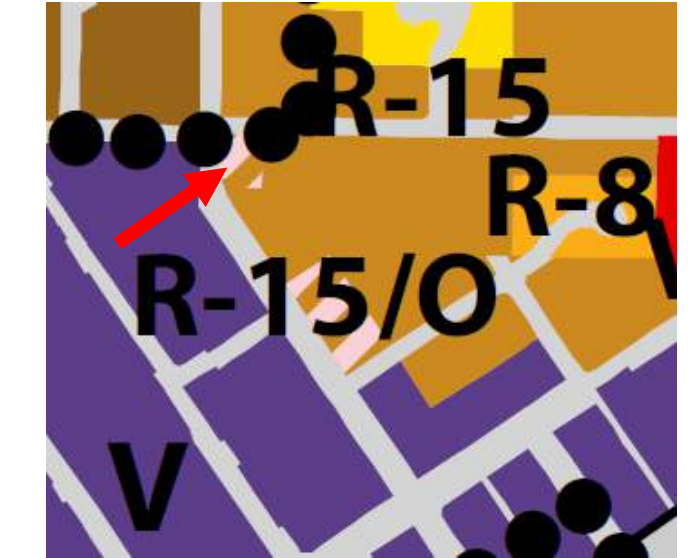

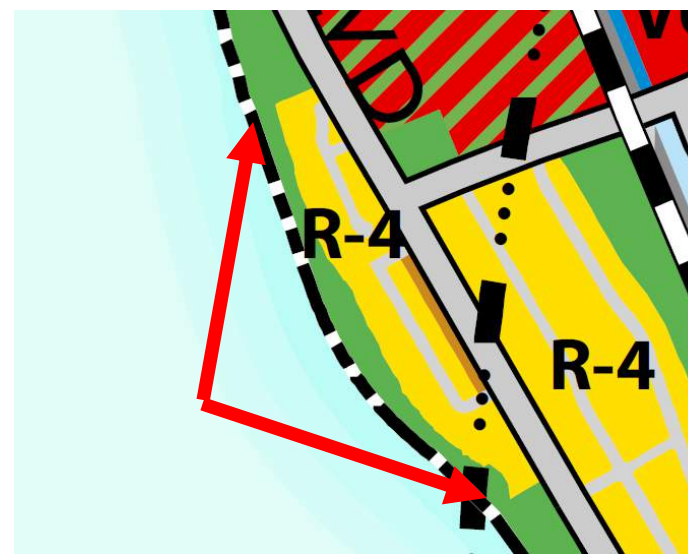
REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
4b	<p>APN 203-201-16 & 17: change draft designation from O to R-15/O. See response to comment letter C130.</p>		
5	<p>Terramar beachfront properties: Adjusted the OS designation boundary. See responses to comment letters C17, C18, C123, C126, C133, C148.</p>		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

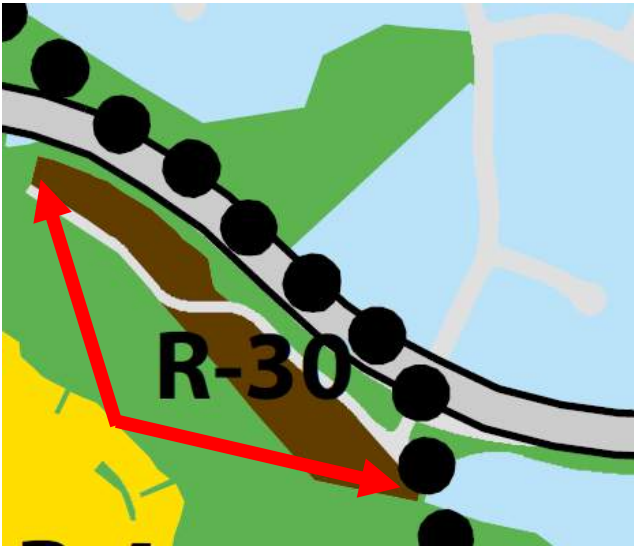
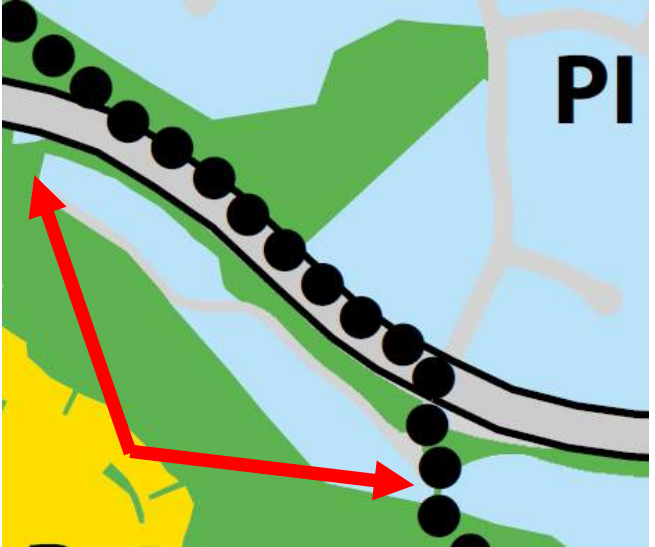
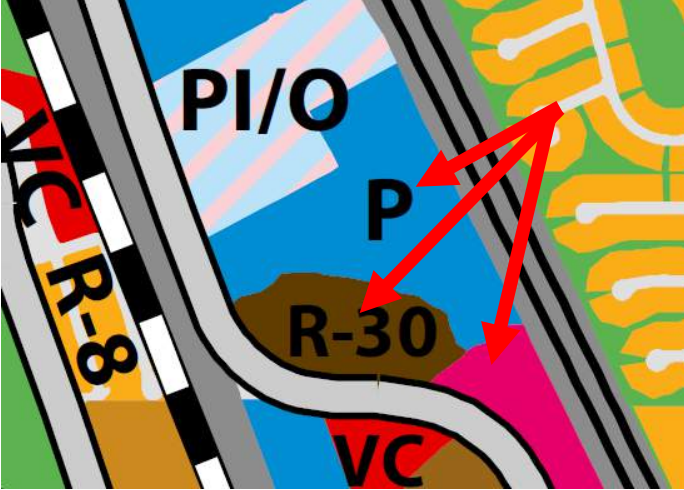
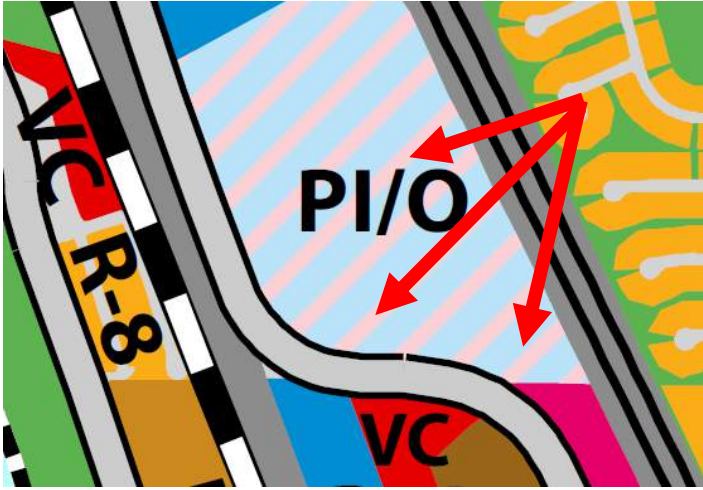
REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
6	<p>APN 212-110-01 to 08: change draft designation from R-30 & OS to PI & OS</p>		
7	<p>Encina Waste Water Authority property: change draft designation from P, R-30 & GC to PI/OS, consistent with existing designation</p>		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

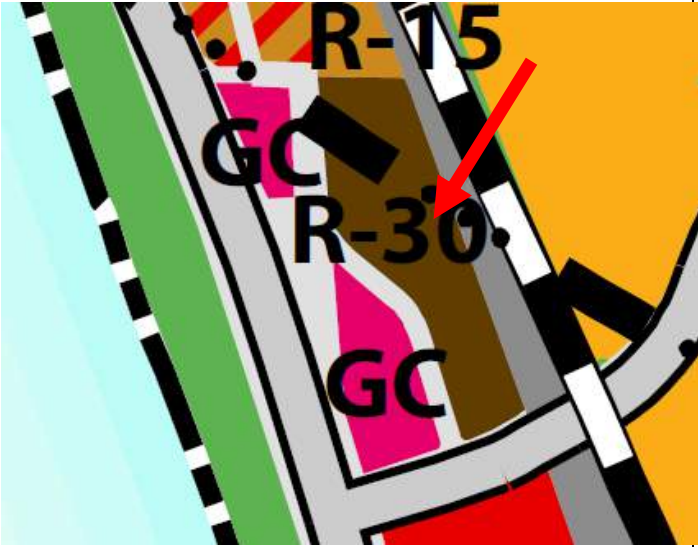
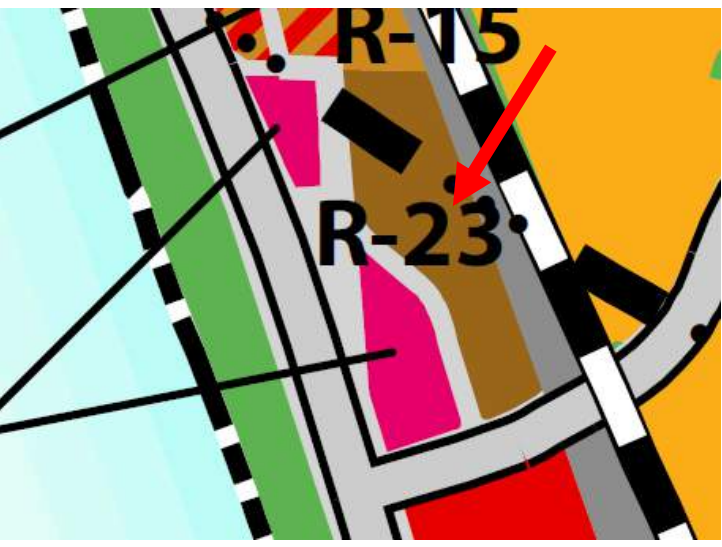


REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
8	<p>APN 216-140-43 (east of Ponto Dr): change draft designation from R-30 to R-23</p>	 <p>The draft map shows a parcel with a brown background and a black outline, labeled 'R-30'. To the north and south of this parcel are areas labeled 'GC' (General Commercial). A red arrow points to the 'R-30' label.</p>	 <p>The staff recommended map shows the same parcel with a brown background and a black outline, now labeled 'R-23'. A red arrow points to the 'R-23' label.</p>
9	<p>APN 760-166-53: revise the OS and PI designation boundaries in this area. See response to comment A3-2.</p>	 <p>The draft map shows a green area labeled 'PI' (Palomares Industrial) and a blue area labeled 'PALOMAR' (Palomares Open Space). Red arrows indicate the boundaries between these areas.</p>	 <p>The staff recommended map shows the same area with revised boundaries between the green 'PI' area and the blue 'PALOMAR' area. Red arrows indicate the new boundaries.</p>

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

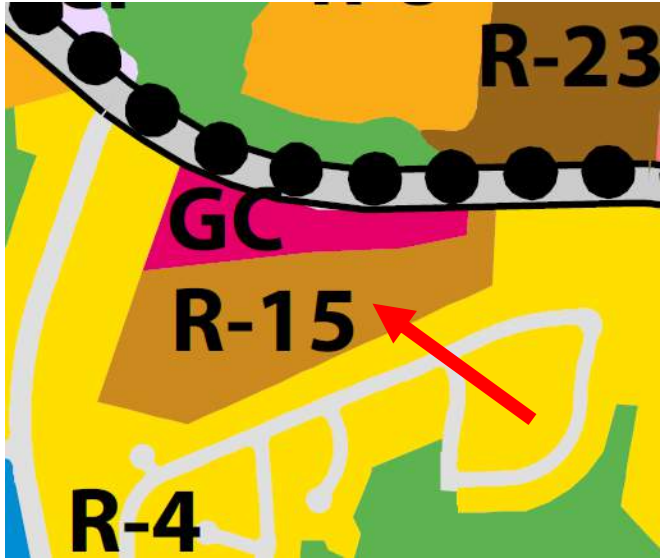
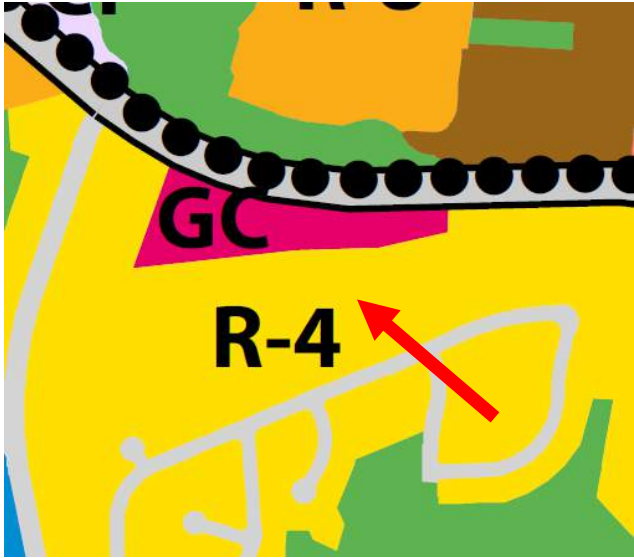
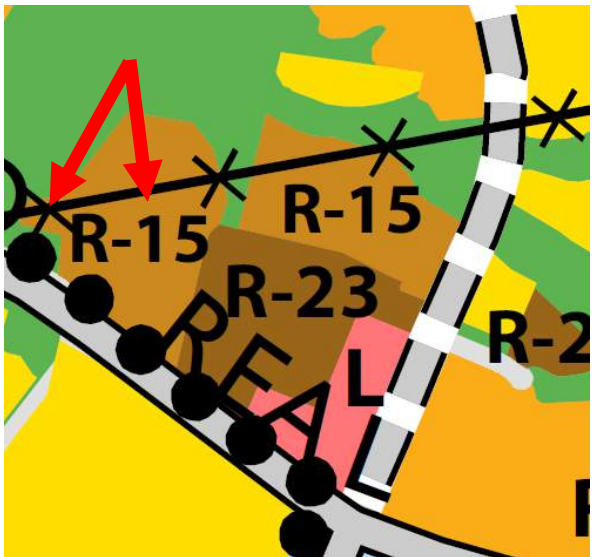
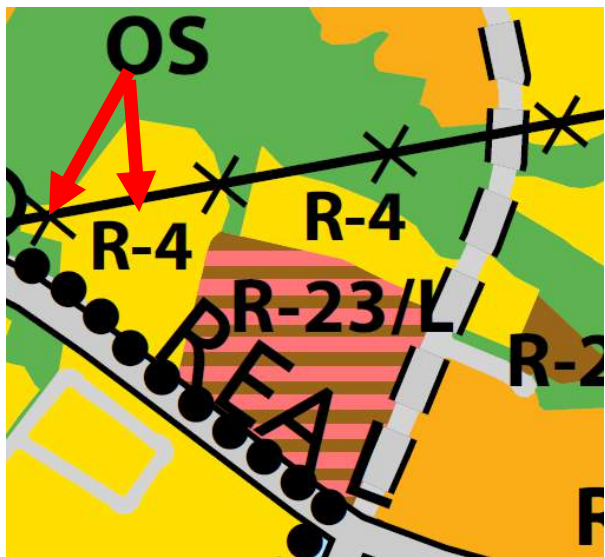
REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
10	<p>APN 207-101-35: change draft designation from R-15 to R-4, consistent with existing designation</p>	 <p>The draft map shows a yellow area designated as R-15, which is adjacent to a pink area designated as GC. To the north is an orange area designated as R-23, and to the south is a yellow area designated as R-4. A road with black circular markers runs along the top boundary. A red arrow points from the R-15 area towards the R-4 area.</p>	 <p>The staff recommended map shows the same yellow area now designated as R-4. The surrounding areas (GC, R-23, and R-4) and the road with black circular markers remain the same. A red arrow points from the R-4 area towards the R-4 area.</p>
11	<p>APN 209-060-48 & 54: change draft designation from R-15 to R-4, consistent with existing designation</p>	 <p>The draft map shows a yellow area designated as R-15, which is adjacent to a pink area designated as R-23. To the north is a green area designated as OS, and to the east is an orange area designated as R-2. A road with black circular markers runs along the bottom boundary. A red arrow points from the R-15 area towards the R-23 area.</p>	 <p>The staff recommended map shows the same yellow area now designated as R-4. The surrounding areas (OS, R-23/L, and R-2) and the road with black circular markers remain the same. A red arrow points from the R-4 area towards the R-23/L area.</p>

