

0 Executive Summary

This draft Program Environmental Impact Report (EIR) on the proposed City of Carlsbad General Plan Update and a new Climate Action Plan (collectively referred to as the “project” or “proposed General Plan”) has been prepared on behalf of the City of Carlsbad in accordance with the California Environmental Quality Act (CEQA).

The proposed General Plan consists of policies, diagrams, and standards to guide the future development of the City of Carlsbad within its growth boundary, as described in Chapter 2: Project Description. As a “Program EIR” (see Section 1.2 for information on Program EIRs), this EIR contains analysis of the proposed General Plan and all potential environmental impacts expected to result from implementation of the various policies, programs, and projects identified, including those that serve to avoid or minimize adverse environmental impacts.

In accordance with CEQA requirements, this Program EIR also identifies and evaluates alternatives to the proposed General Plan, as well as analyzes the “No Project” alternative, which represents the continued implementation of the current General Plan. An environmentally superior alternative is also identified as part of the alternatives analysis to inform decision-makers on this project.

This Program EIR represents the best effort to evaluate the proposed General Plan given its planning horizon through the year 2035. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development.

Proposed Project

The proposed General Plan is intended to respond directly to changes experienced in Carlsbad since the preparation of the current General Plan (adopted in 1986, last comprehensively updated in 1994), and to plan for city growth projected in coming decades. The proposed General Plan, which establishes a long-range planning framework and policies, will fully supplant the city’s existing General Plan when adopted by the City Council.

The General Plan update was initiated to comprehensively examine the existing city and to create a vision for its future. Although the proposed General Plan does not specify or anticipate when buildout of the city will occur, a horizon of year 2035 is assumed for planning purposes. The vision of the proposed General Plan is based on the core values identified in the “Carlsbad Community Vision” (summarized below).

Proposed General Plan Objectives

The objectives of the proposed General Plan (as stated in Section 1.3 of the proposed General Plan) include:

- To outline a vision for Carlsbad’s long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with General Plan policies and standards, (such as those for density, parks, and mobility);
- To allow city departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance important environmental resources, and minimize hazards; and
- To provide the basis for establishing priorities for implementing plans and programs, such as the Zoning Ordinance, the Capital Improvements Program, facilities plans, and specific and area plans.

Core Values and Vision Summary Statements

Eight thousand members of the Carlsbad community participated in the city-sponsored Envision Carlsbad program to create a community vision for Carlsbad’s future. The core values that emerged from this process are identified in the “Carlsbad Community Vision,” which was accepted by the City Council in January 2010 and serves as a guide for city leaders, staff, and community members as they implement this vision.

The Core Values of the Carlsbad Community Vision are:

1. *Small town feel, beach community character and connectedness.* Enhance Carlsbad’s defining attributes—its small-town feel and beach community character. Build on the city’s culture of civic engagement, volunteerism and philanthropy.
2. *Open space and the natural environment.* Prioritize protection and enhancement of open space and the natural environment. Support and protect Carlsbad’s unique open space and agricultural heritage.
3. *Access to recreation and active, healthy lifestyles.* Promote active lifestyles and community health by furthering access to trails, parks, beaches and other recreation opportunities.
4. *The local economy, business diversity and tourism.* Strengthen the city’s strong and diverse economy and its position as an employment hub in north San Diego County. Promote business diversity, increased specialty retail and dining opportunities, and Carlsbad’s tourism.

5. *Walking, biking, public transportation and connectivity.* Increase travel options through enhanced walking, bicycling and public transportation systems. Enhance mobility through increased connectivity and intelligent transportation management.
6. *Sustainability.* Build on the city's sustainability initiatives to emerge as a leader in green development and sustainability. Pursue public/ private partnerships, particularly on sustainable water, energy, recycling and foods.
7. *History, the arts and cultural resources.* Emphasize the arts by promoting a multitude of events and productions year-round, cutting-edge venues to host world- class performances, and celebrate Carlsbad's cultural heritage in dedicated facilities and programs.
8. *High quality education and community services.* Support quality, comprehensive education and life-long learning opportunities, provide housing and community services for a changing population, and maintain a high standard for citywide public safety.
9. *Neighborhood revitalization, community design and livability.* Revitalize neighborhoods and enhance citywide community design and livability. Promote a greater mix of uses citywide, more activities along the coastline, and link density to public transportation. Revitalize the downtown Village as a community focal point and a unique and memorable center for visitors, and rejuvenate the historic Barrio neighborhood.

Estimate Buildout of the Proposed General Plan

Development of all uses planned on the proposed General Plan Land Use Map is referred to as buildout. The proposed General Plan has a 2035 horizon year for planning purposes; however, the proposed General Plan does not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. The designation of a site for a certain use also does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property-owner initiative. Table ES-1 describes the new development anticipated to result from application of land uses shown on the proposed Land Use Map on vacant and underutilized sites, according to analysis undertaken for the proposed General Plan. Table ES-2 describes the estimated population, residential and non-residential development, and job development anticipated at buildout of the proposed General Plan. The changes in land use designations included in the proposed General Plan could result in residential development that exceeds the Growth Management dwelling unit limitation in the northeast quadrant by 327 units. This excess is noted in the proposed General Plan, which establishes that the proposed land use designation changes will be modified during the public hearing process to ensure compliance with the Growth Management Plan.

Table ES-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					
<i>Focus Area</i>					
Barrio	759	5,900	–	–	–
Power Plant/Strawberry Fields	–	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	350
Southern Freeway Corridor	–	157,300	18,700	–	140
Ponto/ Southern Waterfront	185	92,100	–	–	790
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	–	–	–
<i>Sub-Total Focus Areas</i>	<i>5,032</i>	<i>1,837,200</i>	<i>742,700</i>	<i>4,564,800</i>	<i>2,260</i>
Outside Focus Areas					
<i>Quadrant</i>					
Northwest	1,104	–	–	–	100
Northeast	1,363	–	–	–	–
Southwest	287	10,400	35,800	35,600	–
Southeast	421	284,000	–	–	–
<i>Sub-Total Outside Focus Areas</i>	<i>3,175</i>	<i>294,400</i>	<i>35,800</i>	<i>35,600</i>	<i>100</i>
Total	7,880³	2,132,200	778,500	4,600,400	2,360

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

Table ES-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	2,360	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, 2013; Dyett & Bhatia, 2013.

Alternatives to the Proposed General Plan

The following alternatives¹ are described and evaluated in this EIR:

Alternative 1—Centers

Alternative 1 is based on the concept of centers, which directs development to the Village and several new neighborhood commercial centers. The centers are placed in strategic, visible locations along transit corridors, and distributed to maximize accessibility from residential neighborhoods. Each center would include local shopping as a pedestrian-oriented focus for the surrounding neighborhood, accessible to local residents. High and medium density housing, in addition to new parks and open spaces, would surround the retail centers or be integrated in mixed-use buildings. Although some centers would be neighborhood oriented, others—such as the Village and the redeveloped Plaza Camino Real—would be citywide and regional draws.

A significant majority of the city's future housing needs would be accommodated in the centers, enabling people to live close to shops and services and along transit corridors. All centers would have transit access—bus or rail—and pedestrian connections between the centers and the surrounding neighborhoods would be improved to enhance walkability.

New centers would be located along El Camino Real, Palomar Airport Road and adjacent to the Poinsettia COASTER Station. Residential uses are located along the eastern city limits, in proximity to local shopping in adjacent cities. The Village and Barrio would see increases in housing and amenities, while the Power Plant would be redeveloped with hotels, retail, and other

¹ The alternatives in this EIR, Alternatives 1-Centers, 2-Active Waterfront and 3-Core Focus are derived from the 2012 Carlsbad Land Use Concepts Report (Appendix G of this EIR).

non-residential uses. This redevelopment would include enhanced beach and lagoon access as well as additional open space along the lagoon.

Alternative 2—Active Waterfront

The Active Waterfront alternative would place greater development along the ocean waterfront, enabling residences, hotels, and other uses to be close to the ocean. Residents and visitors will enjoy waterfront dining, shopping, and lingering experience in clusters of restaurants, cafés, and smaller stores up and down the coast. The Power Plant would be developed with a mix of residential, hotel, and retail uses, with community-accessible open spaces along Agua Hedionda Lagoon. The redevelopment of the Power Plant site would result in enhanced access to the beach and lagoon and reinforce Carlsbad’s beach community character.

New development along the coast would enhance connections for existing neighborhoods to the east by providing access points and linkages to the beach. About half of the city’s new residential growth will be in the waterfront focus areas (Focus Areas 1, 8, and 9).

Plaza Camino Real Commercial Corridor would have a mix of uses, while Quarry Creek would have new residential uses. These focus areas would accommodate most of the other new residential growth and would locate residents near Carlsbad’s natural amenities such as lagoons and open spaces. Palomar Corridor would continue to contain only employment uses.

Alternative 3—Core Focus

In this alternative, new residential and commercial uses would be placed at strategic locations at the edges of Carlsbad’s employment core in the geographic center of the city—enabling workers to live close to jobs, and stores and restaurants to enjoy patronage from both residents and workers. Shuttles and enhanced bicycle and pedestrian paths would link residential and employment clusters. Although some sites currently envisioned for employment uses would be developed with residential and commercial uses, there remains enough area to accommodate office and industrial uses, ensuring enough capacity for continued employment growth.

Just over a third of the new housing growth would be in central Carlsbad, while the rest would be dispersed at different locations. The Power Plant and southern portion of Carlsbad Boulevard would primarily accommodate hotel and visitor-serving commercial uses and will provide access to the beach and lagoon for the community.

Reduced Density Alternative

A reduced density alternative that would avoid or substantially lessen the significant impacts on air quality and traffic impact would be substantially the same as the proposed General Plan. The reduced density alternative would have the same features as the General Plan discussed in Chapter 2, Project Description, and would generally include the same goals and policies as those defined in the proposed General Plan. The reduced density alternative would allow the same categories of future development as the proposed General Plan, but land use densities and intensities for developable vacant, underutilized, and mixed-use sites would be scaled back by forty percent (40%), resulting in reduced future residential, commercial, office, industrial and hotel development as compared to the proposed General Plan.

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.

Air Quality

Implementation of the proposed General Plan would facilitate development within Carlsbad that would allow additional residential units and commercial/office/industrial space by year 2035 buildout over existing conditions. The proposed General Plan may conflict with the San Diego County Regional Air Quality Strategy (RAQS) because it will allow development in excess of the growth projections on which the RAQS is based. Although this conflict may be eliminated by updating the growth projections in the next triennial update of the RAQS, it is considered a significant and unavoidable impact because updating the RAQS is within the jurisdiction and control of the SDAPCD and SANDAG, and the city cannot assure the timing and implementation of the proposed mitigation.

Criteria pollutant emissions would occur during construction and operational activities, resulting in a significant and unavoidable impact. Future construction allowed under the proposed General Plan would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts. Fugitive dust (PM₁₀ and PM_{2.5}) emissions would primarily result from grading and site preparation activities. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Although specific project construction schedules that would be implemented under the proposed General Plan are not known at this time, construction emissions generated during construction of future development would potentially exceed San Diego Air Pollution Control District (SDAPCD) thresholds; therefore, impacts would be considered potentially significant. Compliance with SDACPD rules, and proposed General Plan policies listed in Section 3.2, would further aid in reducing emissions associated with construction activities; for example, compliance with the city's storm water pollution prevention plan (SWPPP) requirements, which include implementation of best management practices (BMPs) such as dust control measures and other construction-related measures during grading and construction activities would reduce emissions. However, there is no guarantee emissions would be reduced below SDAPCD thresholds.

Operational emissions from motor vehicles, due to vehicular traffic generated by future development, and area sources, such as natural gas combustion, landscaping, and architectural coatings for maintenance, would exceed the SDAPCD's significance threshold for VOC, NO_x,

CO, PM₁₀, and PM_{2.5} primarily due to motor vehicle emissions; therefore, impacts would be potentially significant. Measures outlined in the city's SWPPP and Green Building Standards Code would reduce impacts associated with operational emissions; however, there is no guarantee emissions would be mitigated below SDAPCD thresholds. Due to the substantial increase anticipated in average daily traffic (ADT) as a result of development under the proposed General Plan, no mitigation is available to reduce CO and PM₁₀ impacts from motor vehicles to a level that is less than significant. A number of proposed General Plan policies (listed in Section 3.2) as well as measures outlined in the city's SWPPP and Green Building Standards Code would reduce impacts associated with long-term operational criteria pollutant emissions; however, impacts would remain significant and unavoidable during operation.

As identified in Section 3.2, development allowed under the proposed General Plan would result in a cumulatively considerable net increase of criteria pollutants for which the General Plan region is nonattainment under an applicable federal or state ambient air quality standard. Although the goals and policies of the proposed General Plan and other recommended measures (listed in Section 3.2) would reduce the net increase in emissions for which the SDAB is in nonattainment status, it is not possible at this time to state with certainty that these measures would result in no net increase in nonattainment pollutant emissions. Therefore, impacts would be considered significant and unavoidable.

The proposed General Plan may result in the exposure of sensitive receptors to substantial pollutant concentrations associated with new development constructed in proximity to SR-78 and I-5. Although implementation of the goals and policies of the proposed General Plan and other recommended measures (listed in Section 3.2) would reduce the exposure of sensitive receptors to substantial pollutant concentrations, impacts would be considered significant and unavoidable because it is not possible at this time to state with certainty that these measures would reduce exposure to substantial pollutant concentrations to a level below significance.

Transportation

Implementation of the proposed General Plan, in conjunction with anticipated regional growth and development, would cause a degradation of the automobile level of service (LOS), taking into account all modes of transportation, including mass transit and non-motorized travel. At buildout of the proposed General Plan, vehicle LOS is anticipated to operate at LOS D or better along all vehicle prioritized streets, except for the following streets:

- Two segments of Palomar Airport Road
- One segment of La Costa Avenue
- One segment of El Camino Real
- Interstate-5 through Carlsbad
- State Route 78 through Carlsbad

These facilities listed above would generally be congested during peak periods; however, during most hours of the day, the facility would have sufficient capacity to serve the vehicle demand. The city does not have regulatory authority over Interstate-5 and has no control over managing traffic on that facility. The Carlsbad arterial streets listed above would need to be widened beyond their four- or six-lane cross-sections to operate at the city's standard for vehicle level of service on those facilities (LOS D or better); however, creating streets wider than six lanes is inconsistent with the goals of the proposed General Plan. In addition, widening these streets beyond six lanes creates new challenges for intersection operations, maintenance, and storm water management. Therefore, rather than widening these arterial streets, the proposed General Plan promotes implementation of transportation demand management (e.g. promote travel by modes other than the single-occupant vehicle), transportation system management (e.g. signal timing coordination and improved transit service) and livable streets techniques to better manage the transportation system as a whole. This impact is considered significant and unavoidable.

Impacts Summary and Environmentally Superior Alternative

IMPACTS SUMMARY

Table ES-3 presents the summary of the significant impacts of the proposed General Plan identified in the EIR and the proposed General Plan policies and mitigation measures that reduce these impacts to the extent possible. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3.

IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the comparative analysis in Chapter 4 of this Draft Program EIR, and setting aside the No Project alternative (as provided by CEQA), ~~Alternative 2 (Active Waterfront)~~ the Reduced Density alternative is the environmentally superior alternative. Alternative 1 (Centers) would produce the greatest amount of new residential development and associated impacts, while Alternative 3 (Core Focus) would result in the highest amount of VMT and associated air quality, GHG, and transportation impact. As ~~Alternative 2~~ the Reduced Density alternative would result in less new residential development ~~than Alternative 1,~~ and less VMT and associated impacts than ~~Alternative 3~~ the three other alternatives, it would be the overall environmentally superior alternative, as described in Chapter 4. ~~Its impacts are expected to be similar to those in the proposed General Plan for most of the environmental impact categories analyzed in this EIR—land use, housing, and population; transportation; air quality; aesthetics; agricultural resources; biological resources; energy, greenhouse gases and climate change; geology, soil, and seismicity; hazards and hazardous materials; historical, archeological, and paleontological resources; hydrology and flooding; noise; and public services, facilities, utilities and infrastructure. However, the higher population produced by Alternative 2 in comparison to the proposed General Plan means it would produce higher impacts in relation to population related externalities such as police and fire services, schools, and demand for water supply and wastewater services. Because it would also produce more jobs than the proposed General Plan, it would have higher job related impacts such as generating more solid waste, transportation (vehicle mile travelled), higher~~

~~energy needs, GHG emissions, noise and hazardous materials. Overall, the proposed General Plan would have less of an impact than any of the three alternatives analyzed.~~

However, the Reduced Density alternative may not be feasible for one or more reasons (these reasons are summarized here; please see Chapter 4 for more information). The reduced number of residential units allowed under the Reduced Density alternative would impair the city's ability to meet its regional housing needs assessment (RHNA) for lower income housing and other housing objectives (such as encouraging mixed-use and transit-oriented development, and promoting a better jobs-housing balance). Further, to achieve the reduced future dwelling units in the Reduced Density alternative would require lowering planned densities below the existing General Plan on vacant and underutilized properties throughout the city. This reduced capacity could increase competition for the best available vacant sites, while at the same time discourage redevelopment of underutilized, infill, and potential mixed-use sites. In addition, the Reduced Density alternative would only partially achieve and, in some cases, conflict with the core values of the Carlsbad Community Vision (described in Section 2.2, Purpose and Objectives of the proposed General Plan), as well as the objectives of the proposed General Plan.

Table ES-3: Summary of Significant Impacts and Proposed General Policies and Mitigation Measures that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
Aesthetics		
3.1-1 Implementation of the proposed Carlsbad General Plan will not have a substantial adverse effect on a scenic vista.	<p>Land Use and Community Design Element Policies</p> <p>2-P.10 Development on slopes, when permitted, shall be designed to minimize grading and comply with the hillside development provisions of the Zoning Ordinance and the Carlsbad Local Coastal Program.</p> <p>2-P.38 Establish development standards that will preserve natural features and characteristics, especially those within coastal, hillside and natural habitat areas.</p> <p>2-P.40 Ensure that development on hillsides, where permitted pursuant to the hillside development regulations of the Zoning Ordinance, is designed to preserve and/or enhance the visual quality of the pre-existing topography.</p> <p>2-P.41 Where feasible, locate development away from visible ridges; larger buildings, such as large retail stores and office and industrial development, should be arranged to minimize the buildings' visual appearance from major transportation corridors and vistas.</p> <p>2-P.42 Encourage clustering of development to preserve natural terrain and maximize open space areas around developments.</p> <p>2-P.51 Plan and design Carlsbad Boulevard and adjacent public land (Carlsbad Boulevard coastal corridor) according to the following guiding principles:</p> <ul style="list-style-type: none"> a. Carlsbad Boulevard shall become more than a road. This transportation corridor shall provide for recreational, aesthetic and community gathering opportunities that equal the remarkable character of the land. b. Community safety shall be a high priority. Create a destination that provides a safe public environment to recreate. 	Less than significant

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	<ul style="list-style-type: none"> c. Strategic public access and parking is a key to success. Development shall capitalize on opportunities to add/enhance multiple public access points and public parking for the beach and related recreational amenities. d. Open views are desirable and important to maintaining the character of the area. Preservation and enhancement of views of ocean, lagoons, and other water bodies and beaches shall be a high priority in road, landscaping, and amenity design and development. e. Enhance the area’s vitality through diversity of recreational land uses. Carlsbad Boulevard development shall provide for amenities, services and goods that attract a diversity of residents and visitors. f. Create vibrant and sustainable public spaces. Development shall provide for unique and vibrant coastal gathering spaces where people of all age groups and interests can gather to enjoy recreational and environmental amenities and supporting commercial uses. g. Connect community, place and spirit. Design shall complement and enhance connectivity between existing community and regional land uses. h. Environmentally sensitive design is a key objective. Environmentally sensitive development that respects existing coastal resources is of utmost importance. i. A signature scenic corridor shall be created through design that honors the coastline’s natural beauty. The resulting improvements will capture the ‘essence’ of Carlsbad; making it a special place for people from throughout the region with its natural beauty and vibrant public spaces. Properly carried out, the realigned boulevard will maximize public views and encourage everyone to slow down and enjoy the scenery. 	

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	<p>j. Reimagining Carlsbad Boulevard shall be visionary. The reimagined Carlsbad Boulevard corridor will incorporate core community values articulated the Carlsbad Community Vision by providing: a) physical connectivity through multi-modal mobility improvements including bikeways, pedestrian trails, and a traffic-calmed street; b) social connectivity through creation of memorable public spaces; and c) economic vitality through a combination of visitor and local-serving commercial, civic, and recreational uses and services.</p> <p>2-P.52 Work with the California Parks Department to provide beachfront amenities such as water fountains, bathrooms, and showers; ensure these are designed to be unobtrusive and harmonious with the natural character of the area.</p>	
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.	<p>Land Use and Community Design Element Goals</p> <p>2-G.3 Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses. Ensure that infill properties develop with uses and development intensities supporting a cohesive development pattern.</p> <p>2-G.4 Provide balanced neighborhoods with a variety of housing types and density ranges to meet the diverse demographic, economic and social needs of residents, while ensuring a cohesive urban form with careful regard for compatibility.</p> <p>2-G.5 Protect the neighborhood atmosphere and identity of existing residential areas.</p> <p>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 Airport, regionally-scaled shopping centers, and neighborhood-serving commercial centers with smaller-</p>	Less than significant

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	<p>sized stores, restaurants and offices to meet shopping, recreation, and service needs of residents and visitors.</p> <p>2-G.17 Ensure that the scale and character of new development is appropriate to the setting and intended use. Promote development that is scaled and sited to respect the natural terrain, where hills, public realm, parks, open space, trees, and distant vistas, rather than buildings, dominate the overall landscape, while developing the Village, Barrio, and commercial and industrial areas as concentrated urban-scaled nodes.</p> <p>2-G.18 Ensure that new development fosters a sense of community and is designed with the focus on residents, including children, the disabled and the elderly, instead of the automobile by providing: safe, pedestrian-friendly, tree-lined streets; walkways to common destinations such as schools, bikeways, trails, parks and stores; homes that exhibit visual diversity, pedestrian-scale and prominence to the street; central gathering places; and recreation amenities for a variety of age groups.</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).</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>project site or, through an agreement with the city, may be transferred to another property.</p> <p>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).</p> <p>2-P.20 Limit general commercial development to 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.</p> <p>2-P.22 Build and operate commercial uses in such a way as to complement but not conflict with adjoining residential areas. This shall be accomplished by:</p> <ol style="list-style-type: none"> a. Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses. b. Requiring adequate landscaped buffers between commercial and residential uses. c. Providing bicycle and pedestrian links between commercial centers and surrounding residential uses, and providing bicycle-parking racks. d. Ensuring building mass does not adversely impact surrounding residences. <p>2-P.23 Ensure that commercial development is designed to include:</p> <ol style="list-style-type: none"> a. Integrated landscaping, parking, signs, and site and building design b. Common ingress and egress, safe and convenient access and internal circulation, adequate off-street parking and loading facilities. Each commercial site should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development. c. Architecture that emphasizes establishing community identity while presenting tasteful, dignified and visually appealing designs compatible with 	

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	<p>their surroundings.</p> <p>d. A variety of courtyards and pedestrian ways, bicycle facilities, landscaped parking lots, and the use of harmonious architecture in the construction of buildings.</p> <p>2-P.24 When “community” tenants (see Table 2-4, Chapter 2 of the General Plan) are included in a local shopping center, they must be fully integrated into the overall function and design of the center, including the architecture, internal circulation and landscaping. The inclusion of such tenants should complement, not supplant the principal function of the center, which is to provide local goods and services.</p> <p>a. No community “anchor” tenant may be built as a stand-alone building. It must share (or appear to share) walls and its building facade with other tenants in the center.</p> <p>b. No community “anchor” tenant or secondary tenant may feature corporate architecture or logos (excluding signage) that is not integrated into the overall design of the center.</p> <p>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.</p> <p>2-P.39 Ensure that the review of future projects places a high priority on the compatibility of adjacent land uses along the interface of different residential density and non-residential intensity categories. Special attention should be given to buffering and transitional methods, especially, when reviewing properties where different residential densities or land uses are involved.</p> <p>2-P.43 Evaluate each discretionary application for development of property with regard to the following specific criteria:</p> <p>a. Site design and layout of the proposed buildings in terms of size, height</p>	

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	<p>and location, to foster harmony with landscape and adjacent development.</p> <ul style="list-style-type: none"> b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff. c. Building design that enhances neighborhood quality, and incorporates considerations of visual quality from key vantage points, such as major transportation corridors and intersections, and scenic vistas. d. Site and/or building design features that will reduce greenhouse gas emissions over the life of the project, as outlined in the Climate Action Plan. e. Provision of public and/or private usable open space and/or pathways designated in the Open Space, Conservation, Park and Recreation Element. f. Contributions to and extensions of existing systems of streets, foot or bicycle paths, trails, and the greenbelts provided for in the Mobility, and Open Space, Conservation, Park and Recreation elements of the General Plan. g. Compliance with the performance standards of the Growth Management Plan. h. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors. i. Provision of housing affordable to lower and/or moderate-income households. j. Policies and programs outlined in Local Coastal Programs where applicable. k. Consistency with applicable provisions of the Airport Land Use Compatibility Plan for McClellan-Palomar Airport. <p>2-P.48 Improve beach access through a variety of mechanisms, including:</p> <ul style="list-style-type: none"> a. In the Village and adjacent areas, identify the primary pedestrian connections and entrances to the beach through signage, a consistent 	

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	<p>landscaping scheme, change in paving materials, wider sidewalks and preservation of view corridors. Identify opportunities for additional access points as improved connectivity and facilities are provided, particularly if new beachfront activity areas are established.</p> <p>b. In the Barrio neighborhood, provide a pedestrian crossing under or over the rail corridor at Chestnut Avenue.</p> <p>c. Identify and implement more frequent pedestrian crossings along Carlsbad Boulevard. Identify and prioritize crossings from residential neighborhoods and existing bicycle and pedestrian trails.</p> <p>2-P.60 In coordination with land owners, provide for the protection and preservation of environmental and agricultural resources in the [Cannon Road] corridor area by permitting only:</p> <p>a. Open space</p> <p>b. Farming and other related agricultural support uses, including flower and strawberry production and commercial support uses.</p> <p>c. Public trails</p> <p>d. Active and passive parks, recreation and similar public and private facilities (except on the existing Flower Fields)</p> <p>e. Electrical Transmission Facilities</p> <p>2-P.65 The Village Master Plan and Design Manual is the guide for land use planning and design in the Village. Comprehensively update the Village Master Plan and Design Manual as necessary to implement the goals and policies of the General Plan.</p> <p>2-P.67 Seek ways of strengthening existing establishments [in the Village] through façade and streetscape improvements, upgraded public and private landscaping and aesthetically upgraded signage and way-finding. Encourage outdoor dining, sidewalk cafes and limited outdoor displays of merchandise to enliven street-</p>	

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	<p>level activity.</p> <p>2-P.69 Enhance connections with the Barrio through streetscape improvements—including street trees, improved sidewalks, lighting and signage—and potentially mixed-use development along Roosevelt Street.</p>	
3.1-3 Implementation of the proposed Carlsbad General Plan could result in new sources of light or glare in the area, but will not adversely affect day- or night-time views.	<p>2-P.29 Regulate industrial land uses on the basis of performance standards, including, but not limited to noise, air quality, odor, and glare.</p> <p>In addition, proposed policy 2-P.22, listed under Impact 3.1-2, would also reduce potential impacts on day- or night-time views to less than significant.</p>	Less than significant
Air Quality		
3.2-1 Development under the proposed General Plan will not conflict with or obstruct the implementation of the applicable air quality plan.	<p><u>Mitigation Measures</u></p> <p><u>To ensure the proposed General Plan growth projections would be consistent with the underlying growth projections on which the RAQS is based, the following mitigation is proposed.</u></p> <p><u>MM AQ-1:</u> <u>The city shall request that SDAPCD revise the RAQS to include the growth projections of the proposed General Plan in SDAPCD's next triennial update of the RAQS.</u></p> <p><u>Land Use and Community Design Element Policies</u></p> <p>2-G.3 — Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses. Ensure that infill properties develop with uses and development intensities supporting a cohesive development pattern.</p> <p>2-G.6 — Allow a range of mixed use centers in strategic locations that maximize access to commercial services from transit and residential areas.</p> <p>2-G.7 — Ensure that neighborhood serving shopping and mixed-use centers include shopping as a pedestrian-oriented focus for the surrounding neighborhood,</p>	<p>Less than significant <u>Significant and unavoidable</u></p>

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	<p>are physically integrated with the surroundings, and contain neighborhood-serving stores and small offices. Where appropriate, include in the centers high and medium density housing surrounding the retail core or integrated in mixed-use buildings.</p> <p>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.</p> <p>2-P.5 — Work with SANDAG through participation in its various standing committees on regional plans and initiatives. Adopt local implementing policies and programs when found to be consistent with the General Plan and in the best interests of Carlsbad’s residents and businesses.</p> <p>2-P.13 — Encourage medium to higher density residential uses located in close proximity to commercial services, employment opportunities and major transportation corridors.</p> <p>2-P.29 — Regulate industrial land uses on the basis of performance standards, including, but not limited to noise, air quality, odor, and glare.</p> <p>2-P.43 — Evaluate each discretionary application for development of property with regard to the following specific criteria [only applicable criteria listed below]:</p> <ul style="list-style-type: none"> g. Compliance with the performance standards of the Growth Management Plan. h. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors. <p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-G.11 — Protect air quality within the city and support efforts for enhanced regional air</p>	

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	<p>quality:</p> <p>4-P.25 — Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods — the Village and Barrio — where new residential development is contemplated.</p> <p>4-P.51 — Participate in the implementation of transportation demand management programs on a regional basis.</p> <p>4-P.52 — To the extent practical and feasible, maintain a system of air quality alerts (such as through the city website, internet, email to city employees, and other tools) based on San Diego Air Pollution Control District forecasts. Consider providing incentives to city employees to use alternative transportation modes during alert days.</p> <p>4-P.53 — Provide, whenever possible, incentives for carpooling, flex time, shortened work weeks, and telecommunications and other means of reducing vehicular miles traveled.</p> <p>4-P.54 — Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the San Diego Air Pollution Control District, and the State of California Air Resources Board in improving air quality in the regional air basin.</p> <p>4-P.55 — Ensure that construction and grading projects minimize short-term impacts to air quality.</p> <p>a. — Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with city requirements, which include standards for best management practices that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance;</p> <p>b. — Require grading projects to undertake measures to minimize mono-</p>	