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

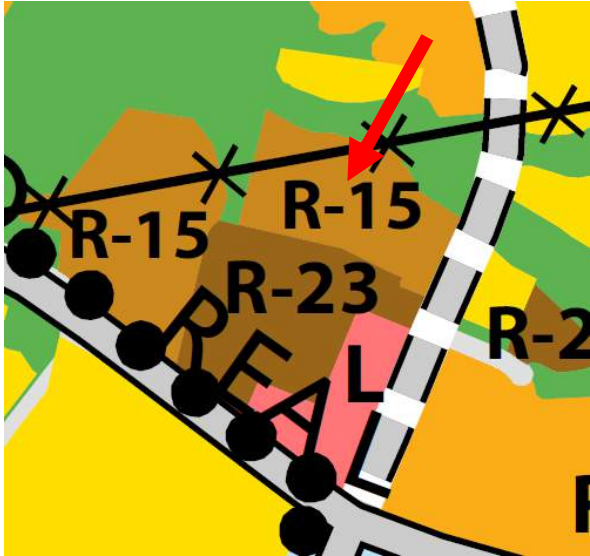
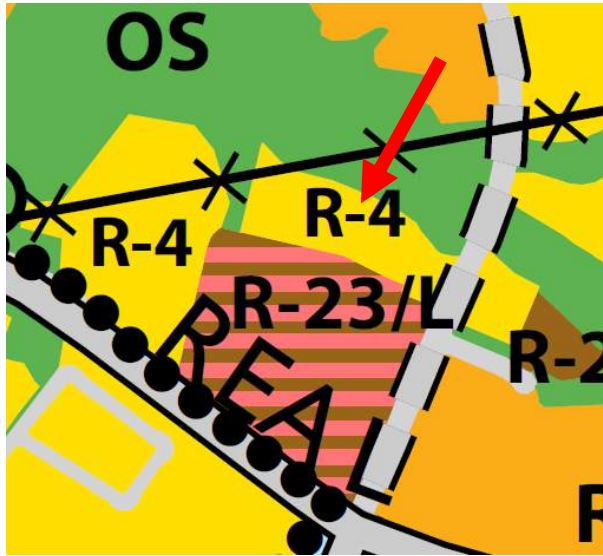
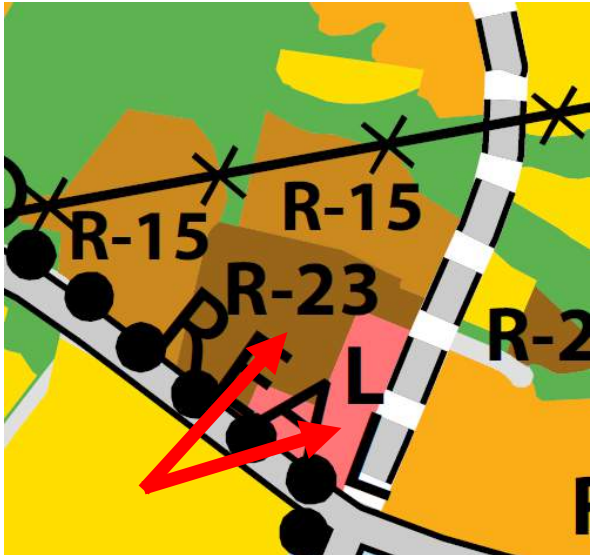
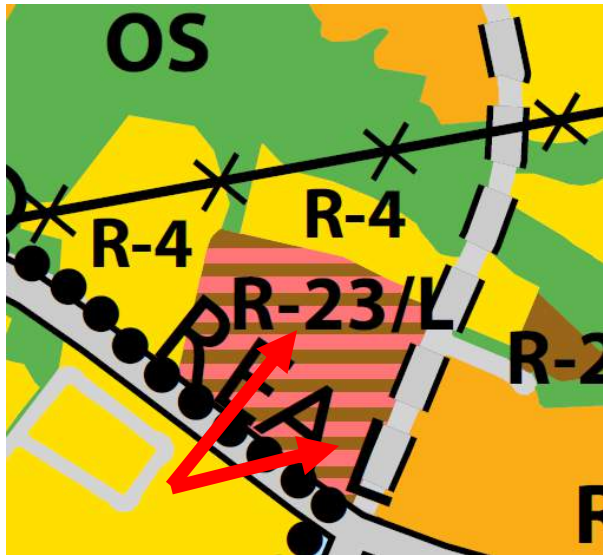
REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
12	<p>APN 209-060-72: change draft designation from R-15 & OS to R-4 & OS, consistent with GPA 14-02 (recently recommended for approval by Planning Commission)</p>		
13	<p>APN 209-090-11: change draft designation from R-23 and L to a combination district of R-23/L</p>		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

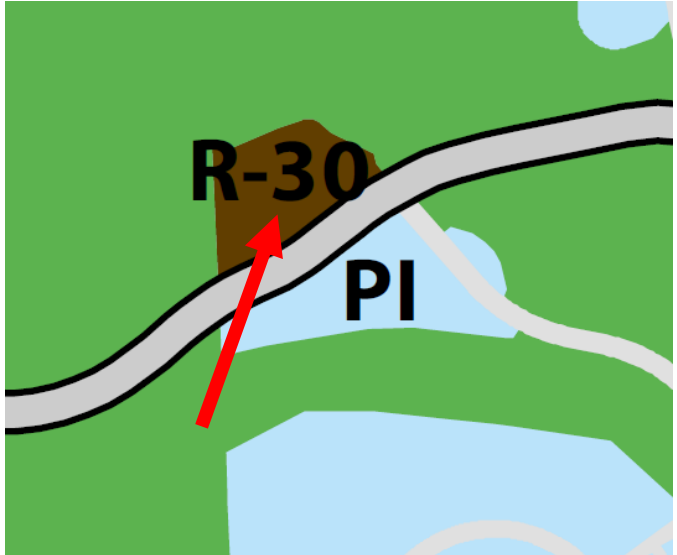
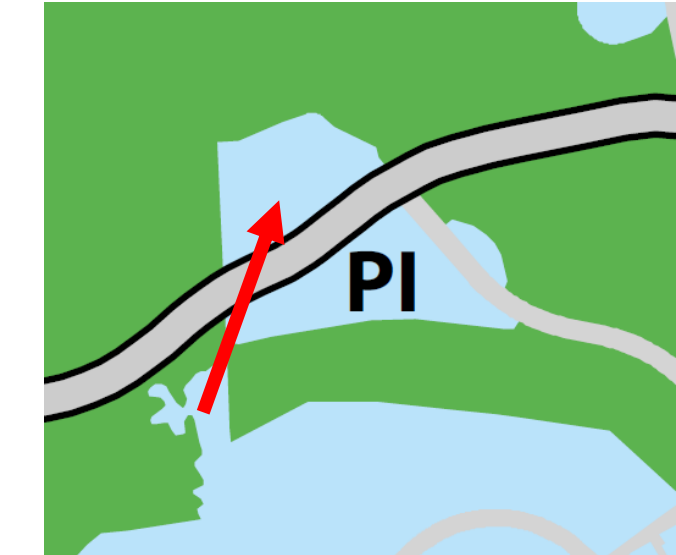
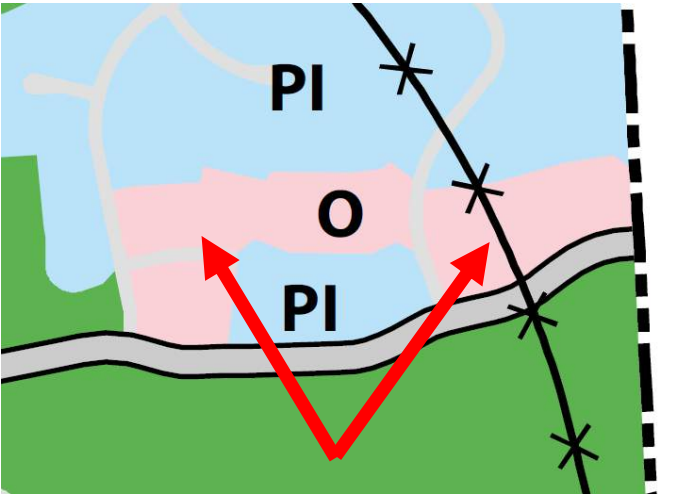
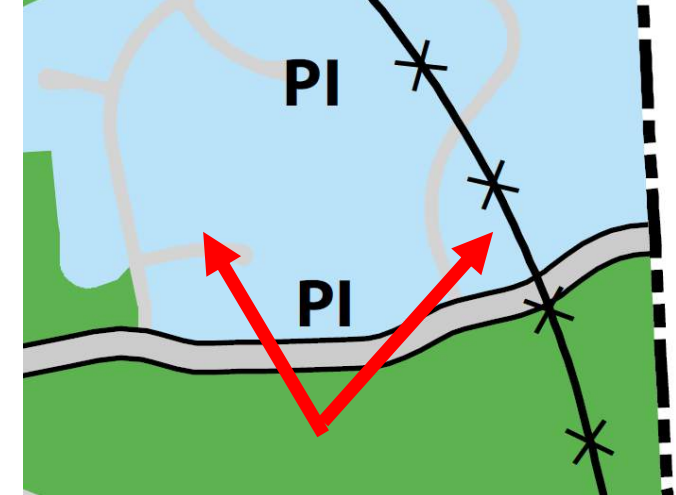
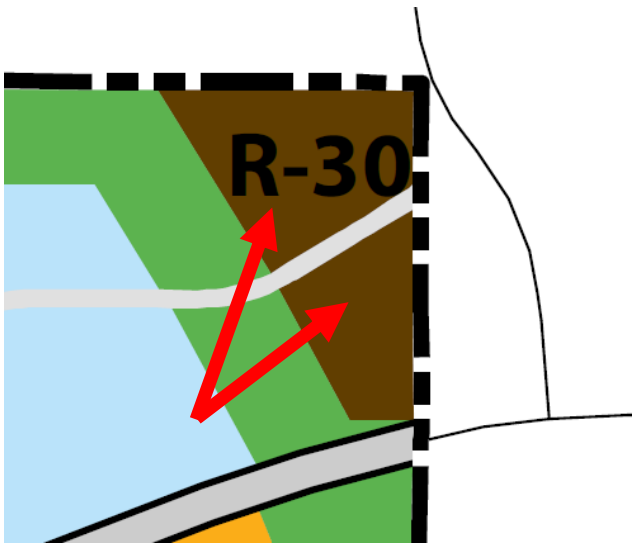
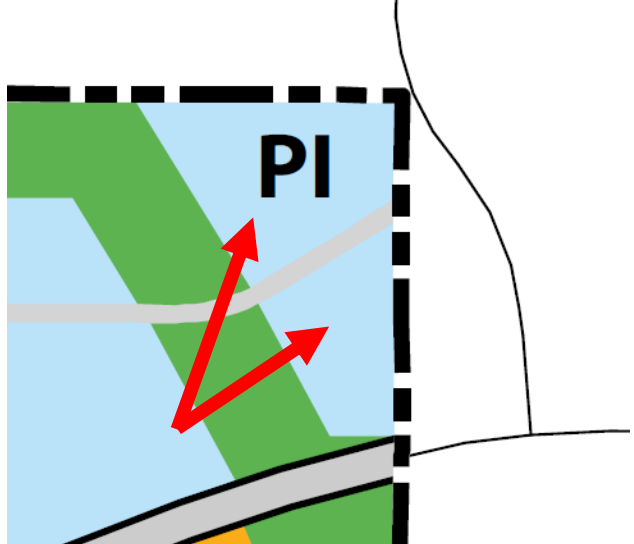
REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
14	Oaks North Lot 1: change draft designation from R-30 to PI, consistent with existing designation		
15	APN 209-120-03, 04, 06 & 07: change draft designation from O to PI, consistent with existing land use designation		

FIGURE 2.2.1 – PROPOSED GENERAL PLAN LAND USE REVISIONS DETAIL

REF #	DESCRIPTION	DRAFT GENERAL PLAN LAND USE MAP	STAFF RECOMMENDED LAND USE MAP
16	<p>APN 221-881-06 & 16: change draft designation from R-30 to PI, consistent with existing designation</p>		

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Visitor Commercial (VC)

This designation is intended to provide sites for commercial uses that serve the travel, retail, shopping, entertainment, and recreation needs of visitors, tourists and residents, as described in Table 2-4.

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Open Space (OS)

This designation includes natural resource areas (e.g. habitat, nature preserves, wetlands, floodplains, beaches, bluffs, natural steep slopes and hillsides); areas for production of resources (e.g., agriculture, aquaculture, and water reservoirs); and recreation and aesthetic areas (e.g., parks, beaches, greenways, trails, campgrounds, golf courses, and buffers between land uses); ~~and open space for public safety (e.g., steep slopes, floodplains, bluffs).~~

Community Facilities (CF)

This designation is intended to provide community-serving facilities, such as child-care centers, places of worship, and youth and senior citizen centers.

Transportation Corridor (TC)

This designation is applied to major transportation corridors such as the Interstate-5 Freeway and the North ~~San Diego~~ County Transit District railroad and its right-of-way.

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Table 2.2–2: Density and Intensity Standards

<i>Land Use Designation</i>	<i>Label</i>	<i>Residential Density Range (Minimum² to Maximum Dwelling Units/Acre)</i>	<i>Growth Management Control Point Density¹ (Dwelling Units/Acre)</i>	<i>Residential Density Used in the Housing Element² (Dwelling Units/Acre)</i>	<i>Maximum Permitted FAR</i>
Residential					
R-1.5 Residential	R-1.5	0 to 1.5	1	1	–
R-4 Residential	R-4	0 to 4	3.2	3.2	–
R-8 Residential	R-8	4 to 8	6	4	–
R-15 Residential	R-15	8 to 15	11.5	8	–
R-23 Residential	R-23	15 to 23	19	15	–
R-30 Residential	R-30	23 to 30	25	23	–
Non-Residential and Mixed Use					
Local Shopping Center	L	15-30 ⁵	–	15	1.00 ⁵ 0.5 ⁴
General Commercial	GC	15-30 ⁵	–	15	0.5 ⁴
Regional Commercial	R	15-30 ⁵	–	15	0.5 ⁴
Visitor Commercial	VCR	15-30 ⁶	–	-	0.5 ⁴
Village	V	District 1-4: 28-35	–	District 1-4: 28	
		District 5-9: 18-23		District 5-9: 18	1.2 ³
Office	O	–	–		0.6
Planned Industrial	PI	–	–		0.5

1 Residential development shall not be approved above this density, except as provided for by Policy 2-P.8 of this element. See Section 2.7 of this element for more information on Growth Management.

2 Residential development shall not be approved below this density, except as provided for by Policy 2-P.7 of this element.

3 Combined residential and non-residential FAR

4 Non-residential only. No separate combined residential and non-residential FAR

5 Inclusive of residential uses, where the maximum FAR for non-residential uses is 0.65

6 Residential dwellings are allowed as a secondary use at a minimum density of 15 dwelling units per acre (based on 25 percent of developable acreage).

6 Residential dwellings may be allowed as a secondary use at a minimum density of 15 dwelling units per acre (based on 25 percent of developable acreage), subject to approval of a specific plan, master plan or site development plan that demonstrates the primary use of the property is visitor-serving.

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Table 2.4-1: Estimated New Development (To Buildout¹)

	<i>Residential (Dwelling Units)²</i>	<i>Commercial (Sq Ft)</i>	<i>Office (Sq Ft)</i>	<i>Industrial (Sq Ft)</i>	<i>Hotel Rooms</i>
Inside Focus Areas					
Focus Area					
Barrio	759	5,900	–	–	–
Power Plant/Strawberry Fields	–	822,500	–	–	580
Village	842	131,500	–	–	260
Plaza Camino Real	–	35,400	–	–	–
Commercial Corridor					
Quarry Creek	636	–	–	–	–
Marja Acres	164	44,900	–	–	–
Sunny Creek Commercial	399	67,000	–	–	–
Mandana	227	–	–	–	–
Palomar Corridor	1,042	183,800	724,000	4,564,800	350 100
Southern Freeway Corridor	–	157,300	18,700	–	140
Ponto/ Southern Waterfront	185	92,100	–	–	790 575
Aviara	281	17,500	–	–	60
South El Camino Real	–	121,300	–	–	80
BJ/Robertson	202	136,600	–	–	–
La Costa Town Square Office	120	–	–	–	–
Encina Wastewater Authority	175	22,000	–	–	–
South Parcel					

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Table 2.4-1: Estimated New Development (To buildout¹)

	<i>Residential</i> (Dwelling Units) ²	<i>Commercial</i> (Sq Ft) Office (Sq Ft)	<i>Industrial</i> (Sq Ft)	<i>Hotel</i> Rooms	
Sub-Total Focus Areas	5,032	1,837,200	742,700	4,564,800	2,260,1795
Outside Focus Areas					
Quadrant					
Northwest	1,104	–	–	–	100
Northeast	1,363	–	–	–	–
Southwest	287	10,400	35,800	35,600	–
Southeast	421	284,000	–	–	–
Sub-Total Outside Focus Areas	3,175	294,400	35,800	35,600	100
Total	7,880³	2,132,200	778,500	4,600,400	2,360,1895

1. The dwelling unit and building area numbers in this table are estimates; site/project specific analysis will determine the actual development potential of individual project sites.
2. Excludes second dwelling units and commercial living units, which are not counted for purposes of the city's Growth Management dwelling unit limitations described in Section 2.7 of the proposed General Plan.
3. Total of new residential dwelling units is 327 dwelling units fewer than the sum of the rows above. During the city's public hearing process to adopt the General Plan update, residential land use designation changes proposed in the city's northeast quadrant will need to be modified (reduced by a minimum of 327 units) to ensure the Growth Management dwelling unit cap (see Section 2.7 of the proposed General Plan) for said quadrant is not exceeded.

Source: City of Carlsbad, 2014³; Dyett & Bhatia, 2013.

Table 2.4-2: Estimated Total Development (To Buildout)

	<i>Existing¹</i>	<i>New Development (2035)</i>	<i>Total Buildout (2035)</i>
Housing Units ²	44,440	7,880	52,320
Population	108,246	22,906	131,152
Commercial (sq ft)	3,840,600	2,132,200	5,972,800
Office (sq ft)	5,622,700	778,500	6,401,200
Industrial (sq ft)	14,910,100	4,600,400	19,510,500
Hotel Rooms	3,600,065	2,360,1895	5,960
Jobs	61,999	23,217	85,216

1. Existing residential units and population as of 2013. Existing non-residential development as of 2010. Jobs as of 2008.
2. Excludes second dwelling units and commercial living units, which are not counted for purposes of the city's Growth Management dwelling unit limitations.

Sources: California Department of Finance, 2013; SANDAG, 2008; City of Carlsbad, 2014³; Dyett & Bhatia, 2013.

Chapter 3.1: Aesthetics

Page 3.1-12 of the Draft EIR

...

2-G.9 Accommodate a diversity of business establishments in appropriately-scaled settings, including large-scaled industrial and research and development establishments proximate to the ~~Palomar-McClellan-Palomar~~ Airport, regionally-scaled shopping centers, and neighborhood-serving commercial centers with smaller-sized stores, restaurants and offices to meet shopping, recreation, and service needs of residents and visitors.

...

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~~**2-G.21** In accordance with Proposition D, which was enacted by Carlsbad voters in 2006, create a unique, community-oriented agricultural and open space area along the Cannon Road corridor located east of Interstate 5 including the existing flower fields and strawberry fields (does not include the 50 acre parcel located adjacent to the east side of Interstate 5).~~

Goals 2-G.23 through 2-G.28 are in accordance with "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money" and are applicable only to the area within the Cannon Road Open Space, Farming and Public Use Corridor (see Figure 2-2):

2-G.23 Create a unique, community-oriented open space area along the Cannon Road corridor located immediately to the east of the Interstate 5 freeway including the existing flower fields and strawberry fields.

2-G.24 Ensure that this area is permanently protected and preserved for open space uses.

2-G.25 Enhance the protection of the existing flower fields.

2-G.26 Allow farming operations in the area such as the existing strawberry fields and flower growing areas to continue.

2-G.27 Provide for the protection and preservation of environmental resources in the area.

2-G.28 Increase public access and use to the area primarily through the incorporation of public trails and active and passive recreation.

Land Use and Community Design Element Policies

2-P.11 Consider density and development right transfers in instances where a property owner is preserving open space ~~in excess of normal city requirements~~ for purposes of environmental enhancement, complying with the city's Habitat Management Plan, or otherwise leaving developable property in its natural condition. The density/development potential of the property being left in open space shall be reserved for and used on the remainder of the project site or, through an agreement with the city, may be transferred to another property.

2-P.16 Except within the Village, commercial development shall occur in the form of discrete shopping centers, as opposed to generalized retail districts or linear “strip commercial” patterns (i.e. long corridors of commercial uses with numerous curb cuts, unsafe intersection spacing, disharmonious architectural styles, and a proliferation of signs).

2-P.20 ~~Sites designated for~~ ~~Limit~~ “general commercial” use development should be limited to locations ~~sites~~ where such uses are appropriate and desirable, provided the development is designed to be architecturally unified and does not result in “strip commercial” development.

...

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2-P.60 In coordination with land owners, protect and preserve this area as an open space corridor. Permit only open space, farming and compatible public uses in the area. Permitted uses shall be as follows: ~~provide for the protection and preservation of environmental and agricultural resources in the corridor area by permitting only:~~

- a. Open space
- b. Farming and other related agricultural support uses, including flower and strawberry production ~~and commercial support uses.~~
- c. Public trails
- d. Active and passive parks, recreation and similar public and private use facilities (except on the existing Flower Fields)
- e. Electrical Transmission Facilities

...

Chapter 3.2: Air Quality

Page 3.2-19 of Recirculated Portions of the Draft EIR

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Impact 3.2-1 Development under the proposed General Plan will ~~not~~ conflict with or obstruct the implementation of the applicable air quality plan. (*Significant and Unavoidable*)

...

Page 3.2-24 of Recirculated Portions of the Draft EIR

...

Table 3.2-87, Construction Assumptions for General Plan Development Through 2035, shows the net increase in new development that would occur under the proposed General Plan. For the purposes of modeling, it was assumed that development under the proposed General Plan would

occur over a 20-year period between 2015 and 2035, with an equal amount of construction occurring each year. To estimate construction emissions associated within ongoing demolition that would occur as part of redevelopment efforts under the proposed General Plan, a plan-wide average of 15% of existing development is assumed to be demolished over the buildout time period. Annual average development under these assumptions are presented in Table 3.2-98.

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3-P.11 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.

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3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, public activity centers (such as senior centers, city hall, libraries, etc.) and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.

...

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Impact 3.2-3 **Development under the proposed General Plan will not result in a cumulatively considerable net increase of any criteria pollutant for which the General Plan region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O₃ precursors). (*Significant and Unavoidable*)**

...

Table 3.2-9 shows that operational emissions from buildout of the proposed General Plan will result in a net increase of: 2,405~~33.470~~ pounds per day of VOC; 1,178~~.829~~62.22 pounds per day of NOx; 4,214~~.954~~172.31 pounds per day of PM10; and 1,661~~.6187~~ pounds per day of PM2.5, all of

which exceed SDAPCD project-level thresholds. Although numerous measures would be taken under the proposed General Plan and Climate Action Plan to reduce air quality impacts, buildout of the proposed General Plan would result in operational emissions of VOC, NOx, PM10 and PM2.5 that exceed SDAPCD project-level, daily thresholds. Therefore, the proposed General Plan would result in a cumulatively considerable net increase in VOC and NOx (precursors of O3), for which the SDAB is in nonattainment under state (CAAQS) and federal (NAAQS) ambient air quality standards, and for PM10 and PM2.5, for which the SDAB is in nonattainment under state (CAAQS) ambient air quality standards. The impacts would be considered significant and unavoidable.

...

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Impact 3.2-4 Development under the proposed General Plan will ~~not~~ expose sensitive receptors to substantial pollutant concentrations. (*Significant and Unavoidable*)

...

Chapter 3.3: Biological Resources

Page 3.3-25 of the Draft EIR

...

4-P.64 Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.

...

Chapter 3.4: Energy, Greenhouse Gases, And Climate Change

Page 3.4-31 of the Draft EIR

...

3-4.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, public activity centers (such as senior centers, city hall, libraries, etc.) and key destinations

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...

~~2-P.85~~ Allow small pockets of higher density residential at the edges of the corridor, as shown on the Land Use Map, to enable residents to live closer to jobs, with opportunities for enhanced bicycle and pedestrian paths that link residential and employment uses. ~~Ensure that residential uses incorporate noise attenuation criteria in accordance with the Airport Land Use Compatibility Plan.~~

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Page 3.4-42 of the Draft EIR

volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.

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Land Use and Community Design Element Policies

Policies 2-P.22, 2-P.23, 2-P.43, 2-P.44, and 2-P.51, ~~and 2-P.85~~ listed above.

2-P.45 At the time existing shopping centers are renovated or redeveloped, where feasible, require connections to existing residential neighborhoods through new pedestrian pathways and entrances, mid-block crossings, new or wider sidewalks, and pedestrian-scaled street lighting.

2-P.46 Enhance walkability on a citywide scale by installing benches and transit shelters and adding landscaping, wayfinding signage, public art, and pedestrian-scaled lighting. Consider ways to improve rail and freeway overpass/ underpass areas, with lighting, sidewalk improvements and public art installations.

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...

~~• Route 471 (2020) is a proposed rapid bus providing frequent service between Carlsbad and San Marcos via Palomar Airport Road. This route will operate with 10 minute headways during peak and off peak hours. In the city, this rapid bus route is envisioned to be accommodated through signal priority at intersections. Route 473 (2030) is a proposed rapid bus providing frequent service along Carlsbad Boulevard. In the city, this rapid bus route is envisioned to be accommodated through signal priority at intersections.~~

• Route 653 (2035) is a proposed Bus Rapid Transit (BRT) route which would operate in the peak period between Kearny Mesa and Palomar Airport Road.

~~• Adding Amtrak service to Carlsbad.~~

Chapter 3.6: Hazardous Materials

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...

Airport Hazards

The McClellan–Palomar Airport, located in the city, serves the northern part of San Diego County. The airport, owned and operated by ~~the County of San Diego County~~, is mostly used for general aviation, although there are regularly scheduled commercial flights to Los Angeles International Airport (LAX). The McClellan–Palomar Airport Land Use Compatibility Plan (ALUCP) was prepared according to ~~Federal Aviation Administration (FAA)~~ Caltrans Division of Aeronautics requirements and adopted by the San Diego County Regional Airport Authority acting as the Airport Land Use Commission for the County of San Diego. The McClellan–Palomar ALUCP provides measures to minimize the public’s exposure to excessive noise and safety hazards within areas around the airport, as well as identifies areas likely to be impacted by noise and flight activity created by aircraft operations at the airport. As shown in Figure 3.6-3, these impacted areas include the Airport Safety Zones, Avigation Easement Areas, and the Airport Overflight Notification Area.

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McClellan–Palomar Airport Land Use Compatibility Plan (ALUCP)

The McClellan–Palomar ALUCP was prepared by the San Diego County Regional Airport Authority to protect the safety of the public. ALUCPs are intended to promote compatibility between airports and the land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns. Each ALUCP is intended to ~~prevents~~ exposure to excessive noise and safety hazards within an airport influence area over a 20-year horizon. The McClellan–Palomar ALUCP provides for the orderly growth of the airport and the area surrounding the airport and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general.¹²

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~~6-P.34 Promote community awareness of possible natural and man-made hazards, response plans and measures that can be taken to protect lives.~~

6-P.37 Promote public awareness of possible natural and man-made hazards, measures that can be taken to protect lives and property, response plans, and evacuation routes.

Land Use and Community Design Element Goals

2-G.11 Provide industrial lands that can accommodate a wide range of pollution-free industrial establishments, including those of relatively high intensity; research and development and related uses set in campus or park-like settings; as well as moderate to low intensity establishments capable of being located adjacent to residential areas with minimal buffering and attenuation measures.

Open Space, Conservation, and Recreation Element Policies

4-P.50 Prior to the approval of new development within an existing or former agricultural area in Carlsbad, require a detailed soils testing and analysis report be prepared by a registered soils engineer and submitted to the city and the county health department for review and approval. This report shall evaluate the potential for soil contamination due to historic use, handling, or storage of agricultural chemicals restricted by the County of San Diego ~~County~~ Department of Health Services. If hazardous chemicals are detected at concentrations in the soil that would have a significantly adverse effect on human health, the report shall identify a range of possible mitigation measures to remediate the significant public health impacts.

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The McClellan-Palomar Airport has an ALUCP developed and adopted by the San Diego County Regional Airport Authority Airport Land Use Commission. ~~San Diego~~ The County of San Diego manages the operation of the airport. The proposed General Plan would continue to guide development in a way that is consistent with the land use compatibility policies in the McClellan-Palomar ALUCP. The city requires review of all proposed development projects within the Airport Influence Area. New development proposals must process, a site development plan or other development permit, and be found consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety airspace protection, and overflight, as contained in the ALUCP. In addition, the proposed General Plan goals and policies listed below would help to reduce any potential impacts related to airport safety. Impacts would be less than significant.

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height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface).

Consider San Diego County Regional Airport Authority Airport Land Use Commission recommendations in the review of development proposals.

2-P.36 Coordinate with the San Diego County Regional Airport Authority Airport Land Use Commission and the FAA to protect public health, safety and welfare by ensuring the

orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

~~2-P.37 Prohibit approval of any zone change, general plan amendment or other legislative action that authorizes the geographic expansion of McClellan-Palomar Airport, unless authorized to do so~~ approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)

...