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	<p>nitrogen oxide (NOx) emissions from vehicle and equipment operations; and e. Monitor all construction to ensure that proper steps are implemented.</p>	
<p>3.2-2 Development under the proposed General Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.</p>	<p><u>Land Use and Community Design Element</u> Goals 2-G.3, 2-G.6, 2-G.7, and 2-G.11, and policies 2-P.5, 2-P.13, 2-P.29, and 2-P.43, listed above, would help to reduce potential air quality impacts. <u>2-G.3</u> Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses. Ensure that infill properties develop with uses and development intensities supporting a cohesive development pattern. <u>2-G.6</u> Allow a range of mixed-use centers in strategic locations that maximize access to commercial services from transit and residential areas. <u>2-G.7</u> Ensure that neighborhood serving shopping and mixed-use centers include shopping as a pedestrian-oriented focus for the surrounding neighborhood, are physically integrated with the surroundings, and contain neighborhood-serving stores and small offices. Where appropriate, include in the centers high and medium density housing surrounding the retail core or integrated in mixed-use buildings. <u>2-G.11</u> 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. <u>2-P.5</u> Work with SANDAG through participation in its various standing committees on regional plans and initiatives. Adopt local implementing policies and programs when found to be consistent with the General Plan and in the best</p>	<p>Significant and unavoidable</p>

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	<p>interests of Carlsbad’s residents and businesses.</p> <p>2-P.13 Encourage medium to higher density residential uses located in close proximity to commercial services, employment opportunities and major transportation corridors.</p> <p>2-P.29 Regulate industrial land uses on the basis of performance standards, including, but not limited to noise, air quality, odor, and glare.</p> <p>2-P.43 Evaluate each discretionary application for development of property with regard to the following specific criteria [only applicable criteria listed below]:</p> <p style="padding-left: 40px;">g. Compliance with the performance standards of the Growth Management Plan.</p> <p style="padding-left: 40px;">h. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors.</p> <p><i>Mobility Element Policies</i></p> <p>3-P.1 Implement a comprehensive livable streets network. This network, as outlined in Table 3-1 and shown on Figure 3-1, prioritizes transportation modes by street typology and accessibility to users of the system.</p> <p>3-P.3 Apply and update the city’s multi-modal level of service (MMLOS) methodology and guidelines that reflect the core values of the Carlsbad Community Vision related to transportation and connectivity. Utilize the MMLOS methodology to evaluate impacts of individual development projects and amendments to the General Plan on the city’s transportation system.</p> <p>3-P.4 Implement the city’s MMLOS methodology by evaluating level of service (LOS) for prioritized modes. Maintain LOS D or better only for the prioritized modes of travel by street typology as outlined in Table 3-1 and Figure 3-1.</p> <p>3-P.6 Utilize transportation demand management strategies, non-automotive</p>	

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	<p><u>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.</u></p> <p>3-P.7 <u>Develop and maintain a list of LOS exempt intersections and streets approved by the City Council. For LOS exempt intersections and streets, the city will not implement motor vehicle capacity improvements to maintain the LOS standard outlined in Policy 3-P.4 if such improvements are beyond what is identified as appropriate at build out of the General Plan; however, other non-vehicle capacity-building improvements may be required to improve mobility, to the extent feasible, and/or to implement the livable streets goals and policies of this Mobility Element. To be considered LOS exempt, an intersection or street must be identified as built-out by the City Council because:</u></p> <ul style="list-style-type: none"> <u>a. acquiring the rights of way is not feasible; or</u> <u>b. the proposed improvements would significantly impact the environment in an unacceptable way and mitigation would not contribute to the nine core values of the Carlsbad Community Vision; or</u> <u>c. the proposed improvements would result in unacceptable impacts to other community values or General Plan policies; or</u> <u>d. the proposed improvements would require more than three through travel lanes in each direction.</u> <p>3-P.9 <u>Require new development that adds traffic to LOS-exempt locations (consistent with 3-P.7) to implement transportation demand management strategies that reduce the reliance on the automobile and assist in achieving the city’s livable streets vision.</u></p>	

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	<p>3-P.10 <u>Update the Citywide Facilities and Improvements Plan to ensure consistency with the General Plan. This includes updating the circulation LOS standards methodologies to reflect a more balanced/multi-modal approach.</u></p> <p>3-P.11 <u>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></p> <p>3-P.12 <u>Design new streets, and explore funding opportunities for existing streets, to minimize traffic volumes and/or speed, as appropriate, within residential neighborhoods without compromising connectivity for emergency first responders, bicycles, and pedestrians consistent with the city's Carlsbad Active Transportation Strategies. This should be accomplished through management and implementation of livable streets strategies and such programs like the Carlsbad Residential Traffic Management Plan.</u></p> <p>3-P.13 <u>Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination. Innovative program solutions include, but are not limited to, webpages with travel demand and traffic signal management information, car and bike share programs, active transportation campaigns, and intergenerational programs around schools to enhance safe routes to schools. Other innovative solutions include bicycle friendly business districts, electric and solar power energy transportation systems, intelligent transportation systems, semi- or full autonomous vehicles, trams, and shuttles.</u></p>	

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	<p>3-P.18 Support pedestrian and bicycle facilities at all Interstate-5 and State Route 78 interchanges.</p> <p>3-P.20 Update the pedestrian, trails and bicycle master plans, as necessary, to reflect changes in needs, opportunities and priorities.</p> <p>3-P.24 Improve and enhance parking, connectivity, access, and utilization for pedestrians and bicycles to COASTER stations, utility corridors, and open spaces consistent with city planning documents.</p> <p>3-P.25 Evaluate incorporating pedestrian and bicycle infrastructure within the city as part of any planning or engineering study, private development, or capital project where bicyclists or pedestrians are a prioritized or non-prioritized mode.</p> <p>3-P.26 Complete the Carlsbad Active Transportation Strategies to assist in identifying livable street implementation parameters within the city.</p> <p>3-P.28 Require developers to improve pedestrian and bicycle connectivity consistent with the city's bicycle and pedestrian master plans and trails master planning efforts. In addition, new residential developments should demonstrate that a safe route to school and transit is provided to nearby schools and transit stations within a half mile walking distance.</p> <p>3-P.29 Work with existing neighborhoods and businesses to improve pedestrian and bicycle connectivity and safety consistent with the city's pedestrian and bicycle master plans and trails master planning efforts.</p> <p>3-P.30 Actively pursue grant programs such as SANDAG's Active Transportation Grant Program and Smart Growth Incentive Program to improve non-automotive connectivity throughout the city. The emphasis of grant-funded projects shall be on implementation, which includes planning documents that</p>	

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	<p><u>guide and prioritize implementation, programs that encourage the use of active transportation modes, education for the use of active transportation modes, or physical improvements themselves.</u></p> <p>3-P.31 <u>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, and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</u></p> <p>3-P.32 <u>Encourage NCTD, SANDAG and other transit providers to provide accessibility for all modes of travel to the McClellan-Palomar Airport area.</u></p> <p>3-P.35 <u>Require new employment development to provide secure bicycle parking on-site. Major employers should provide shower and changing rooms for employees as appropriate.</u></p> <p>3-P.37 <u>Consider supporting new development and existing businesses with various incentives (such as parking standards modifications) for implementing TDM programs that minimize the reliance on single-occupant automotive travel during peak commute hours.</u></p> <p>Open Space, Conservation, and Recreation Element Goals 4-G.11 and policies 4-P.25, 4-P.51, 4-P.52, 4-P.53, 4-P.54, and 4-P.55 listed above, would help to reduce potential air quality impacts.</p> <p>4-G.11 <u>Protect air quality within the city and support efforts for enhanced regional air quality.</u></p>	

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	<p>4-P.25 <u>Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods – the Village and Barrio – where new residential development is contemplated.</u></p> <p>4-P.51 <u>Participate in the implementation of transportation demand management programs on a regional basis.</u></p> <p>4-P.52 <u>To the extent practical and feasible, maintain a system of air quality alerts (such as through the city website, internet, email to city employees, and other tools) based on San Diego Air Pollution Control District forecasts. Consider providing incentives to city employees to use alternative transportation modes during alert days.</u></p> <p>4-P.53 <u>Provide, whenever possible, incentives for carpooling, flex-time, shortened work weeks, and telecommunications and other means of reducing vehicular miles traveled.</u></p> <p>4-P.54 <u>Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the San Diego Air Pollution Control District, and the State of California Air Resources Board in improving air quality in the regional air basin.</u></p> <p>4-P.55 <u>Ensure that construction and grading projects minimize short-term impacts to air quality.</u></p> <p style="padding-left: 20px;">a. <u>Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with city requirements, which include standards for best management practices that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance;</u></p> <p style="padding-left: 20px;">b. <u>Require grading projects to undertake measures to minimize mono-</u></p>	

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	<p style="text-align: center;">nitrogen oxide (NOx) emissions from vehicle and equipment operations; and</p> <p style="text-align: center;">c. <u>Monitor all construction to ensure that proper steps are implemented.</u></p> <p><u>Climate Action Plan Goals and Actions</u></p> <p><u>Measure K: Promote Transportation Demand Management Strategies</u></p> <ul style="list-style-type: none"> • <u>Goal: Promote Transportation Demand Management Strategies with a goal of achieving a 10 percent increase in alternative mode use by workers in Carlsbad, for a total of 32 percent alternative mode use.</u> • <u>Actions:</u> <ul style="list-style-type: none"> ○ <u>K-1: Adopt a citywide transportation demand management (TDM) plan, as described in the General Plan Mobility Element, detailing a mix of strategies to reduce travel demand, specifically of single occupancy vehicles. SANDAG’s 2012 “Integrating Transportation Demand Management Into the Planning and Development Process” provides a guide to designing and implementing a TDM plan and will be used as a reference document to develop the city’s TDM plan. TDM strategies evaluated in the plan include parking ordinances, subsidized or discounted transit programs, transit marketing and promotion, car sharing, parking pricing, and bike parking. (Mid-term)</u> ○ <u>K-2: Adopt a TDM ordinance, defining a minimum trip generation threshold for nonresidential development projects. The city will set performance requirements for minimum alternative mode use based on project type. All projects above the threshold shall submit a TDM plan, which includes a description of how the minimum alternative mode use will be achieved and maintained over the life of the project. Potential TDM trip reduction measures can include carpool and vanpool ride matching services; designated employees as contacts for trip reduction programs; providing a direct route to transit in coordination with NCTD;</u> 	

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	<p><u>developing public-private transit partnerships; passenger loading zones; pedestrian connections; showers and clothes lockers; long-term bicycle parking and shuttle programs. (Mid-term)</u></p> <p><u>Measure L: Promote an Increase in the Amount of Zero-Emissions Vehicle Travel</u></p> <ul style="list-style-type: none"> • <u>Goal: Promote an increase in the amount of ZEV43 miles traveled from a projected 15 percent to 25 percent of total vehicle miles traveled by 2035.</u> • <u>Actions:</u> <ul style="list-style-type: none"> ○ <u>L-1: Working with industry partners, construct a “PV to EV” pilot project to install a PV charging station at a city facility (such as the Faraday Center), to charge city ZEVs. The purpose of the pilot project would be to evaluate the feasibility of incorporating more ZEV into the city’s fleet. (Short-term)</u> ○ <u>L-2: Prepare a community-wide charging station siting plan, which evaluates site visibility and exposure, EV driving ranges, high volume destinations, locations with high ownership or interest in EVs, and cost of construction. (Short-term)</u> ○ <u>L-3: Construct ZEV charging stations based on the community-wide charging station siting plan described in L-1 above. The ZEV charging stations will be funded by grant funds when available, and the city will post signage directing ZEVs to charging stations. (Mid-term)</u> ○ <u>L-4: Offer dedicated ZEV parking, and provide charging stations adjacent to ZEV parking as identified in the community-wide charging station siting plan. (Mid-term)</u> ○ <u>L-5: Adopt requirements for ZEV parking for new developments. (Mid-term)</u> ○ <u>L-6: Adopt a residential energy conservation ordinance, similar to Palo Alto, requiring the installation of EV chargers or pre-wiring in new residential construction and major renovations. (Mid-term)</u> 	

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	<p style="text-align: center;">○ <u>L-7: Update the city's Fleet Management Program to include a low and zero-emissions vehicle replacement/purchasing policy. Increase the proportion of fleet low and zero-emissions vehicle miles traveled to 25 percent of all city-related VMT by 2035. (Mid-term)</u></p> <p><u>Green Building Standards and Measures</u></p> <p><u>Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). The most recent version of the CALGreen standards took effect in January 2014, and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, as well as schools and hospitals. The mandatory standards require a 20% mandatory reduction in indoor water use as well as 50% of construction and demolition waste must be diverted from landfills. Nonresidential mandatory measures also include provision of bicycle parking and designated parking for low-emitting, fuel-efficient, and carpool/van pool vehicles that would reduce criteria air pollutant emissions due to decreased VMT.</u></p> <p><u>Mandatory CalGreen Measures That Reduce Criteria Air Pollutants</u></p> <p><u>Chapter 4: Residential Mandatory Measures</u></p> <p><u>Division 4.5 – Environmental Quality</u></p> <p><u>Section 4.503 Fire Places</u></p> <ul style="list-style-type: none"> ● <u>Any installed woodstove or pellet stove shall comply with U.S. EPA Phase II emission limits where applicable and any applicable local ordinances.</u> <p><u>Section 4.54 Pollutant Control</u></p> <ul style="list-style-type: none"> ● <u>Adhesives, sealants, and caulks meet SCAQMD Rule 1168 for VOC limits and prohibition on the use of certain toxic compounds.</u> ● <u>Paints and coatings will comply with VOC limits specified by CARB Architectural Suggested Control Measure.</u> ● <u>Aerosol paints and coatings will meet MIR limits for ROCs and prohibitions on certain toxic compounds and ozone depleting substances.</u> 	

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	<ul style="list-style-type: none"> ○ <u>Actual limits for each of these are specified on page 28 of CalGreen</u> ● <u>Carpets and flooring will meet low VOC and air quality standards from California Department of Public Health</u> ● <u>Composite wood products will meet CARB Air Toxics Control Measure for Composite Wood for formaldehyde emissions.</u> <p><u>Chapter 5: Nonresidential Mandatory Measures</u> <u>Division 5.1 – Planning and Design</u> <u>Section 5.106 Site Development</u></p> <ul style="list-style-type: none"> ● <u>Projects with less than one acre of disturbance will implement BMPs to prevent loss of soil through wind and water erosion (reduced fugitive dust).</u> <p><u>Division 5.4 – Material Conservation and Resource Efficiency</u></p> <ul style="list-style-type: none"> ● <u>Same measures as for residential in addition to the following:</u> <ul style="list-style-type: none"> ○ <u>Finish materials VOC limits</u> ○ <u>Refrigerant leak protections</u> <p><u>SWPPP Air Quality Reduction Measures</u> <u>City of Carlsbad Standard Urban Storm Water Management Plan (SUSMP) and Engineering Standards for Stormwater Best Management Practices</u> <u>Construction SWPPP Standards and Requirements:</u></p> <ul style="list-style-type: none"> ● <u>Implementation of erosion control BMPs including hydroseeding, soil binders, geotextiles, mats, fiber rolls, etc.</u> ● <u>Implementation of tracking control BMPs including stabilized construction ingress/egress, stabilized construction roadway, and ingress/egress tire washing.</u> ● <u>Implementation of waste management and materials pollution control BMPs including material delivery and storage, and stockpile management (enclosing or covering stored materials).</u> 	