Proposed General Plan Policies that Reduce the Impact

Proposed General Plan Goal 6-G.3 and policies 6-P.31, ~~6-P.34~~, 6-P.36, and 6-P.37, discussed above, would reduce potential impacts on implementation of an adopted emergency response plan. In addition, the following proposed General Plan policies would further reduce potential impacts:

Chapter 3.7 Historical, Archaeological And Paleontological Resources

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7-P.1 Prepare an updated inventory of historic resources in Carlsbad, with recommendations for specific properties and districts, ~~if determined appropriate~~, to be designated in national, state, and local registries, if determined appropriate and with agreement of the property owners.

...

Chapter 3.8 Hydrology and Flooding/Water Quality

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...

The Carlsbad HU is approximately 210 square miles in area extending from the headwaters above Lake Wolhford in the east to the Pacific Ocean in the west, and from Vista and Oceanside in the north to Solana Beach, Encinitas, and the community of Rancho Santa Fe to the south. The cities of Carlsbad, San Marcos, and Encinitas are entirely within this HU. There are numerous important surface hydrologic features within the Carlsbad HU including ~~three~~ four unique coastal lagoons, ~~three~~ four major creeks, and two large water storage reservoirs. The HU contains four

major, roughly parallel hydrologic areas (HAs): Buena Vista (901.2), Agua Hedionda (904.3), Batiquitos (904.5), and San Elijo (904.6) HAs. Two smaller HAs, the Loma Alta (904.1) and the Canyon de

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Agua Hedionda Lagoon

Agua Hedionda Lagoon is located in Carlsbad between Tamarack Avenue and Cannon Road and is comprised of three inter-connected lagoons that are divided by the Interstate 5 (I-5) freeway and a railroad bridge. Cabrillo Power LLC owns and manages the lagoon water body, which provides cooling water for the electric producing generators at the Encina Power Plant. Surrounding the edge of the lagoon is Hubbs-SeaWorld fish hatchery, the Carlsbad Aquafarm, YMCA Camp and the Lagoon Foundation's Discovery Center. A small portion along the eastern edge of the lagoon is protected by CDFW and designated as a Marine Protected Area under the Marine Life Protection Act. The Agua Hedionda Ecological Reserve was acquired in 2000 by the CDFW and consists of 186 acres of wetland at the eastern end of the lagoon. The Agua Hedionda Lagoon is not listed as impacted on the EPA's 2008 303(d) list; however, Agua Hedionda Creek, which feeds into Agua Hedionda Lagoon, is listed as impaired for indicator bacteria, phosphorus, Total Nitrogen as N, toxicity, manganese, and selenium on the EPA's 2008 303(d) list.

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4-P.64 Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.

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Chapter 3.9: Land use, housing, and population

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General Plan Consistency with Airport Land Use Compatibility Plans

Public Utilities Code Section 21675 requires each airport land use commission to formulate an airport land use compatibility plan. California Government Code Section 65302.3 further requires that general plans be consistent with airport land use compatibility plans. In addition, general plans and applicable specific plans must be amended to reflect amendments to the airport land

use compatibility plan. The McClellan-Palomar ~~Airport Comprehensive~~ Airport Land Use Compatibility Plan (ALUCP) is discussed further below.

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3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, public activity centers (such as senior centers, city hall, libraries, etc.) and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.

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Under the city's Growth Management Plan, established by Proposition E in 1986, the maximum number of housing units citywide is set at 54,599. The Growth Management Plan also sets maximum dwelling units by quadrant in the city. Projected housing units under the proposed General Plan are within Growth Management Plan limits in the northwest, southwest, and southeast quadrants. In the northeast quadrant, the proposed General Plan Land Use Map identifies potential residential sites that could result in 327 dwelling units above the maximum number of dwelling units allowed in that quadrant (9,042 dwellings). During the city's public hearing process to adopt the proposed General Plan, these sites will be modified as to reduce the northeast quadrant's residential capacity by a minimum of 327 units, based on the Growth Management Control Point density, to ensure that the Growth Management dwelling unit limitation is not exceeded. Pursuant to Proposition E, adoption of the proposed General Plan could not occur unless the necessary reduction takes place. Thus, in no case will the adopted General Plan have a dwelling unit capacity that exceeds the Growth Management dwelling unit caps.

In 1986, as part of the Growth Management Plan, the city adopted the Citywide Facilities and Improvements Plan, which establishes performance standards for the following public facilities:

- Circulation
- City administrative facilities
- Drainage
- Fire

- Library
- Open Space
- Parks
- Schools
- Sewer collection system
- Wastewater treatment capacity
- Water distribution system

The proposed General Plan does not conflict with and requires compliance with all public facility standards identified in the Citywide Facilities and Improvements Plan. The environmental impacts associated with the public facilities listed above are evaluated in other sections of this EIR (see Chapter 3.13 for impacts related to circulation; Chapter 3.11 for impacts related to administrative, fire, library, parks, and school facilities; see Chapter 3.12 for impacts related to sewer collection, wastewater treatment and water distribution). In regard to the public facility of “open space”, Chapter 3.3 evaluates impacts to biological resources (typically found in “open space” areas). Because “open space”, as a public facility, is not evaluated elsewhere in this EIR as the other facilities are (due to the lack of physical improvements typically associated with open space), the following information is provided to further clarify that the proposed General Plan does not conflict with or impact the provision of open space in compliance with the Citywide Facilities and Improvements Plan:

The Citywide Facilities and Improvements Plan performance standard for open space is: 15 percent of the total land area in the zone (local facility management zone (LFMZ)), exclusive of environmentally constrained non-developable land, must be set aside for permanent open space and must be available concurrent with development. “Environmentally constrained non-developable land” includes beaches, permanent bodies of water, floodways, slopes greater than 40 percent, significant wetlands, significant riparian and woodland habitats, land subject to major power-line easements, railroad track beds, and other significant environmental features, as determined by the environmental process for a project. Lands not meeting these criteria are considered developable and are subject to the 15 percent open space performance standard. The city is divided into 25 LFMZ’s. At the time the open space performance standard was established in 1986, LFMZ’s 1-10 and 16 were already developed or met/exceeded the standard, and therefore are not subject to it (Citywide Facilities and Improvements Plan, p. 46). LFMZ’s 13-15, and 17-25 are the zones required to comply with the open space performance standard. Compliance with the open space performance standard is ensured through preparation, review and approval of Local Facilities Management Plans (LFMP’s). The LFMP’s for the 25 LFMZ’s identify how the open space performance standard will be met in the zone. Compliance with the open space performance standard occurs as development projects are approved and found to be in compliance with the LFMP open space requirements.

The proposed General Plan is does not conflict with the required open space performance standard, based on the following: a) proposed General Plan policies require compliance with the city’s Growth Management Plan open space performance standard; b) the open space performance standard is based on a percentage of developable land and the proposed General Plan does not increase the amount of developable land in the city, and therefore does not result in the need for more open space than currently required; c) local facility management plans (LFMP’s) have been approved for all local facility management zones where the open space

performance standard is applicable, and said LFMPs identify how and require future development to provide open space in compliance with the performance standard; and d) the proposed General Plan does not decrease the amount of open space in the city and does not conflict with the open space requirements of the LFMPs.

Given that (1) the proposed General Plan does not conflict with any other agencies' applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and (2) the preparation of amendments to other city policies and regulations where required is detailed in the proposed General Plan, conflicts with existing local and regional plans and the Zoning Ordinance are expected to have a less than significant impact.

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2-P.35 Require new development located in the Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the McClellan-Palomar ALUCP. Additionally, development proposals must meet Federal Aviation Administration (FAA) requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County Regional Airport Authority Airport Land Use Commission recommendations in the review of development proposals.

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Chapter 3.10: Noise

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California Code of Regulations Title 21- Airport Noise Standards

Noise standards governing the operation of aircraft and aircraft engines for all airports are described in California Code of Regulations (CCR) Title 21, Division of Aeronautics, Subchapter 6 "Noise Standards." The regulations are designed to cause the airport proprietor, aircraft operator, local governments, pilots, and the Department of Aeronautics to work cooperatively to diminish noise. The regulations are achieved, accomplish these ends by controlling and reducing the noise impact area that affects in communities in the vicinity of airports.

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Transit District COASTER commuter rail line. The 6.5-mile segment through the city is also used by the AT&SF freight line and the Amtrak commuter line. Based upon available data from the operator websites and the North County Coast Transit District, and using the FTA’s rail noise spreadsheet model, the noise level (CNEL) at 100 feet from the rail centerline was determined to be 66 dBA. The distance from the rail centerline to the 70, 65 and 60 dBA CNEL contours is shown in Table 3.10-7.

Table 3.10-7: Summary of Results - Rail Noise

Noise Contour	Distance in feet from rail centerline
70 dBA CNEL contour	60
65 dBA CNEL contour	120
60 dBA CNEL contour	250

Aircraft

McClellan–Palomar Airport is located within the city, west of El Camino Real, just north of Palomar Airport Road. Aircraft noise from the McClellan–Palomar Airport is a major contributor of noise in the city. To minimize the public’s exposure to excessive noise and prevent incompatible land uses with regards to exposure to aircraft noise a McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) was adopted January 25, 2010 (last amended December 1, 2011). The ALUCP is based on the Airport Master Plan, dated 1997, and the Airport Layout Plan, which was approved by the Federal Aviation Administration in 2004. The County of San Diego has initiated the process of developing a new 20-year (2015 to 2035) master plan for McClellan-Palomar Airport as the current 1997 Master Plan nears the end of its planning period in 2015.

The ALUCP modeled airport noise exposure levels based on approximately 289,100 annual aircraft operations, which is the aviation forecast in the current 1997 Airport Master Plan. The ALUCP includes development policies regarding the compatibility of development areas and exposure to noise (e.g., residential infill development shall not be allowed where exposure to noise levels of more than 65 dBA CNEL may occur). An Airport Influence Area is established in two parts—Review Area 1 and Review Area 2—in which the noise impact area is 60 dBA CNEL and 65 dBA CNEL respectively. Review Area 1 encompasses all areas impacted by compatibility factors of the ALUCP (noise exposure contours, safety zones, airspace protection surfaces, and overflight). Review Area 2 comprises those areas only impacted by airspace and overflight factors and excludes all noise and safety concerns; and it is for this reason that Review Area 2 requires review only by the FAA for potential airspace compatibility concerns, not SDCRAA.

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5-P.10 Consider noise impacts in the design of road systems and give special consideration to noise sensitive areas; to the greatest extent possible, the design of roads should minimize roadway noise to levels acceptable to surrounding areas.

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McClellan-Palomar Airport is located within the city limits, in the central portion of the city. The McClellan-Palomar ALUCP includes development policies regarding the compatibility of development areas and exposure to noise (e.g., residential infill development shall not be allowed where exposure to noise levels of more than ~~65~~70 dBA CNEL may occur). Additionally, compliance with the proposed General Plan Noise Element goals and policies would ensure that noise from the airport does not cause a significant adverse effect on noise-sensitive land uses. For example, the proposed General Plan Noise Element's Airport Noise Policies encourage the development of compatible land uses within the Airport Influence Area (AIA) as depicted in the ALUCP and require disclosure actions for new development in the AIA, such as avigation easements, deed restrictions and recorded notices. Compliance with the city's proposed General Plan goals and policies would reduce permanent noise impacts to less-than-significant levels.

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5-P.15 Expect the airport to control noise (to the extent of its limited authority granted by the Federal Aviation Administration to indirectly regulate aircraft noise through airport design and scheduling) while the city shall control land-use thus sharing responsibility for achieving and maintaining long-term noise/land-use compatibility in the vicinity of McClellan-Palomar Airport.

5-P.16 Require new residential and nonresidential development to comply with the noise compatibility criteria in the ALUCP. Require dedication of avigation easements for new developments designated as conditionally compatible for noise in the ALUCP, and which are located within the 65 dB CNEL noise contour as mapped on [General Plan] Figure 5-4: Airport Noise Compatibility Policy Map.

Chapter 3.11: Public Facilities and Services

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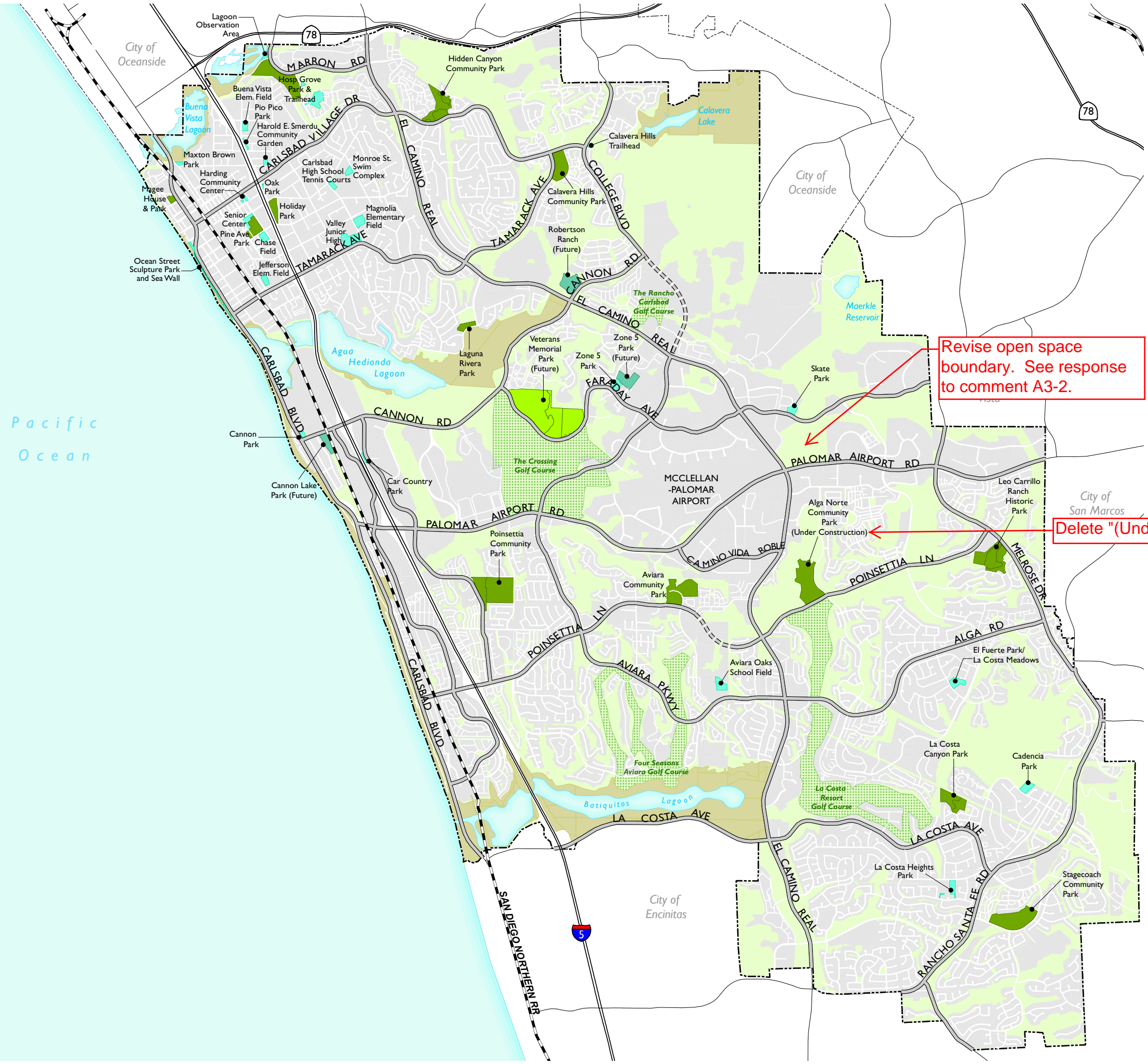
Existing and Planned Parks

Carlsbad currently has 13 community parks (~~255.5~~254.6 acres), ~~2527~~ special use areas (~~81.168.5~~81.168.5 acres), and five special resource areas (more than 1,300 acres). Table 3.11-1 provides a list of existing parks in the city, the quadrants in which they are located, and approximate acreages by park. Table 3.11-2 provides a list of planned parks that will provide another ~~9091.5~~91.5 acres of community park land and ~~29.927.3~~27.3 acres of special use areas. While special resource areas do not count toward the Growth Management Plan park standard, such areas provide additional park land for use by residents and visitors. The city annually monitors the status of compliance with all Growth Management Plan facilities standards. The City of Carlsbad Fiscal Year 2012-13 Growth Management Plan Monitoring Report shows how the parks facility standard is currently satisfied.

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See Figure 3.11-1 on the following page.

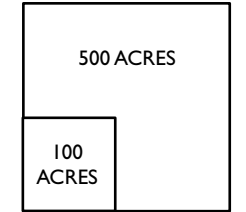
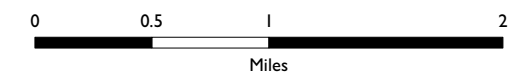
Figure 3.11-1
**PROPOSED GENERAL PLAN
 Parks & Recreation**



- Existing Community Park
- Future Community Park
- Existing Special Use Areas
- Future Special Use Areas
- Existing Special Resource Areas
- Existing Golf Courses
- Other Open Space
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits

Revise open space boundary. See response to comment A3-2.

Delete "(Under Construction)"



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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Table 3.11-1: Existing Community Parks, Special Use Areas, and Special Resource Areas (20143)

<i>Facility Name</i>	<i>Quadrant</i>	<i>Acres</i>
Existing Community Parks		
Alga Norte Community Park	SE	32.1
Aviara Community Park	SW	24.3
Calavera Hills Community Park	NE	17.7 16.8
Hidden Canyon Community Park (includes 12.7 acres of Carlsbad Village Drive open space)	NE	22
Holiday Park	NW	6.0
Hosp Grove Park	NW	27.1
La Costa Canyon Community Park (includes 8.9 acres of La Costa Canyon open space)	SE	14.7
Laguna Riviera Park	NW	4.2
Leo Carrillo Ranch Historic Park (includes 16.5 acres of Carrillo Ranch open space)	SE	27.4
Magee House and Park	NW	2.1
Pine Avenue Park (includes Madison Street parcels)	NW	8.2
Poinsettia Community Park (includes 11.1 acres of Poinsettia open space)	SW	41.2
Stagecoach Community Park	SE	28.5
Subtotal Community Parks		255.5254.6
Existing Special Use Areas		
Aviara Oaks School Field	SW	4.7
Buena Vista Elementary School Field	NW	2.65
Business Park Recreational Facility (Zone 5 Park)	NW	3.0
Cadencia Park	SE	4.0
Calavera Hills Trailhead	NE	.34
Cannon Park	NW	1.7
Car Country	NW	1.0
Carlsbad High School Tennis Courts	NW	1.7
Chase Field	NW	2.7
Harding Community Center	NW	1.0
Harold E. Smerdu Community Garden	NW	1.3
Hope Elementary School Field	NE	2.8
Hosp Grove Trailheads	NW	7.6
Kelly Elementary School Field	NW	2.9
Jefferson Elementary School Field	NW	2.2
La Costa Meadows Elementary/El Fuerte Park	SE	4.7
Lagoon Observation Area	NW	1.4
La Costa Heights Park	SE	3.5
Magnolia Elementary School Field	NW	4.0
Maxton Brown Park	NW	0.9

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Table 3.11-1: Existing Community Parks, Special Use Areas, and Special Resource Areas (2013)

<i>Facility Name</i>	<i>Quadrant</i>	<i>Acres</i>
Monroe Street Swim Complex	NW	2.0
Oak Park	NW	0.2
Frazee/Tamarack State Beach Facilities-Bluffs Ocean Street Sculpture Park and Sea Wall	NW	1.98.8
Pio Pico Park	NW	0.8
Senior Center Complex	NW	3.4
Skate Park	NE	3.4
Valley Junior High School Field	NW	8.5
Subtotal Special Use Areas		68.581.1
Existing Special Resource Areas		
Agua Hedionda Lagoon		254.0
Batiquitos Lagoon		484.0
Beaches		113.2
Buena Vista Lagoon		202.0
Lake Calavera		256.5
Subtotal Special Resource Areas		1,309.7
TOTAL EXISTING PARKLAND		1,633.7
		1,645.4

Source: City of Carlsbad Parks and Recreation Department, 2013.

Table 3.11-2: Anticipated Future Park Development Projects

<i>Quad</i>	<i>Park Development Project</i>	<i>Park Classification</i>	<i>Estimated Park Acreage</i>
NW	Cannon Lake Park	Special Use Area	6.8
NW	Business Park Recreational Facility	Special Use Area	9.3
NW	(Zone 5 Park) Expansion	Special Use Area	11.2
NE	Robertson Ranch Park	Community Park	NA ¹
SW	Poinsettia Community Park – Phase II	Community Park	NA ¹
SE	Leo Carrillo Ranch Park Phase III	Community Park	91.5
Citywide	Veteran Memorial Park		

¹ Improvements within existing park acreage; no additional park acreage to be added.

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Regional Recreation

Three of the city's existing special resource areas (Lake Calavera, Agua Hedionda Lagoon, Batiquitos Lagoon) and one future community park (Veteran's Memorial), as well as the beaches,

~~serve a~~ ~~have been identified as regional open space parks by the San Diego Association of Governments~~ ~~recreation need; however. Although these parks have been identified as part of the regional park system,~~ they will continue to function pursuant to their primary park classification as identified above. The identification of a city park as a regional open space park simply denotes that the park is serving a regional need.

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Table 3.11-6: School Districts Serving Carlsbad, Enrollment

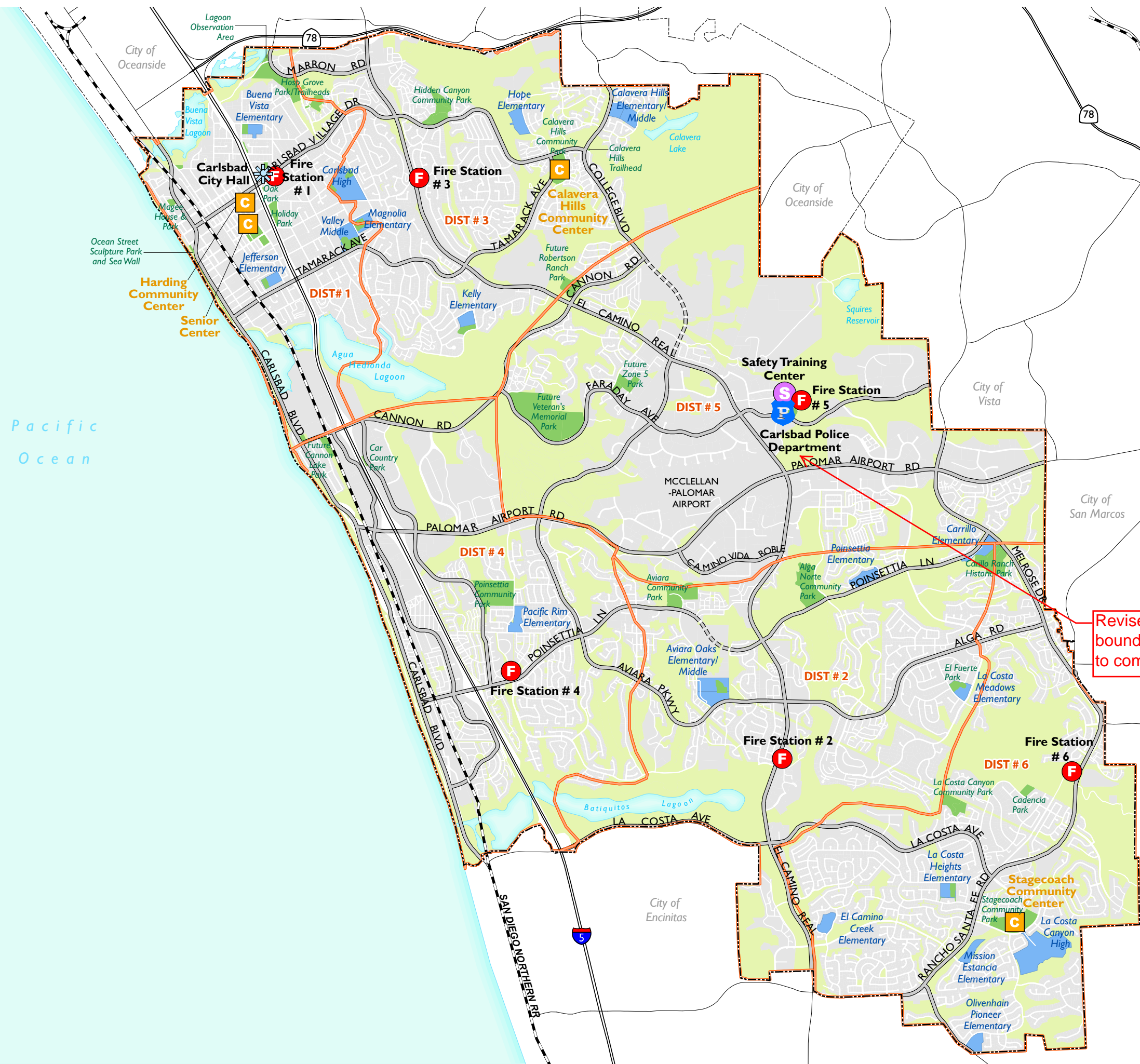
<i>School District</i>	<i>Total District Enrollment</i>
Encinitas Union Elementary	5,562
San Dieguito Union High	12,606
Carlsbad Unified	10,695
San Marcos Unified	17,852 20,107

Sources: San Marcos Unified School District, 2014, Education Data Partnership, 2010, data from 2009, most of which comes from the California Department of Education.(www.ed-data.k12.ca.us/)

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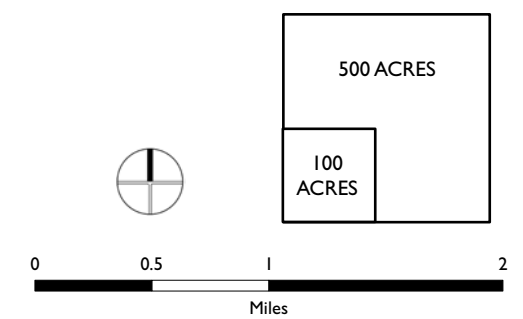
See Figure 3.11-3 on the following page.

Figure 3.11-3
**PROPOSED GENERAL PLAN
 Public Safety Services**



Revise open space boundary. See response to comment A3-2.

- Police Station
- Fire Station
- Safety Training Center
- Community/Senior Centers
- City Hall
- Public Schools
- Existing and Planned Parks
- Open Space
- Fire Districts
- Highways
- Major Street
- Planned Street
- Railroad
- City Limits



Source: City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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Open Space Management Plan

As a framework plan to assist in the implementation of the MHCP and HMP, the city’s Open Space Management Plan (OSMP) establishes procedures, standards, guidelines and conditions for long-term conservation and management of sensitive species and habitat. There are three additional categories of open space land in the OSMP that are not included in the areas as preserved within ~~dedicated as non-preserve uses in~~ the HMP or MHCP; one of which is parks. The OSMP Developed Parks category includes existing

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Applying the city’s current park standard of 3.0 acres per 1,000 population in each city quadrant, projected demand for parkland at buildout would be an additional 393.5 acres citywide. ~~Meanwhile,~~ With the development of planned parks under the proposed General Plan, ~~would increase~~ the city’s parkland ~~by~~ at buildout is estimated to be 443.9454.6 acres, resulting in a surplus distributed among all four of the city’s quadrants. Therefore, park provision under the proposed General Plan would be more than sufficient to accommodate demand from future residents.

Table 3.11-8 compares the estimated population, park demand, planned ~~additional future~~ park acreage, and anticipated park land surplus citywide and for each quadrant at General Plan buildout.

Table 3.11-8: Park Need and Provision by Quadrant

Northwest	Buildout Estimate
Population Estimate	37,844
Parks Acre Needed	113.5
Future Park Acres ¹	134.8 <u>144.3</u>
Future Surplus or (Deficit)	21.3 <u>30.8</u>
Northeast	Buildout Estimate
Population Estimate	22,666
Park Acres Needed	68
Future Park Acres ¹	<u>9.4</u>
Future Surplus (or Deficit)	<u>11.4</u>

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Table 3.1 I-8: Park Need and Provision by Quadrant

Southwest	Buildout Estimate
Population Estimate	28,857
Park Acres Needed	86.6
Future Park Acres I	<u>92.793.1</u>
Future Surplus or (Deficit)	6.5+
Southeast	Buildout Estimate
Population Estimate	41,785
Park Acres Needed	125.4
Future Park Acres I	<u>137.84</u>
Future Surplus (or Deficit)	<u>12.4</u>
Citywide	Buildout Estimate
Population Estimate	131,152
Park Acres Needed	393.5
Future Park Acres I	<u>443.9454.6</u>
Future Surplus (or Deficit)	<u>50.461.1</u>

I. Future park acres include the acreage of existing and future planned parks per Tables 4-4 and 4-5 (in the proposed General Plan). In regard to Veteran’s Memorial Park, because of the park’s central location in the city, and pursuant to the city’s Citywide Facilities and Improvement Plan, the ~~909~~91.5 acre park will count toward satisfying the park needs of each quadrant (~~22.95~~ acres per quadrant).

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2-P.50 Work with the California Parks Department to enhance recreation, public access, visitor-commercial services, and activity in the Carlsbad Boulevard coastal corridor. Land could be made available by realigning the southbound lanes of Carlsbad Boulevard and by reconfiguring the Palomar Airport Road / Carlsbad Boulevard intersection. The principal objectives are to improve coastal access for all; conserve coastal resources; enhance public safety, including addressing threats to the campground from bluff erosion and sea level rise; and create additional recreational opportunities, waterfront amenities and services, including modernization and expansion of the campgrounds to serve as lower-cost visitor and recreational facilities.

...

2-P.59 The City Council or the Planning Commission shall not find that all necessary public facilities will be available concurrent with need as required by the Growth Management Plan unless the provision of such facilities is guaranteed. In guaranteeing that the facilities will be provided, funding shall be available for the necessary facilities prior to approval of development permits, and emphasis shall be given to ensuring a balanced circulation

system, schools, parks, libraries, open space and recreational amenities. Public facilities may be added, however, the City Council shall not materially reduce public facilities without making corresponding reductions in ~~residential capacity~~ development potential.

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...

4-P.19 ~~Develop, i~~Implement and periodically update ~~at~~ the Parks and Recreation Needs Assessment and Comprehensive Action Plan that identifies appropriate programming for the city's parklands, prioritizes future parkland development, reflects the needs of residents at the neighborhood and citywide level and of an increasingly diverse and aging population, and in concert with the citywide trails program, creates new linkages to neighborhoods.