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	<ul style="list-style-type: none"> • <u>Compliance with all “Dry Season Site Management Requirements” as delineated in the Engineering Standards, Storm Water Standards Manual.</u> • <u>Minimize site disturbance including sloped areas that are susceptible to wind and water erosion.</u> • <u>Landscape design to reduce wind and water erosion including vegetation stabilization.</u> <p><i>Mitigation Measures</i></p> <p><u>The goals and policies of the proposed General Plan, the Climate Action Plan, measures contained in the Green Building Code, the city’s SWPPP requirements and applicable federal, state and local air quality regulations, provide a framework for developing project-level air quality protection measures for future development projects. The city’s process for the evaluation of future development projects includes site-specific environmental review and documentation pursuant to CEQA, as well as an analysis of those projects for consistency with the goals, policies and recommendations of the proposed General Plan.</u></p> <p><u>In addition to the measures identified in the goals and policies of the proposed General Plan, the Climate Action Plan, the city’s SWPPP requirements and the Green Building Code described above, implementation of the mitigation measures identified below would avoid or reduce impacts resulting from the construction and operations emissions of future development allowed under the proposed General Plan. During project-level environmental review, if potential impacts are determined to be significant despite conformance with the measures described above, the mitigation measures provided below would be implemented as needed to reduce project-specific impacts to below SDAPCD thresholds. Mitigation measures may include, but would not be limited to, the following:</u></p> <p><u>MM AQ-2:</u> <u>During the project-level environmental review of future development projects allowed under the proposed General Plan, the project applicant shall prepare an air quality technical report that analyzes all phases of project construction and operations. The technical report shall analyze construction and operational emissions and determine</u></p>	

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	<p>whether emissions would exceed SDAPCD thresholds. If a project's air quality technical report determines that construction or operations emissions exceed the SDAPCD threshold(s), site-specific mitigation measures shall be implemented to avoid or reduce emissions to SDAPCD thresholds. Where mitigation measures are required, the city will identify these measures in the project-level environmental document and include them in a mitigation monitoring and reporting program (MMRP) for the individual development project.</p> <p>MM AQ-3: For projects that exceed daily construction emissions thresholds established by the SDAPCD, the following measures may be required as needed to reduce project-level impacts. These measures may be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws. Measures may include but are not limited to:</p> <p>A. Fugitive dust generated by grading and construction activities shall be minimized and retained on the project site by complying with SDAPCD Rule 55, as applicable, and the following dust control measures:</p> <ol style="list-style-type: none"> 1. Prevent dust from leaving the site during construction, clearing, grading, earthmoving, excavation, or transportation of cut or fill materials by applying water (with water trucks or sprinkler systems) to all active disturbed soil areas and all on-site areas of vehicle movement at least twice daily (later in the morning and after work is completed for the day) and whenever winds exceed 15 miles per hour. 2. Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation. 3. Speeds on unpaved roads shall be reduced to less than 15 miles per hour. 4. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour. 5. Prevent tracking and erosion of soil onto paved streets by utilizing any of the following or other equally effective measures, as determined necessary by the city: track-out grates or gravel beds at each egress point, wheel-washing 	

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	<p><u>at each egress, soil binders/stabilizers, geotextiles, mulching, seeding, sandbags, etc. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.</u></p> <p>6. <u>The cargo of all trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.</u></p> <p>B. <u>The following measures may be required during project grading and construction to reduce emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) from construction equipment:</u></p> <ol style="list-style-type: none"> 1. <u>The engine size of construction equipment shall be the minimum size required for its intended use.</u> 2. <u>Construction equipment shall be maintained in tune per the manufacturer's specifications.</u> 3. <u>Catalytic converters shall be installed on gasoline-powered equipment over 50 horsepower.</u> 4. <u>Electric equipment or alternative fueled vehicles, such as compressed natural gas or liquefied natural gas, shall be utilized in lieu of diesel-powered equipment, where feasible.</u> 5. <u>Comply with SDAPCD Rule 67 (Architectural Coatings).</u> <p>MM AQ-4: <u>For projects that exceed daily operational emissions thresholds established by the SDAPCD, the following measures may be required as needed to reduce project-level impacts. These measures may be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws. Measures may include but are not limited to:</u></p> <p>A. <u>Implement CALGreen's voluntary Tier 1 or Tier 2 standards. Tier 1 standards call for a 15% improvement in energy requirements, more strict water conservation, 65% diversion of construction and demolition waste, 10% recycled content in</u></p>	

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	<p><u>building materials, 20% permeable paving, 20% cement reduction, and cool/solar reflective roofs. CALGreen’s more rigorous Tier 2 standards call for a 30% improvement in energy requirements, more strict water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar reflective roofs.</u></p> <p><u>B. Include project features that encourage alternate transportation modes.</u></p> <ol style="list-style-type: none"> <u>1. For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.</u> <u>2. For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.</u> <u>3. For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities.</u> <u>4. For carpools and vanpools: preferential parking.</u> <p><u>C. Use electric equipment for landscaping and property maintenance</u></p> <p><u>D. Plant shade trees in parking lots</u></p> <p><u>E. Install solar cooling/heating</u></p> <p><u>MM AQ-5:</u> <u>To reduce ozone precursors, architectural coatings used for building maintenance shall comply with SDAPCD Rule 67 (Architectural Coatings).</u></p> <p><u>MM AQ-6:</u> <u>If required, new stationary sources such as diesel generators shall obtain appropriate permits from the SDAPCD.</u></p> <p><u>Additional health-related mitigation measures are provided under Impact 3.2-4.</u></p>	
3.2-3 Development under the proposed	The General Plan policies, Climate Action Plan provisions, SWPPP requirements, Green	Less than significant

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<p>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).</p>	<p>Building Standards Code provisions and mitigation measures MM AQ-2 through MM AQ-6 listed above for Impact 3.2-2 shall apply.</p> <p><i>Land Use and Community Design Element Policies</i> Goals 2-G.3, 2-G.6, 2-G.7, and 2-G.11, and policies 2-P.5, 2-P.13, 2-P.29, and 2-P.43, listed above, would help to reduce potential air quality impacts.</p> <p><i>Open Space, Conservation, and Recreation Element Policies</i> Goals 4-G.11 and policies 4-P.25, 4-P.51, 4-P.52, 4-P.53, 4-P.54, and 4-P.55 listed above, would help to reduce potential air quality impacts.</p>	<p><u>Significant and unavoidable</u></p>
<p>3.2-4 Development under the proposed General Plan will not expose sensitive receptors to substantial pollutant concentrations.</p>	<p><i>Land Use and Community Design Element Policies</i> See Goal 2-G.11 and Policy 2-P.29 above.</p> <p><i>Open Space, Conservation and Recreation Element Policies</i> See Goal 4-G.11 and Policy 4-P.52 above. See General Plan policies above.</p> <p><i>Mitigation Measures</i> None required. Mitigation measures MM AQ-2 through MM AQ-6 above would reduce the exposure of sensitive receptors to substantial pollutant concentrations and thereby reduce potential adverse health effects associated with these pollutants. If a future development proposal would expose sensitive receptors to substantial pollutant concentrations even after implementation of mitigation measures MM AQ-2 through MM AQ-6, the following mitigation measure would be implemented during project-level environmental review to further reduce exposure of sensitive receptors to substantial pollutant concentrations:</p> <p><i>MM AQ-7:</i> The project applicant shall prepare a site-specific health risk assessment based on project-level information such as: the location of existing sensitive receptors (e.g. existing hospitals, schools, elderly care facilities, etc.) in proximity to potential future emission sources; locating new sensitive receptors in the vicinity of existing pollution sources; the distance between the sources of toxic air contaminants (TACs) and the</p>	<p>Less than significant <u>Significant and unavoidable</u></p>

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	<u>sensitive receptor; the location and exhaust parameters of stationary sources (e.g., stack height, temperature, flow rate, etc.); and pollutant source type. The health risk assessment would identify appropriate measures necessary to reduce the exposure of sensitive receptors to substantial concentrations of pollutants and the impacts to human health to below a level of significance. These measures may include, but not be limited to, the installation of an air filtration system or the installation of vegetative landscaping at the sensitive receptor location.</u>	
3.2-5 Development under the proposed General Plan will not create objectionable odors affecting a substantial number of people.	Land Use and Community Design Element Policies See Policy 2-P.29 above.	Less than significant
Biological Resources		
3.3-1 Implementation of the proposed General Plan will not result in substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations; by the California Department of Fish and Wildlife; or by the U.S. Fish and Wildlife Service.	<p>Open Space, Conservation, and Recreation Element Goals</p> <p>4-G.2 Protect environmentally sensitive lands, wildlife habitats, and rare, threatened, or endangered plant and animal communities.</p> <p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-P.8 Maintain and implement the City’s Habitat Management Plan (HMP), including the requirement that all development projects comply with the HMP and related documents. Require assessments of biological resources prior to approval of any development on sites with sensitive habitat, as depicted in Figure 4-3 in Chapter 4 of the General Plan.</p> <p>4-P.11 Continue participation in regional planning efforts to protect habitat and environmentally sensitive species.</p> <p>4-P.12 Support innovative site design techniques such as cluster-type housing and transfer-of-development-rights to preserve sensitive environmental resources and to allow development projects to comply with the city’s Habitat Management Plan.</p>	Less than significant

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	4-P.18 Require a city permit for any grading, grubbing, or clearing of vegetation in undeveloped areas, with appropriate penalties for violations.	
3.3-2 Implementation of the proposed General Plan will not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife, or by the U.S. Fish and Wildlife Service.	<p>Open Space, Conservation, and Recreation Element Policies In addition to Goal 4-G.2 and policies 4-P.8 and 4-P.11, listed above the following policies would reduce potential impacts to sensitive natural communities.</p> <p>4-P.10 Ensure that the improvements recommended for open space areas are appropriate for the type of open space and the use proposed. No improvements (excluding necessary infrastructure) shall be made in environmentally sensitive areas, except to enhance the environmental value of the areas.</p> <p>4-P.17 Require that, at the time of any discretionary approval, any land identified as open space for its habitat or scenic value shall have an appropriate easement and/or land use and zoning designation placed on it for resource protection.</p>	Less than significant
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>Open Space, Conservation, and Recreation Element Policies In addition to Goal 4-G.2 and Policies 4-P.8, 4-P.11, and 4-P.18, listed above, the following policies would reduce potential impacts to federally protected wetlands.</p> <p>4-P.48 Ensure that the grading of agricultural lands is accomplished in a manner that minimizes erosion of hillsides and minimizes stream siltation and to maintain the appearance of natural hillsides and other land forms wherever possible.</p> <p>4-P.49 Prevent agricultural run-off and other forms of water pollution from entering the storm drain system and polluting the city's water bodies.</p> <p>4-P.63 Preserve, where possible, natural watercourses or provide naturalized drainage channels within the city. Where feasible, implement restoration and rehabilitation opportunities.</p> <p>4-P.64 Coordinate the needs of storm water pollution management with habitat</p>	Less than significant

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	management, flood management, capital improvement projects, development, aesthetics and other open space needs.	
3.3-4 Implementation of the proposed General Plan will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	<p>Open Space, Conservation, and Recreation Element Policies In addition to Goal 4-G.2 and Policy 4-P.8, listed above, the following policy would reduce potential impacts to biological resources.</p> <p>4-P.14 Maintain functional wildlife corridors and habitat linkage in order to contribute to regional biodiversity and the viability of rare, unique or sensitive biological resources throughout the city.</p>	Less than significant
3.3-5 Implementation of the proposed General Plan will not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<p>Open Space, Conservation, and Recreation Element Policies Goal 4-G.2 and Policy 4-P.8, listed above, would reduce potential impacts to biological resources.</p>	Less than significant
3.3-6 Implementation of the proposed General Plan will not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, such as the Habitat Management Plan for Natural Communities in the City of Carlsbad.	<p>Open Space, Conservation, and Recreation Element Policies In addition to Goal 4-G.2 and Policies 4-P.8 and 4-P.11, listed above, the following policy would reduce potential impacts related to conflicts with the adopted HMP.</p> <p>4-P.15 Coordinate the implementation and planning of the city’s Habitat Management Plan with the North County Multi-Species Habitat Conservation Plan.</p>	Less than significant

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3.3-7 Implementation of the proposed General Plan will not result in an inconsistency with the adopted Carlsbad HMP.	Open Space, Conservation and Recreation Element Policies Goal 4-G.2 and Policies 4-P.8, 4-P.11, and 4-P.15, listed above, would reduce potential impacts related to consistency with the adopted HMP.	Less than significant
3.3-8 Implementation of the proposed General Plan will not result in impacts to Habitat Groups A-F identified in the HMP.	Open Space, Conservation, and Recreation Element Policies Goal 4-G.2 and Policies 4-P.8, 4-P.11, 4-P.15, and 4-P.18, listed above, would reduce potential impacts to riparian habitat or other sensitive natural community.	Less than significant
3.3-9 Implementation of the proposed General Plan will not result in any impacts to federally or state-listed species, including impacts to occupied habitats.	Open Space, Conservation and Recreation Element Policies Goal 4-G.2 and Policies 4-P.8 and 4-P.11, listed above, would reduce potential impacts to sensitive habitats and species.	Less than significant
3.3-10 Implementation of the proposed General Plan will not result in loss of a “significant population” of a sensitive species, where the loss would substantially reduce the likelihood of the survival and recovery or restrict the range of the species.	Open Space, Conservation and Recreation Element Policies Goal 4-G.2 and Policies 4-P.8 and 4-P.11, listed above, would reduce potential impacts to sensitive species.	Less than significant
Energy, Greenhouse Gases, and Climate Change		
3.4-1 Development under the proposed General Plan would not cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance.	Sustainability Element Policies 9-G.3 Promote energy efficiency and conservation in the community. 9-P.2 Continue efforts to decrease use of energy and fossil fuel consumption in municipal operations, including transportation, waste reduction and recycling, and efficient building design and use. 9-P.8 Promote energy conservation and retrofitting of existing buildings. Measures	Less than Significant