4-P.20 Acquire and develop park areas in accordance with the Growth Management Plan park standard of 3.0 acres of community park or special use area per 1,000 residents within each of the four city quadrants. Park acreage requirements shall be determined on a quadrant basis.

4-P.21 Maintain appropriate recreational standards (e.g. payment of park mitigation fees) for employment areas.

...

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...

4-P.29 Consider the following during the development/re-development of parkland: protection and enhancement of sensitive natural habitat by expanding minimum buffers around sensitive resources; utilizing ~~natural~~-native plant species in park projects; incorporating plant species that provide food such as seeds, nuts and berries for wildlife and bird species; protecting and buffering drinking water sources such as small ponds and wetland areas; and limiting turf grass use to recreational areas. Use the Carlsbad Landscape Manual in landscape refurbishment and new park development projects.

...

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...

7-P.29 Provide adequate library facilities and programs that align with the community's ~~residents'~~ lifelong learning needs, ~~and~~ abilities and demographics, and changes in technology, such

as through facilities design, services and service delivery methods, and partnerships with educational and learning institutions.

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...

~~6-P.34 Promote community awareness of possible natural and man-made hazards, response plans and measures that can be taken to protect lives.~~

6-P.37 Promote public awareness of possible natural and man-made hazards, measures that can be taken to protect lives and property, response plans, and evacuation routes.

...

Chapter 3.12: Public Utilities And Infrastructure

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...

Water Sources

~~The above normal snowpack and precipitation totals that California experienced during the winter of 2010-2011 have allowed CMWD and other San Diego and Southern California water agencies to rescind their drought alerts, and end the imposition of mandatory water use restrictions for their customers that were in effect the previous two years. Those restrictions were necessary to help the region manage water supply shortages that had arisen due to a combination of factors.~~

...

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As described previously, CMWD currently obtains 100 percent of its potable water supply from SDCWA, of which it is one of 24 member agencies. SDCWA in turn obtains most of its water from the MWD, which obtains its water from Northern California via the California State Water Project (SWP), and from the Colorado River via the Colorado River Aquaduct.

Due to several years of below-average precipitation, on July 14, 2014 the SDCWA Board of Directors declared implementation of Stage 2, Supply Enhancement stage, of the SDCWA's Water Shortage and Drought Response Plan; and approved notification to the member agencies of a Regional Drought Response Level 2. A drought Response Level 2 is also known as a Drought Alert Condition under the SDCWA's Model Drought Response Ordinance, which requires up to 20 percent mandatory conservation.

In addition, on April 1, 2015, the Governor of California ordered the state water board to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. The State Water Resources Control Board continues to prepare the framework for meeting the governor's 25 percent target. This includes future hearings and meetings and the adoption of water-use reduction standards and regulations that are anticipated to take effect on June 1, 2015.

Based on the actions by the SDCWA Board of Directors in July 2014, CMWD declared a Level 2 alert or "Drought Alert" effective August 2014, which requires mandatory water conservation measures. In addition, as a result of the governor's April 2015 order, CMWD is considering new measures to further reduce water usage; however, until the state's new standards and regulations take effect the current mandatory water use restrictions remain in effect.

If the current drought conditions continue, the SDCWA may implement Levels 3 and 4 of the authority's Model Drought Response Ordinance to ensure sufficient water supplies are available to meet anticipated demand. Level 3 (drought critical) requires member agencies to implement mandatory water use reduction up to 40 percent; Level 3 restrictions also include prohibition new potable water service and issuance of new temporary and permanent water meters. Level 4 (drought emergency) declares a water shortage emergency and requires a water demand reduction of more than 40 percent; Level 4 includes all water use restrictions of the previous levels, as well as prohibits landscape irrigation. As a member agency of the SDCWA, the CMWD complies with and implements the authority's drought response requirements.

The following describes the sources of water in Carlsbad:

...

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dewatering, and disposal; however, the Shadowridge WRP is no longer in service, and the Gafner WRP is now a tertiary treatment plant only, treating secondary effluent pumped from Encina and producing recycled water for irrigation at the La Costa South Golf Course. The Phase V Expansion Project added a biosolids heat drying facility and upgraded the cogeneration plant. ~~The City of Carlsbad is currently using approximately 77 percent of its capacity ownership for treatment and solids handling in the EWPCF⁴⁹~~ The Carlsbad Sewer Master Plan (2012) estimates a wastewater flow of 10 mgd at buildout of the city's current General Plan. The City of Carlsbad currently owns a total treatment capacity of ~~9.24~~10.26 mgd in the EWPCF. ~~The City of Carlsbad has submitted a wastewater flow projection of 10.26 mgd, but updated ownership percentages for all the member agencies have not been finalized.~~

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...

Implementation of the proposed General Plan would result in future residential, commercial, office, and industrial uses in the planning area, resulting in additional population that would

generate additional wastewater. Therefore, wastewater treatment would increase over current levels. Wastewater services for a majority of Carlsbad are provided by the City of Carlsbad. Wastewater generated within the city's sewer service area is treated at the EWPCF, which provides full secondary treatment, sludge handling, and disposal through a deep ocean outfall. The 2012 CMWD Sewer Master Plan projected future 2035 wastewater flows to be approximately 10.0 mgd, based on growth estimates prior to the proposed General Plan. Buildout under the proposed General Plan would result in additional wastewater that would need to be treated at the EWPCF. The current treatment capacity at the EWPCF is 40.51 mgd. The Encina Joint Powers Authority Basic Agreement was revised as of July 23, 2014; per the revised agreement, Carlsbad's current ownership capacity for treatment at the EWPCF is 9.2410.26 mgd (average flow); Other jurisdictions have capacity rights to the remaining EWPCF treatment capacity. The 2012 CWWM Sewer Master Plan projected future 2035 wastewater flows to be approximately 10.0 mgd, based on growth estimates prior to the proposed General Plan. The city has requested an additional 1.02 mgd for a total of 10.26 mgd, which is currently pending. Buildout under the proposed General Plan would result in additional wastewater that would need to be treated at the EWPCF. The Encina Wastewater Authority (EWA) 2040 Master Plan estimates that at buildout of the service area (based on current general plans), 39.4 mgd of the buildout flows are projected to be treated at the EWPCF, which is less than the current capacity of the facility (40.51 mgd). There is sufficient existing capacity to handle current and future wastewater flow. On-going monitoring of wastewater flow volumes by EWA and CMWD indicates a downward or flat trend in wastewater flow volumes for all member agencies, including Carlsbad. Current average wastewater flow for 2014 was 6.3 mgd, which is the same volume as in 2000. (T. Smith, CMWD, 2015.) The CMWD and EWA will revisit sewage flow generation criteria and compare the criteria against actual flow monitoring data in their next Master Plan updates. In addition, the EWA 2040 Master Plan identifies property south of the existing EWPCF where the facility could be expanded to accommodate additional capacity. The EWPCF meets all current regional, state, and federal requirements for secondary treatment and is expected to continue to meet these requirements. Current regulations require compliance with water quality standards and these measures would preclude development lacking adequate utility capacity, including wastewater treatment capacity. Individual developments would be reviewed by the city and the applicable wastewater providers to determine sufficient sewer capacity exists to serve the additional population that would be generated by the future projects. The city will continue to coordinate with the wastewater districts to ensure that new development would not exceed the capacity of wastewater conveyance and treatment facilities, and that new development would pay development fees to increase capacity of those facilities. Implementation of these requirements would ensure that new wastewater facilities are constructed to meet performance standards and allow for future maintenance.

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2-P.8 Do not permit residential development to exceed the applicable Growth Management Control Point (GMCP) density unless the following findings are made:

- a. The project qualifies for and will receive an allocation of “excess” dwelling units, pursuant to City Council Policy No. 43.
- ~~b. The project will provide sufficient additional public facilities for the density in excess of the GMCP to ensure that the adequacy of the city's public facilities plans will not be adversely impacted.~~
- ~~eb.~~ There have been sufficient residential projects approved at densities below the GMCP so the citywide and quadrant dwelling unit limits will not be exceeded as a result of the proposed project.
- ~~dc.~~ All necessary public facilities required by the Citywide Facilities and Improvements Plan will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with adopted city standards.

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...

- ~~2-P.34 Encourage~~ Require utilization of soil and water conservation techniques in agricultural activities.

Sustainability Element Policies

- ~~9-G.4 Strive to~~ RReduce the city’s reliance on imported water.

- ~~9-P.3~~ Develop and implement a water sub-metering ordinance for multi-family rental and mixed-use buildings.

- ~~9-P.4 Consider~~ Utilize irrigation and landscape design measures for the municipal golf course (Crossings at Carlsbad) that will result in decreased water consumption.

...

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...

- ~~4-P.64~~ Coordinate the needs of storm water pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetics, and other open space needs.

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develop and implement 14 comprehensive conservation BMPs, which would decrease water supply demands of the city.

California Drought

Due to several years of below-average precipitation, on July 14, 2014 the SDCWA Board of Directors declared implementation of Stage 2, Supply Enhancement stage, of the SDCWA's Water Shortage and Drought Response Plan; and approved notification to the member agencies of a Regional Drought Response Level 2. A drought Response Level 2 is also known as a Drought Alert Condition under the SDCWA's Model Drought Response Ordinance, which requires up to 20 percent mandatory conservation.

In addition, on April 1, 2015, the Governor of California ordered the state water board to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. The State Water Resources Control Board continues to prepare the framework for meeting the governor's 25 percent target. This includes future hearings and meetings and the adoption of water-use reduction standards and regulations that are anticipated to take effect on June 1, 2015.

Based on the actions by the SDCWA Board of Directors in July 2014, CMWD declared a Level 2 alert or "Drought Alert" effective August 2014, which requires mandatory water conservation measures. In addition, as a result of the governor's April 2015 order, CMWD is considering new measures to further reduce water usage; however, until the state's new standards and regulations take effect the current mandatory water use restrictions remain in effect.

If the current drought conditions continue, the SDCWA may implement Levels 3 and 4 of the authority's Model Drought Response Ordinance to ensure sufficient water supplies are available to meet anticipated demand. Level 3 (drought critical) requires member agencies to implement mandatory water use reduction up to 40 percent; Level 3 restrictions also include prohibition new potable water service and issuance of new temporary and permanent water meters. Level 4 (drought emergency) declares a water shortage emergency and requires a water demand reduction of more than 40 percent; Level 4 includes all water use restrictions of the previous levels, as well as prohibits landscape irrigation. As a member agency of the SDCWA, the CMWD complies with and implements the authority's drought response requirements.

The proposed General Plan does not conflict with implementation of the SDCWA Model Drought Response Ordinance. While the proposed General Plan may plan for future growth and development, the SDCWA drought response plan will prevent implementation of that future development if drought conditions advance to Level 3 of the response plan; as noted above, no new water meters will be issued during a Level 3 or 4 drought condition, which prevents the construction of new development that relies on water. Implementation of the SDCWA drought response plan will ensure that the proposed General Plan does not significantly impact the availability of sufficient water supplies.

Below is further analysis of impacts to water supplies provided by the CMWD and OMWD:

Carlsbad Municipal Water District

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Chapter 3.13: Transportation

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...

Freeways

I-5 – Interstate 5 is a regional facility that begins near the southern state border between California/Mexico and extends north through California and into Oregon and Washington. In Carlsbad, I-5 is generally an eight-lane freeway with interchanges at Las Flores Drive, Carlsbad Village Drive, Tamarack Avenue, Cannon Road, Palomar Airport Road, Poinsettia Lane, and La Costa Avenue. Caltrans prepared a Final EIR/EIS for the I-5 Northwest Coast Corridor Project, which affirmed the Express Lane Only Option (8 + 4 Buffer Alternative) as the Caltrans preferred alternative.

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SR-78 – State Route 78 is a regional freeway beginning at I-5 and extending east to Escondido. It provides a regional east-west corridor connecting I-5 to I-15 in the north area of the county. Although SR-78 is not within Carlsbad’s city boundary, it does provide accessibility to Carlsbad via interchanges at College Boulevard, El Camino Real, and Jefferson Street. It is generally a six-lane freeway adjacent to the city’s northern boundary. Caltrans is currently evaluating alternatives to reduce congestion and improve mobility at the I-5 and SR-78 interchange.

...

Palomar Airport Road – Palomar Airport Road is an east-west arterial in the city providing subregional access between Carlsbad and San Marcos. In Carlsbad, it is generally a six-lane arterial with bicycle lanes and provides direct access to the McClellan-Palomar Airport area.

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...

- Route 309 – Provides access between Oceanside, Carlsbad, and Encinitas via El Camino Real, with extended service to the McClellan-Palomar Airport Area. It generally operates on 30-minute headways between 4:00 AM and 10:00 PM, Monday through Friday; and on 60-minute headways on Saturdays, Sundays, and Holidays.

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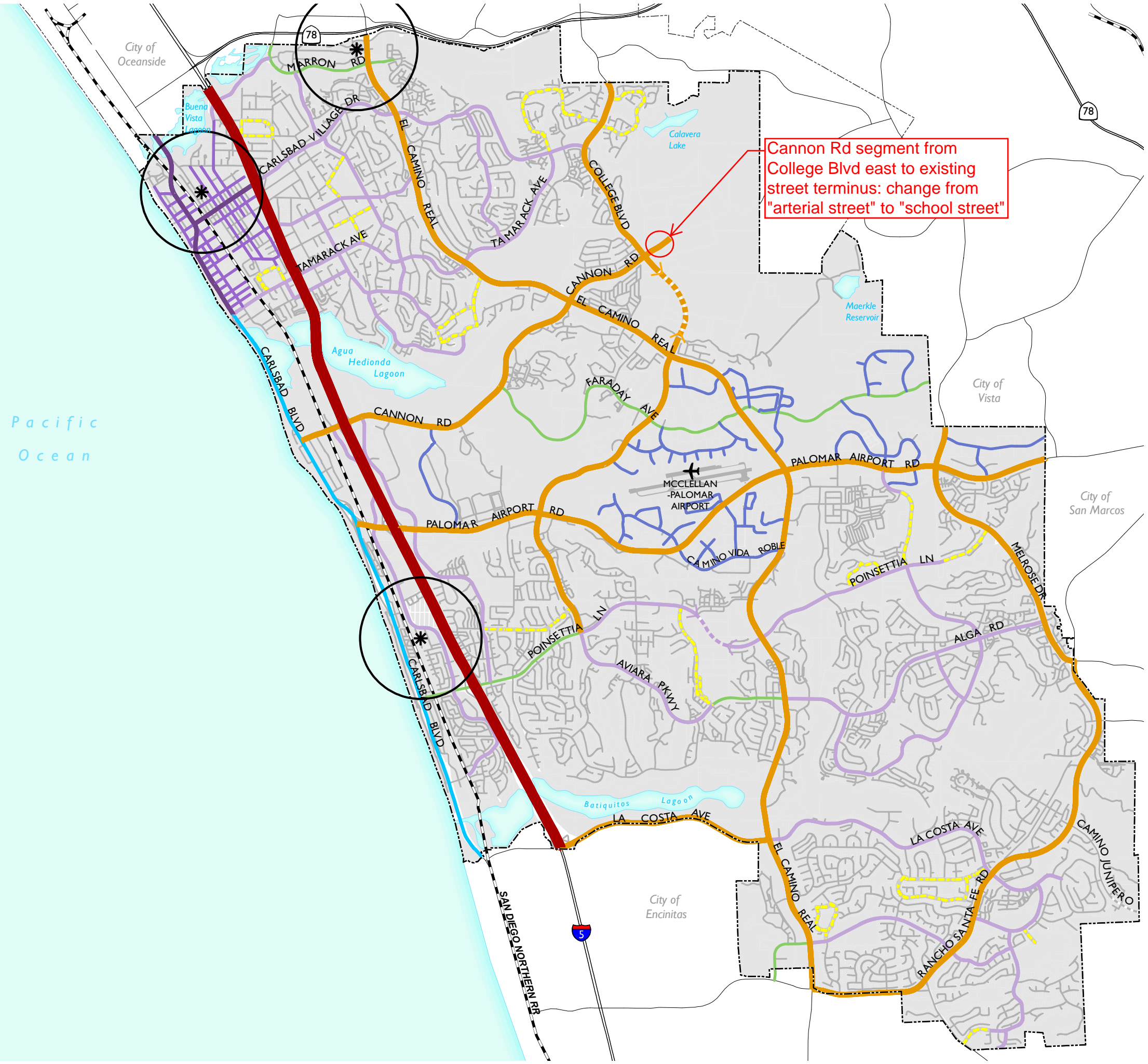
...