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	<p>the city should consider for improving energy performance of existing buildings include, but are not limited to:</p> <ul style="list-style-type: none"> • Developing and implementing point-of-sale residential energy and water efficiency audits or upgrade requirements and/or incentives if necessary; • Providing financial incentives and low-cost financing products and programs that encourage investment in energy efficiency and renewable energy within existing residential buildings; and • Educating residents about the availability of free home energy audit programs and encourage implementation of audit findings. <p>9-P.10 Decrease the need for artificial cooling, heating and lighting, and promote outdoor lifestyles in Carlsbad’s sunny and moderate climate by:</p> <ul style="list-style-type: none"> • Ensuring that the Zoning Ordinance provides for adequate private and common open spaces as part of multifamily developments. • Encouraging residential and office buildings to have windows that open to the outside in all habitable rooms, and maximize the use of daylight. <p>9-P.12 Continue pursuit of sustainable energy sources—such as hydroelectricity, geothermal, solar, and wind power—to meet the community’s needs.</p> <p>9-P.13 Use the city’s Climate Action Plan as the platform for delineating and implementing measures to improve energy conservation, and increase renewable energy use (such as solar) in existing and new development.</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>See Goal 9-G3 and Policies 9-P.2, 9-P.8, 9-P.10, 9-P.12 and 9-P.13 from the proposed General Plan Sustainability Element as described in Impact 3.4-1.</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.30 Actively pursue grant programs such as SANDAG’s Active Transportation Grant Program and Smart Growth Incentive Program to improve non-automotive connectivity throughout the city. The emphasis of grant-funded projects shall be on implementation, which includes planning documents that guide and prioritize implementation, programs that encourage the use of active transportation modes, education for the use of active transportation modes, or physical improvements themselves.</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, and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p> <p>3-P.32 Encourage NCTD, SANDAG and other transit providers to provide accessibility for all modes of travel to the McClellan-Palomar Airport area.</p> <p>3-P.33 Coordinate with NCTD to improve the quality of bus stop facilities in the city.</p>	Less than significant

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<p>3.4-3 Development under the proposed General Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>The following policies pertain to <i>bikeway system improvements</i>:</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.22 Build and operate commercial uses in such a way as to complement but not conflict with adjoining residential areas. This shall be accomplished by:</p> <ul style="list-style-type: none"> a. Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses. b. Requiring adequate landscaped buffers between commercial and residential uses. c. Providing bicycle and pedestrian links between commercial centers and surrounding residential uses, and providing bicycleparking racks. d. Ensuring building mass does not adversely impact surrounding residences. <p>2-P.23 Ensure that commercial development is designed to include:</p> <ul style="list-style-type: none"> a. Integrated landscaping, parking, signs, and site and building design b. Common ingress and egress, safe and convenient access and internal circulation, adequate off-street parking and loading facilities. Each commercial site should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development. c. Architecture that emphasizes establishing community identity while presenting tasteful, dignified and visually appealing designs compatible with their surroundings. d. A variety of courtyards and pedestrian ways, bicycle facilities, landscaped parking lots, and the use of harmonious architecture in the construction of buildings. 	<p>Less than significant</p>

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	<p>2-P.43 Evaluate each discretionary application for development of property with regard to the following specific criteria:</p> <ul style="list-style-type: none"> a. Site design and layout of the proposed buildings in terms of size, height and location, to foster harmony with landscape and adjacent development. b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff. c. Building design that enhances neighborhood quality, and incorporates considerations of visual quality from key vantage points, such as major transportation corridors and intersections, and scenic vistas. d. Site and/or building design features that will reduce greenhouse gas emissions over the life of the project, as outlined in the Climate Action Plan. e. Provision of public and/or private usable open space and/or pathways designated in the Open Space, Conservation, and Recreation Element. f. Contributions to and extensions of existing systems of streets, foot or bicycle paths, trails, and the greenbelts provided for in the Mobility, and Open Space, Conservation, and Recreation elements of the General Plan. g. Compliance with the performance standards of the Growth Management Plan. h. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors. i. Provision of housing affordable to lower and/or moderate income households. 	

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	<ul style="list-style-type: none"> j. Policies and programs outlined in Local Coastal Program where applicable. k. Consistency with applicable provisions of the Airport Land Use Compatibility Plan for McClellan-Palomar Airport. <p>2-P.44 Require new residential development to provide pedestrian and bicycle linkages, when feasible, which connect with nearby shopping centers, community centers, parks, schools, points of interest, major transportation corridors and the Carlsbad Trail System.</p> <p>2-P.51 Plan and design Carlsbad Boulevard and adjacent public land (Carlsbad Boulevard coastal corridor) according to the following guiding principles:</p> <ul style="list-style-type: none"> a. Carlsbad Boulevard shall become more than a road. This transportation corridor shall provide for recreational, aesthetic and community gathering opportunities that equal the remarkable character of the land. b. Community safety shall be a high priority. Create destination that provides a safe public environment to recreate. c. Strategic public access and parking is a key to success. Development shall capitalize on opportunities to add/enhance multiple public access points and public parking for the beach and related recreational amenities. d. Open views are desirable and important to maintaining the character of the area. Preservation and enhancement of views of ocean, lagoons, and other water bodies and beaches shall be a high priority in road, landscaping, and amenity design and development. e. Enhance the area’s vitality through diversity of recreational land uses. Carlsbad Boulevard development shall provide for amenities, services and goods that attract a diversity of residents and visitors. 	

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	<ul style="list-style-type: none"> f. Create vibrant and sustainable public spaces. Development shall provide for unique and vibrant coastal gathering spaces where people of all age groups and interests can gather to enjoy recreational and environmental amenities and supporting commercial uses. g. Connect community, place and spirit. Design shall complement and enhance connectivity between existing community and regional land uses. h. Environmentally sensitive design is a key objective. Environmentally sensitive development that respects existing coastal resources is of utmost importance. i. A signature scenic corridor shall be created through design that honors the coastline’s natural beauty. The resulting improvements will capture the ‘essence’ of Carlsbad; making it a special place for people from throughout the region with its natural beauty and vibrant public spaces. Properly carried out, the realigned boulevard will maximize public views and encourage everyone to slow down and enjoy the scenery. j. Reimagining of Carlsbad Boulevard shall be visionary. The reimagined Carlsbad Boulevard corridor will incorporate core community values articulated in the Carlsbad Community Vision by providing: a) physical connectivity through multi-modal mobility improvements including bikeways, pedestrian trails, and a traffic-calmed street; b) social connectivity through creation of memorable public spaces; and c) economic vitality through a combination of visitor and local-serving commercial, civic, and recreational uses and services. <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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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>and employment uses. Ensure that residential uses incorporate noise attenuation criteria in accordance with the Airport Land Use Compatibility Plan.</p> <p><i>Mobility Element Policies</i></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.</p> <p>3-P.12 Design new streets, and explore funding opportunities for existing streets, to minimize traffic volumes and/or speed, as appropriate, within residential neighborhoods without compromising connectivity for emergency first responders, bicycles, and pedestrians consistent with the city's Carlsbad Active Transportation Strategies. This should be accomplished through management and implementation of livable streets strategies and such programs like the Carlsbad Residential Traffic Management Plan.</p> <p>3-P.13 Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination. Innovative program solutions include, but are not limited to, webpages with travel demand and traffic signal</p>	

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	<p>management information, car and bike share programs, active transportation campaigns, and intergenerational programs around schools to enhance safe routes to schools. Other innovative solutions include bicycle friendly business districts, electric and solar power energy transportation systems, intelligent transportation systems, semi- or full autonomous vehicles, trams, and shuttles.</p> <p>3-P.16 Engage Caltrans, the Public Utilities Commission, transit agencies, the Coastal Commission, and railroad agency(s) regarding opportunities for improved connections within the city, including:</p> <ul style="list-style-type: none"> • Improved connections across the railroad tracks at Chestnut Avenue and other locations • Completion and enhancements to the Coastal Rail Trail and/or equivalent trail along the coastline • Improved connectivity along Carlsbad Boulevard for pedestrians and bicyclists, such as a trail • Improved access to the beach and coastal recreational opportunities • Improved crossings for pedestrians across and along Carlsbad Boulevard <p>3-P.17 Implement connections and improvements identified in this Mobility Element, including those identified in policy 3-P.15, as well as:</p> <ul style="list-style-type: none"> • Extension of College Boulevard from Cannon Road to El Camino Real • Completion of the Poinsettia Lane connection near El Camino Real (Reach E) • Extension of Camino Junipero to the eastern city boundary • A bicycle/pedestrian trail/pathway connecting the eastern terminus of 	

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	<p>Marron Road to the east</p> <ul style="list-style-type: none"> • A bicycle/pedestrian trail/pathway connecting the eastern terminus of Cannon Road to the east, and coordination with adjacent agencies to appropriately link to their facilities <p>3-P.18 Support pedestrian and bicycle facilities at all Interstate-5 and State Route 78 interchanges.</p> <p>3-P.20 Update the pedestrian, trails and bicycle master plans, as necessary, to reflect changes in needs, opportunities and priorities.</p> <p>3-P.21 Implement the projects recommended in the pedestrian, trails and bicycle master plans through the city’s capital improvement program, private development conditions and other appropriate mechanisms.</p> <p>3-P.22 Identify and implement necessary pedestrian improvements on pedestrian-prioritized streets with special emphasis on providing safer access to schools, parks, community and recreation centers, shopping districts, and other appropriate facilities.</p> <p>3-P.23 Implement the Safe Routes to School and Safe Routes to Transit programs that focus on pedestrian and bicycle safety improvements near local schools and transit stations. Prioritize schools with access from arterial streets for receiving Safe Routes to School projects.</p> <p>3-P.24 Improve and enhance parking, connectivity, access, and utilization for pedestrians and bicycles to COASTER stations, utility corridors, and open spaces consistent with city planning documents.</p> <p>3-P.25 Evaluate incorporating pedestrian and bicycle infrastructure within the city as part of any planning or engineering study, private development, or capital project where bicyclists or pedestrians are a prioritized or non-prioritized</p>	

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	<p>mode.</p> <p>3-P.26 Complete the Carlsbad Active Transportation Strategies to assist in identifying livable street implementation parameters within the city.</p> <p>3-P.27 Engage the community in the policy setting and planning of street, bicycle, pedestrian, transit, and connectivity studies, plans and programs.</p> <p>3-P.28 Require developers to improve pedestrian and bicycle connectivity consistent with the city’s bicycle and pedestrian master plans and trails master planning efforts. In addition, new residential developments should demonstrate that a safe route to school and transit is provided to nearby schools and transit stations within a half mile walking distance.</p> <p>3-P.29 Work with existing neighborhoods and businesses to improve pedestrian and bicycle connectivity and safety consistent with the city’s pedestrian and bicycle master plans and trails master planning efforts.</p> <p>3-P.30 Actively pursue grant programs such as SANDAG’s Active Transportation Grant Program and Smart Growth Incentive Program to improve non-automotive connectivity throughout the city. The emphasis of grant-funded projects shall be on implementation, which includes planning documents that guide and prioritize implementation, programs that encourage the use of active transportation modes, education for the use of active transportation modes, or physical improvements themselves.</p> <p>3-P.36 Assist Village businesses to manage parking in the Village area to maximize parking efficiency. Any potential parking-related revenues generated in this area should be reinvested into the Village area for implementing livable streets and other parking, pedestrian, and bicycle enhancements, including way-finding signage and maintenance of associated infrastructure.</p>	

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	<p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-P.39 Coordinate with other agencies and private entities to investigate methods of improving service, implementing a quiet zone, and enhancing connectivity and safety along the rail corridor.</p> <p>The following policies from the proposed General Plan pertain to <i>pedestrian improvements</i>:</p> <p>Land Use and Community Design Element Policies</p> <p>Policies 2-P.22, 2-P.23, 2-P.43, 2-P.44, 2-P.51, and 2-P.85 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 and pedestrian scaled lighting. Consider ways to improve rail and freeway overpass/underpass areas, with lighting, sidewalk improvements and art installations.</p> <p>2-P.48 Improve beach access through a variety of mechanisms, including:</p> <ol style="list-style-type: none"> a. In the Village and adjacent areas, identify the primary pedestrian connections and entrances to the beach through signage, a consistent landscaping scheme, change in paving materials, wider sidewalks and preservation of view corridors. Identify opportunities for additional access points as improved connectivity and facilities are provided, particularly if new beachfront activity areas are established. b. In the Barrio neighborhood, provide a pedestrian crossing under or over the rail corridor at Chestnut Avenue. c. Identify and implement more frequent pedestrian crossings along 	

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	<p>Carlsbad Boulevard. Identify and prioritize crossings from residential neighborhoods and existing bicycle and pedestrian trails.</p> <p>2-P.68 Enhance the walkability and pedestrian orientation of the Village, including along Carlsbad Village Drive, to enhance the small, beach town atmosphere and improve access to and utilization of transit.</p> <p>2-P.75 Create a cohesive, pedestrian-scale streetscape that includes improved sidewalks, streetscape, signage and way-finding, and which celebrates the Barrio’s heritage and provides better connections between the Barrio and Village and across the railroad at Chestnut Avenue.</p> <p>Mobility Element Policies Policies 3-P.6, 3-P.12, 3-P.13, 3-P.16, 3-P.17, 3-P.18, 3-P.20, 3-P.21, 3-P.22, 3-P.23, 3-P.24, 3-P.25, 3-P.27, 3-P.28, 3-P.29, and 3-P.36 as listed above.</p> <p>Open Space, Conservation, and Recreation Element Policies Policy 4-P.39 as listed above.</p> <p>The following policies from the proposed General Plan pertain to <i>traffic calming</i>:</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.51 Plan and design Carlsbad Boulevard and adjacent public land (Carlsbad Boulevard coastal corridor) according to the following guiding principles:</p> <ol style="list-style-type: none"> a. Carlsbad Boulevard shall become more than a road. This transportation corridor shall provide for recreational, aesthetic and community gathering opportunities that equal the remarkable character of the land. b. Community safety shall be a high priority. Create destination that provides a safe public environment to recreate. c. Strategic public access and parking is a key to success. Development shall capitalize on opportunities to add/enhance multiple public access points and public 	

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	<p>parking for the beach and related recreational amenities.</p> <p>d. Open views are desirable and important to maintaining the character of the area. Preservation and enhancement of views of ocean, lagoons, and other water bodies and beaches shall be a high priority in road, landscaping, and amenity design and development.</p> <p>e. Enhance the area’s vitality through diversity of recreational land uses. Carlsbad Boulevard development shall provide for amenities, services and goods that attract a diversity of residents and visitors.</p> <p>f. Create vibrant and sustainable public spaces. Development shall provide for unique and vibrant coastal gathering spaces where people of all age groups and interests can gather to enjoy recreational and environmental amenities and supporting commercial uses.</p> <p>g. Connect community, place and spirit. Design shall complement and enhance connectivity between existing community and regional land uses.</p> <p>h. Environmentally sensitive design is a key objective. Environmentally sensitive development that respects existing coastal resources is of utmost importance.</p> <p>i. A signature scenic corridor shall be created through design that honors the coastline’s natural beauty. The resulting improvements will capture the ‘essence’ of Carlsbad; making it a special place for people from throughout the region with its natural beauty and vibrant public spaces. Properly carried out, the realigned boulevard will maximize public views and encourage everyone to slow down and enjoy the scenery.</p> <p>j. Reimagining of Carlsbad Boulevard shall be visionary. The reimagined Carlsbad Boulevard corridor will incorporate core community values</p>	

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	<p>articulated in the Carlsbad Community Vision by providing: a) physical connectivity through multi-modal mobility improvements including bikeways, pedestrian trails, and a traffic-calmed street; b) social connectivity through creation of memorable public spaces; and c) economic vitality through a combination of visitor and local-serving commercial, civic, and recreational uses and services.</p> <p>Mobility Element Policies Policies 3-P.12 and 3-P.13 listed above. The following policies from the proposed General Plan pertain to <i>parking facilities and policies</i>:</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.71 Address parking demand by finding additional areas to provide parking for the Village and beach areas, and by developing creative parking management strategies, such as shared parking, maximum parking standards, “smart” metering, utilizing on-street parking for re-use of existing buildings, etc.</p> <p>2-P.79 West of the railroad tracks:</p> <ul style="list-style-type: none"> • Decommission, demolish, remove and remediate the Encina Power Station site, including the associated structures, the black start unit and exhaust stack according to the provisions of a settlement agreement dated January 14, 2014, between and among the City of Carlsbad and the Carlsbad Municipal Water District (CMWD), Cabrillo Power I LLC and Carlsbad Energy Center LLC, and San Diego Gas and Electric Company (SDG&E). • The desalination plant shall remain on approximately 11 acres (six acres for the desalination plant and approximately five acres of nonexclusive easements) west of the railroad tracks. 	