Amtrak: Amtrak is a national passenger rail service connecting San Diego to San Luis Obispo. There are currently six Amtrak trains per day at associated Amtrak stations in Carlsbad. Amtrak is currently adding stops in the City of Carlsbad, and they will be updating their service to include these stops once completed.

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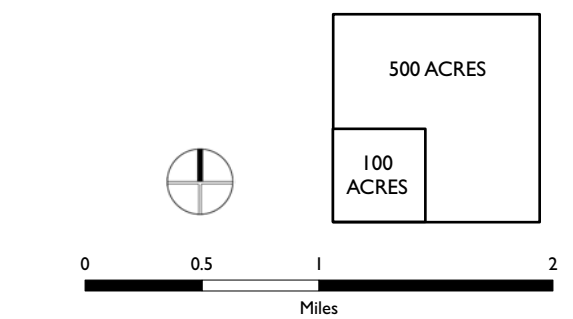
See Figure 3.13-1 on the following page.

Figure 3.13-1
PROPOSED GENERAL PLAN
Existing Street System



Cannon Rd segment from College Blvd east to existing street terminus: change from "arterial street" to "school street"

- █ Freeway
- █ Arterial Streets
- █ Identity Streets
- █ Village Streets
- █ Connector Streets
- █ Coastal Street
- █ School Streets
- █ Employment Oriented Street
- █ Industrial Street
- █ Local/Neighborhood Street
- Planned Arterial Streets
- Planned Connector Streets
- Planned Local/Neighborhood Street
- Highways
- Railroad
- * Transit Centers
- 1/2 Mile Radius
- City Limits



Source: City of Carlsbad, 2013; SANDAG, 2013; Fehr & Peers, 2013; Dyett & Bhatia, 2013.

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Air Travel

~~Air travel in Carlsbad is provided via the McClellan-Palomar Airport. McClellan-Palomar Airport is a class 1 commercial service airport (pursuant to its operating certificate issued by the Federal Aviation Administration). The airport serves all types of scheduled operations of large air carrier aircraft (31 or more passenger seats), as well as small air carrier aircraft (more than nine but less than 31 passenger seats). The airport currently serves smaller general aviation aircraft up to larger corporate jet aircraft, and is the only airport with an instrument landing system between San Diego International Airport (San Diego) and John Wayne/Orange County Airport (Santa Ana) that can accommodate the majority of instrument rated aircraft. The Federal Aviation Administration (FAA) classifies the airport as a commercial service airport that mainly serves smaller aircraft with a maximum takeoff weight of 12,000 pounds or less. However, some aircraft larger than 12,500 pounds, but less than 60,000, do operate at the airport. McClellan Palomar Airport is the only airport with an instrument landing system between Lindbergh Field San Diego International Airport and Santa AnJohn Wayne/Orange County Airports that can accommodate the majority of the business aircraft fleet of over 12,500 pounds. United Airlines operates service to Los Angeles from Carlsbad. Medevac and transient helicopters also operate at the heliport/heliport located east of the runway.~~

~~Because of the potential significant adverse impacts that could occur if the airport increased aircraft and/or ancillary services, †The Carlsbad Municipal Code prohibits the City Council from approving any legislative act (such as a zone change or general plan amendment) authorizing the expansion of McClellan-Palomar Airport without voter approval.~~

...

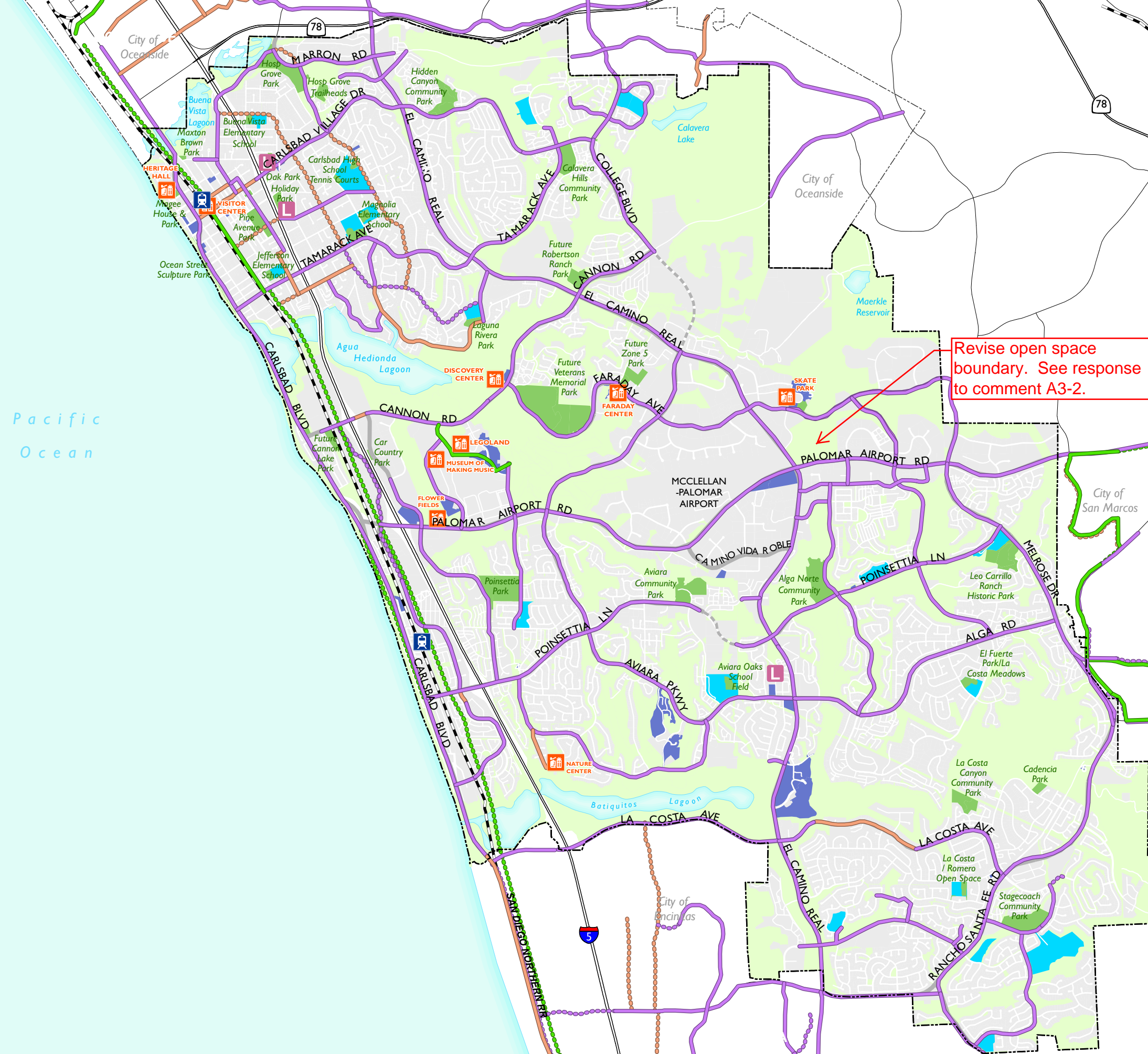
Additionally, several pedestrian and bicycle barriers exist in Carlsbad that prohibit direct travel in the city. Although some of these barriers are natural in nature (such as the topography of the inland area and the city's three lagoons), some of the barriers are man-made (such as I-5 and the railroad). As part of the I-5 North Coast Corridor project, Caltrans is proposing regional and community enhancement projects to support non-motorized travel in the North Coast Corridor Project area, such projects include an I-5 north coast bike trail, a bicycle/pedestrian enhanced trail and bridge on the west side of I-5 at Batiquitos Lagoon, a park and ride enhancement at La Costa Avenue, a bicycle/pedestrian enhanced trail and bridge on the east side of I-5 at Agua Hedionda Lagoon, and a Chestnut Avenue I-5 bicycle/pedestrian crossing improvements.

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See Figure 3.13-2 on the following page.

Figure 3.13-2
**PROPOSED GENERAL PLAN
 Bicycle System**



Revise open space boundary. See response to comment A3-2.

Existing Bike Trails

- Bike Path - Class I
- Bike Lane - Class II
- Bike Route - Class III

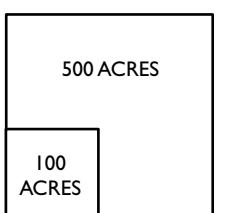
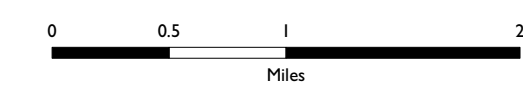
Proposed Bike Trails

- Bike Path - Class I
- Bike Lane - Class II
- Bike Route - Class III

Existing Facilities

- Carlsbad Coaster Station
- Public Attractions
- City Library
- Public Schools
- Civic Uses
- Existing and Planned Parks
- Open Space

- Highways
- Major Roads
- Planned Roads
- Railroad
- City Limits



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Table 3.13-6: Existing Roadway Operations

Roadway	From	To	Number of Lanes	Street Typology	Existing ADT	Existing LOS
...
El Camino Real	La Costa Ave	Rancho Santa Fe Rd Olivenhain Rd	6	Arterial	35,997	LOS C
Rancho Santa Fe Rd/Olivenhain Rd	Melrose Dr Palomar Airport Rd	El Camino Real	6	Arterial	26,130 24,801	LOS BA
Melrose Dr	City boundary north of Lionshead Ave	Rancho Santa Fe Rd	6	Arterial	19,900	LOS A
Caltrans Roadways						
...

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Table 3.13-10: Future Street Operations

Roadway	From	To	Number of Lanes	Street Typology	Existing ADT	Existing LOS
...
El Camino Real	La Costa Ave	Rancho Santa Fe Rd Olivenhain Rd	6	Arterial	43,600	LOS C
Rancho Santa Fe Rd/Olivenhain Rd	Melrose Dr Palomar Airport Rd	El Camino Real	6	Arterial	31,440 30,110	LOS B
Melrose Dr	City boundary north of Lionshead Ave	Rancho Santa Fe Rd	6	Arterial	25,210	LOS B
Caltrans Roadways						
...

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...

3-P.[X] Require developers of projects, which are determined to have a significant impact on Caltrans freeway facilities (I-5 and SR-78), to enter into a traffic mitigation agreement with Caltrans for implementation of the necessary improvements and the payment of

fair-share fees to be determined by Caltrans based on the increase in freeway traffic directly attributable to the proposed project.

3-P.[X] Encourage Caltrans to identify and construct necessary improvements to improve service levels on Interstate-5 and State Route 78.

...

3-P.8 After the College Boulevard extension and Poinsettia Lane connections are completed as identified in Policy 3-P.17, Allow the following streets to be LOS exempt facilities from the LOS standard identified in Policy 3-P.4, subject to the requirements described in Policy 3-P.7:

- La Costa Avenue between Interstate-5 and El Camino Real
- El Camino Real between Palomar Airport Road and La Costa Avenue
- Palomar Airport Road between Interstate-5 and College Boulevard
- Palomar Airport Road between El Camino Real and Melrose Drive

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Mitigation Measures

MM TR-1: The city shall implement all policies identified in the Mobility Element to reduce the demand for vehicles on I-5. However, even with implementation of these policies, the impact will remain significant and unavoidable.

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...

3-P.11 Evaluate implementing a road diet to three lanes or fewer for existing four-lane streets currently carrying or projected to carry 25,000 average daily traffic volumes or less in order to promote biking, walking, safer street crossings, and attractive streetscapes. Before implementing a road diet, the city shall solicit and consider public input, and evaluate the trade-offs between safety, auto service levels, bicycle/pedestrian/transit service levels.

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3-P.31 Partner with other agencies and/or developers to improve transit connectivity within Carlsbad. As part of a comprehensive transportation demand management (TDM) strategy and/or with transit oriented development (TOD), a shuttle system could be established that connects destinations and employment centers like LEGOLAND, hotels, the Village, McClellan-Palomar Airport, business parks, the COASTER and Breeze transit stations, public activity centers (such as senior centers, city hall, libraries, etc.) and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.

...

2-P.35 Require new development located in the Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the McClellan-Palomar ALUCP. Additionally, development proposals must meet Federal Aviation Administration (FAA) requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County Regional Airport Authority Airport Land Use Commission recommendations in the review of development proposals.

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2-P.36 Coordinate with the San Diego County Airport Regional Airport Authority Land Use Commission and the FAA to protect public health, safety and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

2-P.37 Prohibit approval of any zone change, general plan amendment or other legislative action that authorizes the geographic expansion of McClellan-Palomar Airport, unless authorized to do so approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)

Mobility Element Policies

3-P.40 Work with ~~San Diego~~ the County of San Diego and other agencies to ensure continued safe and efficient operation of the McClellan Palomar Airport without expansion, consistent with the Carlsbad Community Vision and existing city policy.

...

Chapter 3.14: Agricultural Resources

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In 2006, Carlsbad voters approved "Proposition D - Preserve the Flower and Strawberry Fields and Save Carlsbad Taxpayers' Money." The area affected by Proposition D is referred to as the Cannon Road Open Space, Farming and Public Use Corridor and is located along Cannon Road east of Interstate 5, as shown on Figure 3.14-1. Lands within the corridor currently consist primarily of open space and existing farming operations including the Flower Fields located to the south of Cannon Road and the existing strawberry fields located to the north of Cannon Road; approximately 49 acres of the existing strawberry fields located adjacent to the east side of Interstate 5 are not within the corridor and are not subject to Proposition D.

Although the flower fields are already protected and restricted to agricultural use, Proposition D requires the city to utilize all existing programs and land use protections and explore other possible new mechanisms to keep the flower fields in production. Proposition D also requires the city to ensure that other farming uses within the corridor, such as a portion of the existing strawberry fields, are allowed to continue as long as it is economically viable for the landowner to do so. The Cannon Road Open Space, Farming and Public Use Corridor consists of a large area of protected farmland within the city. The corridor is located east of Interstate 5, and south and north of Cannon Road, and is applicable to:

- 172 acres north of Cannon Road and south of Agua Hedionda Lagoon owned by San Diego Gas & Electric. Most of this property is cultivated as strawberry fields.
- 46 acres south of Cannon Road and north of the Flower Fields. Although not part of the Flower Fields, this property is frequently cultivated with flowers.
- 26 acres on the southeast corner of Cannon Road and Legoland Drive, which is also often cultivated with flowers or other agricultural crops.

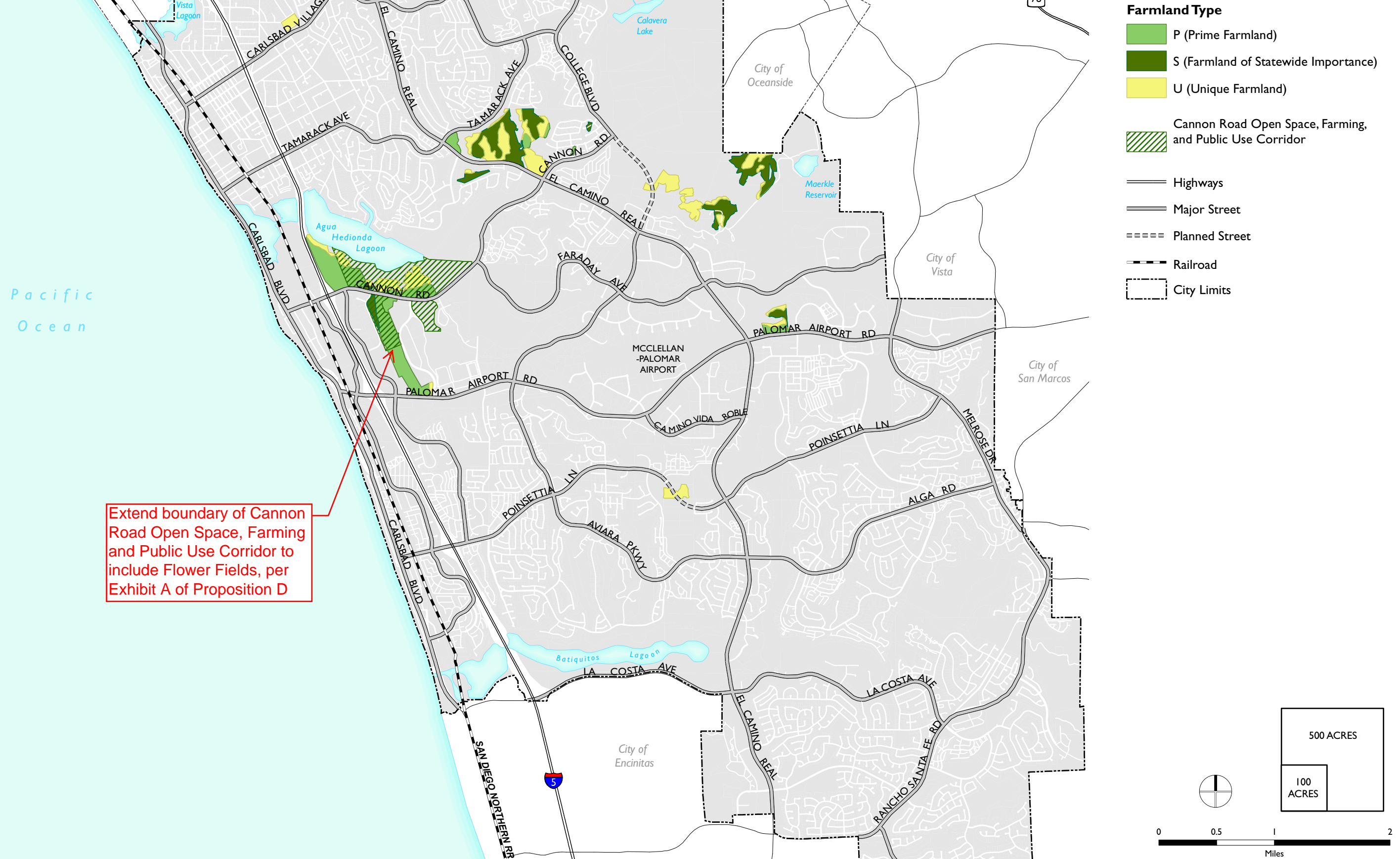
A portion of agricultural land currently cultivated as strawberry fields lies east of Interstate 5 and adjacent to (but outside the boundary of) farmland within the Cannon Road Open Space, Farming and Public Use Corridor.

...

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See Figure 3.14-1 on the following page.

Figure 3.14-1
PROPOSED GENERAL PLAN
Existing Agricultural Resources



Source: Farmland Mapping and Monitoring Program, Department of Conservation, State of California, 2010; City of Carlsbad, 2013; SANDAG, 2013; Dyett & Bhatia, 2013.

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Cannon Road Open Space, Farming and Public Use Corridor

The area along the Cannon Road corridor east of the Interstate 5 freeway presently consists primarily of open space and existing farming operations including the Flower Fields located to the south of Cannon Road and the existing strawberry fields located to the north of Cannon Road. In 2006, Carlsbad voters approved Proposition D; the area affected by Proposition D is referred to as the Cannon Road Open Space, Farming and Public Use Corridor, as shown on Figure 3.14-1. Proposition D which encourages the continuation of agriculture on the lands within the corridor (described in the Physical Setting section as being within the Cannon Road Open Space, Farming and Public Use Corridor) for as long as such use is financially feasible. Following voter approval of Proposition D, the lands within the corridor were designated as open space on the city's land use and zoning maps and the City Council adopted the Cannon Road Agricultural and Open Space Zone to implement the proposition. The new zone will become effective when the California Coastal Commission approves the associated Local Coastal Program amendment. Once effective, the new zone will specify that if the landowners choose to discontinue agricultural use of the land, only open space uses are allowed, as well as limited commercial or development that is developed in conjunction with and/or in support of associated with a permitted agricultural or open space uses is allowed.

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...

- 2-P.32** ~~Allow~~Support for agricultural uses throughout the city, including small-scale farms and community gardens.
- 2-P.33** Ensure the existing Flower Fields remain in flower production by utilizing all available methods and programs, including grants and other outside financial assistance.
- 2-P.34** ~~Encourage~~Require utilization of soil and water conservation techniques in agricultural activities.

Land Use and Community Design Element Policies: The Cannon Road Open Space, Farming and Public Use Corridor

- 2-P.60** In coordination with land owners, protect and preserve this area as an open space corridor. Permit only open space, farming and compatible public uses in the area. Permitted uses shall be as follows: provide for the protection and preservation of environmental and agricultural resources in the corridor area by permitting only:

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- a. Open space
- b. Farming and other related agricultural support uses, including flower and strawberry production ~~and commercial support uses.~~
- c. Public trails
- d. Active and passive parks, recreation and similar public and private use facilities (except on the existing Flower Fields)
- e. Electrical Transmission Facilities

2-P.61 Prohibit residential development in the area ~~uses; and prohibit~~ ~~commercial and industrial-type uses in the area~~ ~~are also prohibited in the corridor area, unless such uses are other than those~~ normally associated with or in support of farming operations and open space uses.

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Chapter 4: Analysis Of Alternatives

Pages 4-2 of Recirculated Portions of the Draft EIR

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4.2 Description of Alternatives

This section describes each of the alternatives, including the three alternatives that are based on the initial land use concepts, the reduced density alternative and the no project alternative.

The three alternatives based on the initial land use concepts differ in their visions for the form and location of future development within the city. They do share some characteristics, however, as each seeks to address the following issues:

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Page 4-22 of Recirculated Portions of the Draft EIR

Estuarine, Freshwater and Other Wetlands, as well as disturbed habitat. ~~All three alternatives~~ Alternatives 1 - 3 could result in a disturbance of a similar amount of undisturbed habitat, with Alternative 3–Core Focus resulting in slightly less impact to natural vegetation.

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Table 4.2-5 shows the resulting transportation GHG emissions for each alternative, compared to the proposed General Plan and the No Project Alternative. The effect of the CAP GHG reduction measures was included in each of the alternatives, and would not apply to the No Project alternative. The Reduced Density Alternative would produce the least amount of transportation-related CO₂e emissions, since it includes the effect of the proposed General Plan circulation system and overall land use development patterns, but at a reduced allowable level of development than the proposed General Plan. ~~This alternative may understate VMT to some degree, however, as lower densities and intensities of land uses may force drivers to travel greater distances for jobs, services, and so forth.~~ However, when comparing transportation GHG emissions per service population (population and jobs), Alternatives 1-3 result in an approximate 0.8 MTCO₂e, while the proposed General Plan and Reduced Density Alternative would result in .6 MTCO₂e per person . The No Project alternative would have the highest overall GHG emissions, as it would not include CAP GHG reductions measures, and would result in 1.0 MTCO₂e per person.

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Pages 4-31 through 4-32 of Recirculated Portions of the Draft EIR

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TRANSPORTATION

Several factors impact how often people get into their cars to drive somewhere and how far they drive. Smart growth can reduce automobile dependence, the number of trips taken using a car, and the distances people drive. By placing a mix of land uses close together, travel characteristics can shift. For example, by having residential and retail uses close together, people can walk to the corner store from their homes, thereby reducing vehicle trips. However, the larger the width of the street and the size of the parking lot between the sidewalk and the corner store, the less desirable it is to choose walking as a travel option. Therefore, the built environment can impact travel option choices. Or by placing residential uses close to employment uses, people may not have to drive as far to get to work, and some people may walk or bike. Lower automobile vehicle trips and vehicle miles traveled can translate into less congestion and lower air quality impacts and greenhouse gas emissions.

Each alternative shares the core vision statement for walking, biking, public transportation and connectivity to “increase travel options through enhanced walking, bicycling and public transportation systems” and to “enhance mobility through increased connectivity and transportation management.” This section provides analysis for each alternative on the street system and the overall accessibility of residents and employees to transit, bicycle, and pedestrian facilities.

Vehicle Miles Traveled

The Bureau of Transportation Statistics defines Vehicle Miles Traveled (VMT) as a unit to measure vehicular travel made by individual vehicles. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. Total vehicle miles is the aggregated

mileage traveled by all individual vehicles. For analysis purposes in this EIR, VMT is a measure of the total number of vehicle miles traveled annually within Carlsbad.

Alternatives 1-3 and the No Project Alternative were converted into the format necessary for incorporation into the San Diego Association of Governments' (SANDAG) recently updated travel demand model. A model run was conducted for each concept by SANDAG. Additional metrics, estimates developed by Fehr & Peers, and GIS mapping were used to assess transportation performance for the concepts. The purpose of this analysis was to conduct a comparative assessment and describe the overall transportation effects of the concepts, and to provide this information to decision-makers and the public as they consider the benefits and disadvantages of each alternative. The Reduced Density Alternative was not modeled by SANDAG, but rather was derived by scaling back land use densities and intensities of the proposed General Plan by 40%.

~~Several factors impact how often people get into their cars to drive somewhere and how far they drive. Smart growth can reduce automobile dependence, the number of trips taken using a car, and the distances people drive. By placing a mix of land uses close together, travel characteristics can shift. For example, by having residential and retail uses close together, people can walk to the corner store from their homes, thereby reducing vehicle trips. However, the larger the width of the street and the size of the parking lot between the sidewalk and the corner store, the less desirable it is to choose walking as a travel option. Therefore, the built environment can impact travel option choices. Or by placing residential uses close to employment uses, people may not have to drive as far to get to work, and some people may walk or bike. Lower automobile vehicle trips and vehicle miles traveled can translate into less congestion and lower air quality impacts and greenhouse gas emissions.~~

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Appendix H

[This addendum to the appendix contains the addition of Carlsbad Freeway Assessment - ADT Volumes from SANDAG Raw Model Plots]

See Appendix H Addendum on the following page.

Carlsbad Freeway Assessment - ADT Volumes from SANDAG Raw Model Plots

I-5 Northbound	Number of Lanes	Raw Model Volumes				Volume-to-Capacity Assessment (LOS C/D Transition at 0.80)				
		Alternative 1	Alternative 2	Alternative 3	Proposed GP	Daily Ramp Capacity	Alternative 1	Alternative 2	Alternative 3	Proposed GP
La Costa Off Ramp	1	5,200	6,200	5,400	7,200	15,000	0.35	0.41	0.36	0.48
La Sosta On Ramp	1	8,900	8,800	6,400	8,700	15,000	0.59	0.59	0.43	0.58
Poinsettia Off Ramp	2	13,900	12,700	11,700	12,100	30,000	0.46	0.42	0.39	0.40
Poinsettia On Ramp	1	5,400	5,400	3,200	5,900	15,000	0.36	0.36	0.21	0.39
PAR Off Ramp	2	15,600	15,400	15,700	13,900	30,000	0.52	0.51	0.52	0.46
PAR On Ramp	2	10,500	10,600	8,400	10,800	30,000	0.35	0.35	0.28	0.36
Cannon Off Ramp	1	4,100	6,600	6,800	6,100	15,000	0.27	0.44	0.45	0.41
Cannon On Ramp	1	9,900	8,700	7,300	9,500	15,000	0.66	0.58	0.49	0.63
Tamarack Off Ramp	1	19,800	8,000	6,800	6,600	15,000	1.32	0.53	0.45	0.44
Tamarack On Ramp	1	15,900	8,700	6,100	7,500	15,000	1.06	0.58	0.41	0.50
CVD Off Ramp	1	14,000	10,100	10,400	7,700	15,000	0.93	0.67	0.69	0.51
CVD On Ramp	1	13,600	13,200	15,000	7,200	15,000	0.91	0.88	1.00	0.48
Las Flores Off Ramp	1	3,900	1,500	1,400	1,400	15,000	0.26	0.10	0.09	0.09
Las Flores On Ramp	1	13,500	7,000	6,200	6,800	15,000	0.90	0.47	0.41	0.45
I-5 Southbound										
Las Flores Off Ramp	1	10,500	5,200	4,500	5,500	15,000	0.70	0.35	0.30	0.37
Las Flores On Ramp	1	7,200	5,200	5,400	5,000	15,000	0.48	0.35	0.36	0.33
CVD Off Ramp	1	18,400	12,300	14,200	8,300	15,000	1.23	0.82	0.95	0.55
CVD On Ramp	1	15,200	9,900	11,100	5,800	15,000	1.01	0.66	0.74	0.39
Tamarack Off Ramp	1	16,000	8,500	5,500	9,200	15,000	1.07	0.57	0.37	0.61
Tamarack On Ramp	1	19,400	5,500	4,200	4,400	15,000	1.29	0.37	0.28	0.29
Cannon Off Ramp	1	2,600	2,700	2,100	2,800	15,000	0.17	0.18	0.14	0.19
Cannon On Ramp	1	5,300	5,000	4,400	4,400	15,000	0.35	0.33	0.29	0.29
PAR Off Ramp	1	10,900	10,000	8,600	10,600	15,000	0.73	0.67	0.57	0.71
PAR Loop On Ramp	1	15,000	11,800	17,000	14,200	15,000	1.00	0.79	1.13	0.95
PAR Direct On Ramp	1	4,000	3,500	3,900	2,000	15,000	0.27	0.23	0.26	0.13
Poinsettia Off Ramp	1	6,000	6,000	3,900	6,500	15,000	0.40	0.40	0.26	0.43
Poinsettia On Ramp	1	13,100	10,500	11,200	10,200	15,000	0.87	0.70	0.75	0.68
La Costa Off Ramp	1	7,400	7,000	4,800	6,900	15,000	0.49	0.47	0.32	0.46
La Costa On Ramp	1	8,200	9,000	8,100	9,500	15,000	0.55	0.60	0.54	0.63
Total Number of Ramps >0.80 Volume-to-Capacity Ratio:							11	2	3	1

Notes:

- 1 - Presents raw (unadjusted) model forecasts.
- 2 - Should not be used for impact determination. However, this does demonstrate which alternatives are the most impactful to Caltrans' ramps.
- 3 - Yellow shading indicates ramps where the raw model volumes would indicate that the ramps would operate at LOS D, E, or F.