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	<ul style="list-style-type: none"> • Redevelop the Encina Power Station site, along with the SDG&E North Coast Service Center site, with a mix of visitor-serving commercial uses, such as retail and hotel uses, and with new community-accessible open spaces along Agua Hedionda Lagoon and the waterfront (Carlsbad Boulevard). Encourage community gathering spaces, outdoor dining, and other features to maximize potential views of the ocean and the lagoon. Encourage shared parking arrangements so that a greater proportion of development can be active space rather than parking. • Determine specific uses, development standards, infrastructure, public improvements, site planning and amenities through a comprehensive planning process (e.g., specific plan, master plan, etc.) resulting in a redevelopment plan approved by the City Council. The redevelopment plan boundaries should include the Encina Power Station and the SDG&E North Coast Service Center sites. • Work with SDG&E to identify a mutually acceptable alternative location for its North Coast Service Center. Work with SDG&E, as part of a long-term plan, to identify and ultimately permit an alternate site for its Encina substation. <p>Mobility Element Policies</p> <p>3-P.24 Improve and enhance parking, connectivity, access, and utilization for pedestrians and bicycles to COASTER stations, utility corridors, and open spaces consistent with city planning documents.</p> <p>3-P.34 Develop flexible parking requirements to provide the “right amount” of on-site vehicle parking. Such requirements will include implementation of innovative parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to “right size” the</p>	

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	<p>parking supply.</p> <p>3-P.35 Require new employment development to provide secure bicycle parking on-site. Major employers should provide shower and changing rooms for employees as appropriate.</p> <p>3-P.36 Assist Village businesses to manage parking in the Village area to maximize parking efficiency. Any potential parking-related revenues generated in this area should be reinvested into the Village area for implementing livable streets and other parking, pedestrian, and bicycle enhancements, including way-finding signage and maintenance of associated infrastructure.</p> <p>3-P.37 Consider supporting new development and existing businesses with various incentives (such as parking standards modifications) for implementing TDM programs that minimize the reliance on single-occupant automotive travel during peak commute hours.</p> <p>The following policies from the proposed General Plan pertain to <i>transportation improvements</i>:</p> <p>Land Use and Community Design Element Policies Policies 2-P.46 and 2-P.68 as shown above.</p> <p>Mobility Element Policies 3-P.15 Encourage Caltrans, SANDAG, NCTD, and adjacent cities to improve regional connectivity and service consistent with regional planning efforts. This includes expansion of Interstate-5 with two HOV lanes in each direction and associated enhancements, a Bus Rapid Transit (BRT) route along Palomar Airport Road, shuttle bus services from COASTER stations, and other enhancements to improve services in the area.</p> <p>Policies 3-P.6, 3-P.16, 3-P.23, 3-P.27, 3-P.28, 3-P.31, and 3-P.32 as shown above.</p>	

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3.4-4 Development under the proposed General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	See Goal 9-G.3 and Policies 3-P.6, 3-P.30, 3-P.31, 3-P.32, 3-P.33, 9-P.2, 9-P.8, 9-P.10, 9-P.12, and 9-P.13 from the proposed General Plan Mobility and Sustainability Elements as described in Impact 3.4-1 and Impact 3.4-3.	Less than significant
Geology, Soils and Seismicity		
3.5-1 The proposed General Plan would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving: (1) rupture of a known earthquake fault as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map; (2) strong seismic ground shaking; (3) seismic-related ground failure, including liquefaction; or (4) landslides.	<p>Public Safety Element Policies</p> <p>6-P.9 Allow for consideration of seismic and geologic hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.</p> <p>6-P.10 Maintain geotechnical report guidelines identifying specific requirements for various levels of geotechnical evaluation, including reconnaissance studies, preliminary geotechnical investigation reports, and as-graded geotechnical reports.</p> <p>6-P.11 Use information in Figure 6-4 in Chapter 6 of the General Plan as a generalized guideline for planning purposes and in determining the type and extent of geotechnical report to be required for a proposed development project. When a geotechnical report is required, require submission of the report and demonstration that a project conforms to all mitigation measures recommended in the report prior to city approval of the proposed development.</p> <p>6-P.12 Require a geotechnical investigation and report of all sites proposed for development in areas where geologic conditions or soil types are susceptible to liquefaction. Also require demonstration that a project conforms to all mitigation measures recommended in the geotechnical report prior to city approval of the proposed development (as required by State law).</p>	Less than significant

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	<p>6-P.13 Prohibit location of critical structures directly across known earthquake faults unless a geotechnical and/or seismic investigation is performed to show that the earthquake fault is neither active nor potentially active.</p> <p>6-P.14 Require applicants to conduct detailed geologic and seismic investigations at sites where the construction of critical structures (high-occupancy structures and those that must remain in operation during emergencies) and structures over four stories are under consideration.</p> <p>6-P.15 In accordance with the California Subdivision Map Act, deny subdivision maps if a project site is not physically suitable for either the type or density of a proposed development because of geologic, seismic, or other hazards.</p> <p>6-P.16 Require qualified geotechnical engineering professionals to review grading plans and inspect areas of excavation during and after grading, to evaluate slope stability and other geotechnical conditions that may affect site development and public safety. In areas of known or suspected landslides and/or adverse geologic conditions, the following determinations should be made: extent of landslide, depth-to-slide plane, soil types and strengths, presence of clay seams and ground water conditions.</p> <p>6-P.17 Continue to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards on sites having a history or threat of seismic dangers, erosion, subsidence, or flooding.</p>	
3.5-2 The proposed General Plan would not result in substantial soil erosion or the loss of topsoil.	<p>The following proposed General Plan goals and policies listed in Impact 3.5-1 above would also reduce potential erosion impacts to less than significant: 6-G.1, 6-P.9 through 6-P.11, and 6-P.15 through 6-P.17.</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.43 Evaluate each discretionary application for development of property with regard to the following specific criteria [only relevant sub bullet included]:</p>	Less than significant

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	b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff.	
3.5-3 The proposed General Plan would not be located on a geologic unit or soil that is unstable, or that may become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.	The proposed General Plan goal and policies: 6-G.1, 6-P.9 through 6-P.12, and 6-P.14 through 6-P.17, as discussed above under Impact 3.5-1, would reduce potential impacts associated with unstable soils.	Less than significant
3.5-4 Development under the proposed General Plan would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	The proposed General Plan goal and policies: 6-G.1, 6-P.9 through 6-P.12, and 6-P.14 through 6-P.17, as discussed above under Impact 3.5-1, would reduce potential impacts associated with expansive soils.	Less than significant
3.5-5 Development under the proposed General Plan would not be located on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, creating hazards.	No specific policies related to the capability of soils to support the use of septic tanks or alternative waste water disposal systems are provided in the proposed General Plan.	Less than significant

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Hazardous Materials, Airport Safety, and Wildfires		
3.6-1 Development under the proposed General Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<p>Public Safety Element Goals</p> <p>6-G.1 Minimize injury, loss of life, and damage to property resulting from fire, flood, hazardous material release, or seismic disasters.</p> <p>Public Safety Element Policies</p> <p>6-P.19 Limit hazards associated with the manufacture, use, transfer, storage and disposal of hazardous materials and hazardous wastes through enforcement of applicable local, county, state and federal regulations.</p> <p>6-P.20 Coordinate with the County of San Diego and use the San Diego County Multi-Jurisdictional Hazard Mitigation Plan as a guide for implementing actions to reduce hazardous waste impacts.</p> <p>6-P.21 Regulate locations for the manufacture, storage, and use of hazardous materials within the city through implementation of Carlsbad Municipal Code Title 21 (Zoning Ordinance).</p> <p>6-P.22 Regulate development on sites with known contamination of soil and groundwater to ensure that construction workers, future occupants, and the environment as a whole, are adequately protected from hazards associated with contamination, and encourage cleanup of such sites.</p> <p>6-P.23 Provide for hazardous materials emergency incident responses. Coordinate such responses with applicable federal, state and county agencies.</p> <p>6-P.24 Maintain regulations that require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.</p> <p>6-P.25 Enhance and expand the use of desiltation/pollutant basins to function as hazardous material spill control facilities to prevent the spread of</p>	Less than Significant

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	<p>contaminants to downstream areas.</p> <p>6-P.26 Support public awareness and participation in household hazardous waste management, solid waste, and recycling programs.</p> <p>6-P.31 Consider site constraints in terms of hazards and current levels of emergency service delivery capabilities when making land use decisions. In areas where population or building densities may be inappropriate to the hazards present, take measures to mitigate the risk of life and property loss.</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>Land Use and Community Design Element Goals</p> <p>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.</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 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.</p>	

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3.6-2 Development under the proposed General Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	The proposed General Plan goals and policies listed above under Impact 3.6-1 would reduce upset and accident conditions potentially involving the release of hazardous materials into the environment.	Less than significant
3.6-3 Development under the proposed General Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	<p>The proposed General Plan goals and policies, discussed above under impact 3.6-1, would reduce potential impacts associated with hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed school. In addition, the following policy would further reduce potential impacts.</p> <p>Land Use and Community Design Element Policies</p> <p>2-P.39 Ensure that the review of future projects places a high priority on the compatibility of adjacent land uses along the interface of different residential density and non-residential intensity categories. Special attention should be given to buffering and transitional methods, especially, when reviewing properties where different residential densities or land uses are involved.</p>	Less than significant
3.6-4 Development under the proposed General Plan would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.	<p>The proposed General Plan goals and policies, discussed above under impacts 3.6-1 through 3.6-3, would reduce potential impacts associated with potential development on a hazardous materials site. In addition, the following proposed General Plan policies would further reduce potential impacts:</p> <p>Public Safety Element Goals</p> <p>6-G.3 Maintain safety services that are responsive to citizens' needs to ensure a safe and secure environment for people and property in the community.</p> <p>Public Safety Element Policies</p> <p>6-P.36 Maintain and periodically update the City of Carlsbad Emergency Operations Plan as appropriate information becomes available, and continue participating</p>	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>in multijurisdictional disaster planning.</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>3.6-5 For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, the proposed General Plan would not result in a safety hazard for people residing or working in the project area.</p>	<p>Public Safety Element Goals</p> <p>6-G.2 Minimize safety hazards related to aircraft operations in areas around the McClellan-Palomar Airport.</p> <p>Public Safety Element Policies</p> <p>6-P.18 Ensure that development in the McClellan-Palomar Airport Influence Area is consistent with the land use compatibility policies contained in the McClellan-Palomar Airport Land Use Compatibility Plan.</p> <p>Land Use and Community Design Element Goal</p> <p>2-G.13 Maintain land use compatibility between McClellan-Palomar Airport and surrounding land uses, and encourage the airport’s continued operations while ensuring it does not unduly impact existing neighborhoods and communities.</p> <p>Land Use and Community Design Element Policies</p> <p>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</p>	<p>Less than significant</p>

Table ES-3: Summary of Significant Impacts and Proposed General Policies and Mitigation Measures that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<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 Airport Land Use Commission recommendations in the review of development proposals.</p> <p>2-P.36 Coordinate with the San Diego County 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 the geographic expansion of McClellan-Palomar Airport unless approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)</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>Public Safety Element Policies</p> <p>6-P.27 Maintain adequate Police and Fire Department staff to provide adequate and timely response to all emergencies.</p> <p>6-P.28 Ensure Fire Department facilities and service are provided consistent with the minimum performance standards of the city’s Growth Management Plan.</p> <p>6-P.30 Maintain close coordination between planned improvements to the circulation system within the city and the location of fire stations to assure adequate levels of service and response times to all areas of the community.</p> <p>6-P.32 Coordinate the delivery of fire protection services through mutual aid</p>	Less than significant

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	<p>agreements with other agencies when appropriate.</p> <p>Land Use and Community Design Element Goals</p> <p>2-G.22 Ensure that adequate public facilities and services are provided in a timely manner to preserve the quality of life of residents.</p>	
<p>3.6-7 The proposed General Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>The proposed General Plan goals and policies discussed above under impacts 3.6-1 and 3.6-6, would reduce potential impacts associated with the risk of loss, injury, or death involving wildland fires. In addition, the following proposed policies would further reduce potential impacts:</p> <p>Public Safety Element Policies</p> <p>6-P.33 Enforce the Uniform Building and Fire codes, adopted by the city, to provide fire protection standards for all existing and proposed structures.</p> <p>6-P.35 When future development is proposed to be intermixed with wildlands and/or adjacent to wildlands, require applicants to comply with the city’s adopted Landscape Manual, which includes requirements related to fire protection, and calls for preparation of a fire protection plan when a proposed project contains or is bounded by hazardous vegetation or is within an area bounded by a very high fire hazard severity zone, or as determined by the Fire Code official or his representative.</p>	Less than significant
Historical, Archaeological, and Paleontological Resources		
<p>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>Arts, History, Culture, and Education Element Goals</p> <p>7-G.1 Recognize, protect, preserve, and enhance the city’s diverse heritage.</p> <p>7-G.2 Make Carlsbad’s history more visible and accessible to residents and visitors.</p> <p>Arts, History, Culture, and Education Element Policies</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.</p> <p>7-P.2 Encourage the use of regional, state, and federal programs that promote cultural preservation to upgrade and redevelop properties with historic or cultural value. Consider becoming a participant in the Mills Act tax incentive program.</p> <p>7-P.5 Encourage the rehabilitation of qualified historic structures through application of the California Historical Building Code.</p> <p>7-P.6 Ensure compliance with the City of Carlsbad Cultural Resource Guidelines to avoid or substantially reduce impacts to historic structures listed or eligible to be listed in the National Register of Historic Places or the California Register of Historical Resources.</p>	
<p>3.7-2 Development under the proposed General Plan would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.</p>	<p>Arts, History, Culture, and Education Element Policies</p> <p>7-P.7 Implement the City of Carlsbad Cultural Resources Guidelines to avoid or substantially reduce impacts to archaeological and paleontological resources.</p> <p>7-P.8 During construction of specific development projects, require monitoring of grading, ground-disturbing, and other major earthmoving activities in previously undisturbed areas or in areas with known archaeological or paleontological resources by a qualified professional, as well as a tribal monitor during activities in areas with cultural resources of interest to local Native American tribes. Both the qualified professional and tribal monitor shall observe grading, ground-disturbing, and other earth-moving activities.</p> <p>7-P.9 Ensure that treatment of any cultural resources discovered during site grading complies with the City of Carlsbad Cultural Resource Guidelines. Determination of the significance of the cultural resource(s) and development and implementation of any data recovery program shall be conducted in</p>	<p>Less than significant</p>

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	<p>consultation with interested Native American tribes. All Native American human remains and associated grave goods shall be returned to their most likely descendent and repatriated. The final disposition of artifacts not directly associated with Native American graves shall be negotiated during consultation with interested tribes; if the artifact is not accepted by Native American tribes, it shall be offered to an institution staffed by qualified professionals, as may be determined by the City Planner. Artifacts include material recovered from all phases of work, including the initial survey, testing, indexing, data recovery, and monitoring.</p> <p>7-P.10 Require consultation with the appropriate organizations and individuals (e.g., Information Centers of the California Historical Resources Information Systems [CHRIS], the Native American Heritage Commission [NAHC], and Native American groups and individuals) to minimize potential impacts to cultural resources that may occur as a result of a proposed project.</p> <p>7-P.11 Prior to occupancy of any buildings, a cultural resource monitoring report identifying all materials recovered shall be submitted to the City Planner.</p>	
3.7-3 Development under the proposed General Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Arts, History, Culture, and Education Element Policies listed under Impact 3.7-2 would reduce the impact to less than significant.	Less than significant
3.7-4 The proposed General Plan would not disturb any human remains, including those interred outside of formal cemeteries.	None provided.	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
Hydrology and Flooding/Water Quality		
3.8-1 Development under the proposed General Plan would not violate any federal, state, or local water quality standards or waste discharge requirements.	<p>Open Space, Conservation, and Recreation Element</p> <p><i>Agricultural Resources</i></p> <p>4-P.48 Ensure that the grading of agricultural lands is accomplished in a manner that minimizes erosion of hillsides and minimizes stream siltation and to maintain the appearance of natural hillsides and other land forms wherever possible.</p> <p>4-P.49 Prevent agricultural run-off and other forms of water pollution from entering the storm drain system and polluting the city’s water bodies.</p> <p><i>Water Quality</i></p> <p>4-G-12 Promote the protection of Carlsbad’s creeks, lagoons, ocean, and other natural water bodies from pollution.</p> <p>4-P.56 Work with the stakeholders in the community and region, such as but not limited to the San Diego Regional Water Quality Control Board (RWQCB), California Fish and Wildlife, US Fish and Wildlife, Coastal Commission, Army Corps of Engineers, Environmental Protection Agency, neighboring cities, counties, businesses, residents, and non-profit groups, to comply with applicable federal, state and local regulations related to water quality in our region, consistent with the city’s current NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations. Prepare and implement any applicable plans such as a Water Quality Improvement Plan, Integrated Regional Water Management Plan, Load Reduction Plan, or others as needed to comply with applicable regulations.</p> <p>4-P.57 Require developments to incorporate structural and non-structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads. Do not allow post-development runoff from a site that would cause or contribute to an exceedance of receiving water quality objectives or</p>	Less than significant

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	<p>has not been reduced to the maximum extent practicable.</p> <p>4-P.58 Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close as possible to, the source (i.e., the point where water initially meets the ground or source of potential pollution) to minimize the transport of urban runoff and pollutants offsite and into a municipal separate storm sewer system (MS4).</p> <p>4-P.59 Make any necessary structural control changes to the storm water conveyance system to remove or reduce storm water pollutant levels.</p> <p>4-P.60 Conduct analysis of the effectiveness of the overall pollution prevention programs in Carlsbad consistent with the city’s NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations.</p> <p>4-P.61 Continue to implement a program to detect and eliminate illicit connections to storm drains and illegal discharges of non-storm water wastes into storm water conveyance systems.</p> <p>4-P.62 Continue to implement a program for the testing and monitoring of storm water and/or non-storm water flows consistent with the city’s NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations.</p> <p>4-P.63 Preserve, where possible, natural watercourses or provide naturalized drainage channels within the city. Where feasible, implement restoration and rehabilitation opportunities.</p> <p>4-P.64 Coordinate the needs of storm water pollution management with habitat management, flood management, capital improvement projects, development, aesthetics and other open space needs.</p>	

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<p>3.8-2 Development under the proposed General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of local groundwater tables.</p>	<p>The policies listed under 3.8-1 apply, in addition to the ones below.</p> <p>Sustainability Element Policies</p> <p>9-P.5 Undertake measures to expand the use of recycled water for landscape irrigation and commercial and industrial process water. Encourage potential future customers identified in the latest Recycled Water Master Plan to retrofit their water systems to utilize recycled water as it becomes available and cost-effective to do so.</p> <p>9-P.6 Promote the use of on-site gray water and rainwater collection systems through education, expedited permitting review, fee exemptions and other measures.</p>	<p>Less than significant</p>
<p>3.8-3 Development under the proposed General Plan would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or by increasing the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.</p>	<p>Open Space, Conservation, and Recreation Element Policies</p> <p>The proposed General Plan Policies 4-P.56, 4-P.57, and 4-P.63, listed above, would help to reduce impacts to existing drainage.</p>	<p>Less than significant</p>
<p>3.8-4 Development under the proposed General Plan would not create or contribute runoff that would exceed the capacity of existing or planned storm drain systems, or that would provide substantial additional sources of polluted</p>	<p>Open Space, Conservation, and Recreation Element Policies</p> <p>Proposed General Plan Goal 4-G.12 and Policies 4-P.48 and 4-P.56, through 4-P.63, listed above would help to reduce impacts to the storm drainage system.</p>	<p>Less than significant</p>

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
runoff.		
3.8-5 Development under the proposed General Plan would not otherwise substantially degrade water quality.	Open Space, Conservation, and Recreation Element Policies Proposed General Plan Goal 4-G.12 and Policies 4-P.48 and 4-P.56, through 4-P.63, listed above would help to reduce impacts to water quality.	Less than significant
3.8-6 Development under the proposed General Plan would not place housing within a 100-year flood hazard area on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	Public Safety Element Policies The following goal and policies would reduce potential impacts associated with flood hazards. 6-G.1 Minimize injury, loss of life, and damage to property resulting from fire, flood, hazardous material release, or seismic disasters. 6-P.1 Enforce the Cobey-Alquist Floodplain Management Act and the city's Floodplain Management Regulations to prohibit construction of structures in a designated floodway where such development would endanger life or significantly restrict the carrying capacity of the designated floodway; and to regulate development within other areas of special flood hazard, flood related erosion hazard and mudslide hazard to ensure such development does not adversely affect public health and safety due to water and erosion hazards, or result in damaging increases in erosion, flood height or velocities. 6-P.2 Continue to implement and pursue flood control programs that reduce flood hazards, such as the city's Grading Ordinance and the Floodplain Management Regulations. 6-P.3 Cooperate and coordinate with federal, state and local jurisdictions, and agencies involved in the mitigation of flood hazards from dam inundation, tsunamis, sea level rise, and major flood events. 6-P.4 Require all proposed drainage facilities to comply with the city's Standard Design Criteria to ensure they are properly sized to handle 100-year flood	Less than significant

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	<p>conditions.</p> <p>6-P.5 Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding.</p> <p>6-P.6 Enforce the requirements of Titles 18, 20, and 21 pertaining to drainage and flood control when reviewing applications for building permits and subdivisions.</p> <p>6-P.7 Comply with all requirements of the California Department of Water Resources' Division of Safety of Dams to ensure adequate flood control.</p> <p>6-P.8 Comply with Federal Emergency Management Agency (FEMA) requirements to identify flood hazard areas and control development within these areas in order for residents to qualify for federal flood insurance. Cooperate with FEMA on shoreline flooding hazards and other mapping efforts.</p>	
3.8-7 Development under the proposed General Plan would not place within a 100-year flood hazard area structures which would impede or redirect flood waters.	<p>Public Safety Element Policies Proposed Plan Goal 6-G.1 and Policies 6-P.4 through 6-P.11, listed above, would reduce potential impacts related to flooding.</p>	Less than significant
3.8-8 Development under the proposed General Plan would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<p>Public Safety Element Policies Proposed General Plan Goal 6-G.1 and Policies 6-P.4 through 6-P.11, listed above, would reduce potential impacts related to flooding.</p>	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
3.8-9 Development under the proposed General Plan would not expose people or structures to inundation by seiche, tsunami, or mudflow.	Public Safety Element Policies Proposed General Plan Goal 6-G.1 and Policies 6-P.4 through 6-P.11, listed above, would reduce potential impacts due to inundation by seiche, tsunami, or mudflow.	Less than significant
Land Use, Housing, and Population		
3.9-1 The proposed General Plan would not physically divide an established community and would increase connectivity locally and regionally.	<p>Land Use and Community Design Element Policies</p> <p>2-P.53 Integrate disparate master planned communities and neighborhoods into a cohesive whole, by establishing streetscape schemes along key connector streets and arterials.</p> <p>Mobility Element Goals</p> <p>3-G.2 Improve connectivity for residents, visitors and businesses.</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.12 Design new streets, and explore funding opportunities for existing streets, to minimize traffic volumes and/or speed, as appropriate, within residential neighborhoods without compromising connectivity for emergency first responders, bicycles, and pedestrians consistent with the city's Carlsbad Active Transportation Strategies. This should be accomplished through management and implementation of livable streets strategies and such programs like the Carlsbad Residential Traffic Management Plan.</p> <p>3-P.13 Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure,</p>	Beneficial

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	<p>pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination. Innovative program solutions include, but are not limited to, webpages with travel demand and traffic signal management information, car and bike share programs, active transportation campaigns, and intergenerational programs around schools to enhance safe routes to schools. Other innovative solutions include bicycle friendly business districts, electric and solar power energy transportation systems, intelligent transportation systems, semi-or full autonomous vehicles, trams, and shuttles.</p> <p>3-P.15 Encourage Caltrans, SANDAG, NCTD, and adjacent cities to improve regional connectivity and service consistent with regional planning efforts. This includes expansion of Interstate-5 with two HOV lanes in each direction and associated enhancements, a Bus Rapid Transit (BRT) route along Palomar Airport Road, shuttle bus services from COASTER stations, and other enhancements to improve services in the area.</p> <p>3-P.16 Engage Caltrans, the Public Utilities Commission, transit agencies, the Coastal Commission, and railroad agency(s) regarding opportunities for improved connections within the city, including:</p> <ul style="list-style-type: none"> • Improved connections across the railroad tracks at Chestnut Avenue and other locations • Completion and enhancements to the Coastal Rail Trail and/or equivalent trail along the coastline • Improved connectivity along Carlsbad Boulevard for pedestrians and bicyclists, such as a trail • Improved access to the beach and coastal recreational opportunities • Improved crossings for pedestrians across and along Carlsbad Boulevard. 	

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	<p>3-P.17 Implement connections and improvements identified in this Mobility Element, including those identified in policy 3-P.15, as well as:</p> <ul style="list-style-type: none"> • Extension of College Boulevard from Cannon Road to El Camino Real • Completion of the Poinsettia Lane connection near El Camino Real (Reach E) • Extension of Camino Junipero to the eastern city boundary • A bicycle/pedestrian trail/pathway connecting the eastern terminus of Marron Road to the east • A bicycle/pedestrian trail/pathway connecting the eastern terminus of Cannon Road to the east, and coordination with adjacent agencies to appropriately link to their facilities. <p>3-P.24 Improve and enhance parking, connectivity, access, and utilization for pedestrians and bicycles to COASTER stations, utility corridors, and open spaces consistent with city planning documents.</p> <p>3-P.28 Require developers to improve pedestrian and bicycle connectivity consistent with the city’s bicycle and pedestrian master plans and trails master planning efforts. In addition, new residential developments should demonstrate that a safe route to school and transit is provided to nearby schools and transit stations within a half-mile walking distance.</p> <p>3-P.29 Work with existing neighborhoods and businesses to improve pedestrian and bicycle connectivity and safety consistent with the city’s pedestrian and bicycle master plans and trails master planning efforts.</p> <p>3-P.30 Actively pursue grant programs such as SANDAG’s Active Transportation Grant Program and Smart Growth Incentive Program to improve non-</p>	

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	<p>automotive connectivity throughout the city. The emphasis of grant-funded projects shall be on implementation, which includes planning documents that guide and prioritize implementation, programs that encourage the use of active transportation modes, education for the use of active transportation modes, or physical improvements themselves.</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, and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p>	
<p>3.9-2 The proposed General Plan would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over projects in Carlsbad (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p><i>Land Use and Community Design Element Policies</i></p> <p>2-P.2 Update the city’s Local Coastal Program (LCP) to be consistent with the General Plan. Work with the California Coastal Commission to gain permitting authority for all areas of the city in the Coastal Zone.</p> <p>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</p>	<p>Less than significant</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 Airport Land Use Commission recommendations in the review of development proposals.</p> <p>2-P.43 Evaluate each discretionary application for development of property with regard to the following specific criteria [specifically subsections d, g, j and k]:</p> <p>...</p> <p>d. Site and/or building design features that will reduce greenhouse gas emissions over the life of the project, as outlined in the Climate Action Plan.</p> <p>...</p> <p>g. Compliance with the performance standards of the Growth Management Plan.</p> <p>...</p> <p>j. Policies and programs outlined in Local Coastal Programs where applicable.</p> <p>k. Consistency with applicable provisions of the Airport Land Use Compatibility Plan for McClellan-Palomar Airport.</p> <p>2-P.55 Ensure the dwelling unit limitations of the Growth Management Plan are adhered to when approving any residential General Plan amendment, zone change, tentative subdivision map or other discretionary permit</p> <p>2-P.56 Require compliance with Growth Management Plan public facility performance standards, as specified in the Citywide Facilities and Improvements Plan, to ensure that adequate public facilities are provided prior to or concurrent with development.</p>	

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	<p><i>Open Space, Conservation and Recreation Element Policies</i></p> <p>4-P.5 Require compliance with the Growth Management Plan open space performance standard specified in the Citywide Facilities and Improvements Plan, and maintain appropriate criteria, standards, and classifications. The following open space areas shall not be utilized to meet the open space performance standard:</p> <ol style="list-style-type: none"> a. Schools, except public school playgrounds, athletic fields and courts for which the city has joint use agreements with the school districts. b. Parks, public or private; however, credit may be granted for private parks if the granting of the open space credit will not adversely impact the city’s ability to obtain all of the applicable open space priorities identified for the local facilities management zone (LFMZ) by the Open Space and Conservation Resource Management Plan (OSCRMP). c. Open space that is not available to the public, unless it is an open space priority identified by the OSCRMP and the granting of the open space credit will not adversely impact the city’s ability to obtain all of the open space priorities identified for the LFMZ by the OSCRMP. d. Powerline easements, except where the land within the easement is identified by the OSCRMP as an open space priority, such as a trail or greenway, and the granting of the open space credit will not adversely impact the city’s ability to achieve all of the open space priorities identified for the LFMZ by the OSCRMP. Major powerline easements that provide key links to the Carlsbad trail system shall receive credit toward the open space performance standard. e. Golf courses, except those portions of golf courses identified by the OSCRMP as an open space priority, such as a trail or greenway. Credit 	

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	<p>may be granted for other areas of a golf course if the granting of the open space credit for this area will not adversely impact the city's ability to achieve all of the open space priorities identified for the LFMZ by the OSCRMP.</p> <p>4-P.8 Maintain and implement the city's Habitat Management Plan (HMP), including the requirement that all development projects comply with the HMP and related documents. Require assessments of biological resources prior to approval of any development on sites with sensitive habitat, as depicted in Figure 4-3 [of the proposed General Plan].</p> <p>4-P.56 Work with the stakeholders in the community and region, such as but not limited to the San Diego Regional Water Quality Control Board (RWQCB), California Fish and Wildlife, US Fish and Wildlife, Coastal Commission, Army Corps of Engineers, Environmental Protection Agency, neighboring cities, counties, businesses, residents, and non-profit groups, to comply with applicable federal, state and local regulations related to water quality in our region, consistent with the city's current NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations. Prepare and implement any applicable plans such as a Water Quality Improvement Plan, Integrated Regional Water Management Plan, Load Reduction Plan or others as needed to comply with applicable regulations.</p> <p>Noise Element Policies</p> <p>5-P.9 Continue to enforce the California Motor Vehicle Code as it applies to excessive noise. The Carlsbad Police Department should continue to reduce the number of excessively noisy vehicles on city streets and deter persons from operating their motor vehicles in a noisy manner.</p> <p>5-P.12 Use the noise policies in the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) to determine acceptability of a land use within the</p>	

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>airport's influence area (AIA) as depicted in the ALUCP. Additional disclosure actions for new development in the AIA, such as avigation easements, deed restrictions, recorded notice, etc., are required of developers/sellers of noise impacted residential units.</p> <p>Public Safety Element</p> <p>6-P.1 Enforce the Cobey-Alquist Floodplain Management Act and the city's Floodplain Management Regulations to prohibit construction of structures in a designated floodway where such development would endanger life or significantly restrict the carrying capacity of the designated floodway; and to regulate development within other areas of special flood hazard, flood related erosion hazard and mudslide hazard to ensure such development does not adversely affect public health and safety due to water and erosion hazards, or result in damaging increases in erosion, flood height or velocities.</p> <p>6-P.2 Continue to implement and pursue flood control programs that reduce flood hazards, such as the city's Grading Ordinance and the Floodplain Management Regulations.</p> <p>6-P.6 Enforce the requirements of Titles 18, 20, and 21 pertaining to drainage and flood control when reviewing applications for building permits and subdivisions.</p> <p>6-P.7 Comply with all requirements of the California Department of Water Resources' Division of Safety of Dams to ensure adequate flood control.</p> <p>6-P.8 Comply with Federal Emergency Management Agency (FEMA) requirements to identify flood hazard areas and control</p> <p>6-P.15 In accordance with the California Subdivision Map Act, deny subdivision maps if a project site is not physically suitable for either the type or density of a</p>	

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>proposed development because of geologic, seismic, or other hazards.</p> <p>6-P.20 Coordinate with the County of San Diego and use the San Diego County Multi-Jurisdictional Hazard Mitigation Plan as a guide for implementing actions to reduce hazardous waste impacts.</p> <p>6-P.28 Ensure Fire Department facilities and service are provided consistent with the minimum performance standards of the city's Growth Management Plan.</p> <p>6-P.33 Enforce the Uniform Building and Fire codes, adopted by the city, to provide fire protection standards for all existing and proposed structures.</p> <p>Sustainability Element</p> <p>9-P.1 Use the Climate Action Plan as the city's policy and action guide to reduce Carlsbad's contribution to climate change.</p>	
3.9-3 The proposed General Plan would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in excess of the Growth Management Plan.	<p>2-P.55 Ensure the dwelling unit limitations of the Growth Management Plan are adhered to when approving any residential General Plan amendment, zone change, tentative subdivision map or other discretionary permit</p> <p>2-P.56 Require compliance with Growth Management Plan public facility performance standards, as specified in the Citywide Facilities and Improvements Plan, to ensure that adequate public facilities are provided prior to or concurrent with development.</p>	Less than significant
Noise		
3.10-1 Development under the proposed General Plan would not expose persons to or generate noise levels in excess of the standards established in the proposed General Plan Noise Element.	<p>Noise Element Policies</p> <p>5-G.1 Protect public health and welfare by eliminating existing noise problems where feasible, maintaining an acceptable indoor and outdoor acoustic environment, and preventing significant degradation of the acoustic environment.</p> <p>5-G.2 Ensure that new development is compatible with the noise environment, by</p>	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>continuing to use potential noise exposure as a criterion in land use planning.</p> <p>5-G.3 Guide the location and design of transportation facilities, industrial uses and other potential noise generators to minimize the effects of noise on adjacent land uses.</p> <p>5-P.1 Acceptability of Use Location. Use the noise and land use compatibility matrix ([General Plan] Table 5-1) and Future Noise Contours map ([General Plan] Figure 5-3) as criteria to determine acceptability of a land use, including the improvement/construction of streets, railroads, freeways and highways. Do not permit new noise-sensitive uses—including schools, hospitals, places of worship, and homes—where noise levels are “normally unacceptable” or higher, if alternative locations are available for the uses in the city.</p> <p>5-P.2 Required Noise Analysis. Require a noise analysis be conducted for all discretionary development proposals (except for developments of single family homes with four units or fewer) located where projected noise exposure would be other than “normally acceptable”.</p> <p>A required noise analysis should:</p> <ol style="list-style-type: none"> a. Be prepared by a certified noise consultant or acoustical engineer; b. Be funded by the applicant; c. Include a representative, on-site day and night sound level measurement; d. Include a delineation of current (measured) and projected (General Plan or 10 years in future, whichever horizon extends further out) noise contours; e. Identify noise levels with and without the proposed project, ranging from 55 to 75 dBA (Ldn) within the proposed development site; and 	

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	<p>f. If noise levels exceed the standards in Table 5-1 [General Plan], include a description of adequate and appropriate noise abatement measures to mitigate the noise to allowable levels for the proposed use.</p> <p>5-P.3 Noise-Attenuation. For all projects that require discretionary review and have noise exposure levels that exceed the standards in [General Plan] Table 5-1, require site planning and architecture to incorporate noise-attenuating features. With mitigation, development should meet the allowable outdoor and indoor noise exposure standards in [General Plan] Table 5-2. When a building’s openings to the exterior are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided.</p> <p>5-P.4 Exterior Noise Levels Exceeding Acceptable Level. If the noise analysis shows that exterior noise levels cannot be mitigated to an acceptable level as identified in [General Plan] Table 5-2, the development should not be approved without one or more of the following findings:</p> <p>a. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the noise.</p> <p>b. Changes or alterations to avoid or substantially lessen noise are within the responsibility and jurisdiction of another public agency and not the City of Carlsbad. Such changes have been adopted by such other agency or can and should be adopted by such other agency.</p> <p>c. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives to avoid or substantially lessen noise.</p> <p>If a project is approved with exterior noise levels exceeding the acceptable noise level, all purchasers of the impacted property shall be notified in writing prior to purchase, and by deed disclosure in writing, that the property they are purchasing is, or will be, impacted by noise and does not meet City of</p>	

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	<p>Carlsbad noise standards for residential property.</p> <p>5-P.5 Noise Generation. As part of development project approval, require that noise generated by a project does not exceed standards established in [General Plan] Table 5-3.</p> <p>5-P.7 Mitigation Cost. The City of Carlsbad shall not fund mitigation of existing or future noise impacts from streets, railroad, airport or any other source for existing or future private development within the city.</p> <p>5-P.8 Noise Guidelines Manual. Update the Noise Guidelines Manual to ensure consistency with General Plan standards and policies, and contemporary practices.</p> <p>5-P.9 Continue to enforce the California Motor Vehicle Code as it applies to excessive noise. The Carlsbad Police Department should continue to reduce the number of excessively noisy vehicles on city streets and deter persons from operating their motor vehicles in a noisy manner.</p> <p>5-P.10 Consider noise impacts in the design of road systems and give special consideration to noise sensitive areas.</p> <p>5-P.11 Review traffic flow systems and, wherever possible, synchronize signalization and/or implement other traffic flow improvements to avoid traffic stops and starts, and adjust traffic flow to achieve noise levels acceptable to surrounding areas.</p>	
3.10-2 Development under the proposed General Plan could expose persons to or generate excessive groundborne vibration or groundborne noise levels	None listed.	Less than significant

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3.10-3 Development under the proposed Plan would not increase noise levels by 3 dBA in areas that already exceed city standards and that would impact sensitive land uses.	Noise Element Policies See policies 5-P.9 through 5-P.11, under Impact 3.10-1, above.	Less than significant
3.10-4 Development under the proposed General Plan would not produce a substantial permanent, temporary or periodic increase in ambient noise levels above levels existing without the proposed General Plan.	Noise Element Policies See Goals 5-G.1 through 5-G.3 and Policies 5-P.1 through 5-P.5 and 5-P.7 through 5-P.11, under Impact 3.10-1, above.	Less than significant
3.10-5 The proposed General Plan would not result in projects that expose persons residing or working in the project area to excessive noise levels due to the project's location in an airport land use plan area or within two miles of a public airport or public use airport.	Noise Element Policies 5-G.4 Ensure long-term compatibility between the airport and surrounding land use. 5-P.12 Use the noise policies in the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) to determine acceptability of a land use within the airport's influence area (AIA) as depicted in the ALUCP. Additional disclosure actions for new development in the AIA, such as aviation easements, deed restrictions, recorded notice, etc., are required of developers/sellers of noise impacted residential units. 5-P.13 For projects within the Airport Influence Area, utilize the noise standards contained in the McClellan-Palomar ALUCP, as well as the noise standards contained in this [Noise] element. However, reserve the right to overrule the ALUCP as provided for in State Public Utilities Code Section 21676. 5-P.14 Recognize that procedures for the abatement of aircraft noise have been identified in the Fly Friendly Program for McClellan-Palomar Airport. The city expects the widespread dissemination of, and pilot adherence to, the adopted	Less than significant

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	<p>procedures.</p> <p>5-P.15 Expect the airport to control noise 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 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.</p>	
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>Land Use and Community Design Element Goals</p> <p>2-G.2 Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public support systems such as transit, parks, schools, and utilities.</p> <p>2-P.50 Work with the California Parks Department to enhance recreation, public access, 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 principle 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>	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Land use-Use and Community Design Element Policies</p> <p>2-P.55 Ensure the dwelling unit limitations of the Growth Management Plan are adhered to when approving any residential General Plan amendment, zone change, tentative subdivision map or other discretionary permit.</p> <p>2-P.56 Require compliance with Growth Management Plan public facility performance standards, as specified in the Citywide Facilities and Improvements Plan, to ensure that adequate public facilities are provided prior to or concurrent with development.</p> <p>2-P.57 Coordinate future development with the Capital Improvement Program (CIP) to ensure adequate funding for needed facilities and services; and prioritize the funding of CIP projects to provide facilities and services to infill areas, in transit priority or planned smart growth areas, and areas where existing deficiencies exist.</p> <p>2-P.58 Maintain the Growth Management monitoring and annual reporting program, which: a) monitors the number of existing and future dwelling units compared to the growth management dwelling unit limitations, and b) measures the city's public service requirements against the rate of physical growth. Use this information to establish priorities for capital improvement funding, and when considering development requests.</p> <p>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</p>	

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	<p style="text-align: center;">without making corresponding reductions in residential capacity.</p> <p>Open Space, Conservation, and Recreation Element Goals</p> <p>4-G.1 Develop a balanced and integrated open space system reflecting a variety of considerations—resource conservation, production of resources, recreation, and aesthetic and community identity—and ensuring synergies between various open space components and compatibility with land use planning.</p> <p>4-G.4 Maintain a diversified, comprehensive system of open space for outdoor recreation, including, but not limited to: parks; beaches; areas for organized sports; connecting corridors containing trails; water recreation areas (beaches, lagoons, lakes); unique conservation areas for nature study; and, semi-developed areas for camping.</p> <p>4-G.5 Offer a wide variety of recreational activities and park facilities designed to encourage educational benefits and active or passive participation by users of all ages and interests.</p> <p>4-G.6 Operate a financially self-supportive system of recreational facilities and programs.</p> <p>4-G.7 Coordinate the planning of park facilities and trails with other recreation-oriented land uses such as open space.</p> <p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-P.19 Develop, implement and periodically update a 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>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.</p> <p>4-P.21 Maintain appropriate recreational standards for employment areas.</p> <p>4-P.24 Consider accessibility, housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations. Wherever possible, park sites should be located near schools or natural areas.</p> <p>4-P.25 Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods—the Village and Barrio—where new residential development is contemplated.</p> <p>4-P.26 Provide for joint-use facility agreements with local school districts to meet neighborhood and community recreational needs.</p> <p>4-P.27 Require, where possible, developers of master planned communities to provide pocket parks and active recreational facilities unique to each development. Maintenance of pocket parks shall be accomplished through homeowners’ association dues. Pocket parks shall remain in private ownership.</p> <p>4-P.29 Consider the following during the development/re-development of parkland: expanding minimum buffers around sensitive resources; utilizing natural 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</p>	

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	<p>landscape refurbishment and new park development projects.</p> <p>4-P.30 Design parks to protect public safety by ensuring adequate lighting, signage, and maintenance.</p>	
<p>3.11-2 Implementation of the proposed General Plan would not result in substantial adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered school facilities in order to maintain acceptable service standards.</p>	<p>Arts, History, Culture, and Education Element Goals</p> <p>7-G.9 Work with school districts to ensure educational facilities with sufficient permanent capacity are available to meet the needs of current and future projected enrollment. Consult with the school districts on policies and projects that affect the provision of educational facilities and services.</p> <p>Arts, History, Culture, and Education Element Policies</p> <p>7-P.22 Support efforts by the Carlsbad Unified School District, other school districts that serve Carlsbad residents, and childcare service providers to establish, maintain, and improve educational facilities and services.</p> <p>7-P.23 Coordinate with the school districts to ensure that school facilities have adequate capacity to accommodate projected enrollment resulting from the city’s population growth and development.</p>	<p>Less than significant</p>
<p>3.11-3 Implementation of the proposed Carlsbad General Plan would not result in substantial adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered library facilities in order to maintain acceptable service standards.</p>	<p>Land Use and Community Design Element Goals</p> <p>2-G.22 Ensure that adequate public facilities and services are provided in a timely manner to preserve the quality of life of residents.</p> <p>2-G.23 Develop programs that correlate the projected population with the service capabilities of the city.</p> <p>Land Use and Community Design Element Policies Policies 2-P.55, 2-P.56, 2-P.57, 2-P.58, and 2-P.59 as listed above.</p> <p>Open Space, Conservation, and Recreation Element Policies</p> <p>4-P.55 Ensure that construction and grading projects minimize short-term impacts to</p>	<p>Less than significant</p>

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
	<p>air quality.</p> <p>a) Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with city requirements, which include standards for best management practices that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance;</p> <p>b) Require grading projects to undertake measures to minimize mononitrogen oxides (NOx) emissions from vehicle and equipment operations; and</p> <p>c) Monitor all construction to ensure that proper steps are implemented.</p> <p>4-P.57 Require developments to incorporate structural and non-structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads. Do not allow post-development runoff from a site that would cause or contribute to an exceedance of receiving water quality objectives or has not been reduced to the maximum extent practicable.</p> <p>Arts, History, Culture, and Education Element Policies</p> <p>7-P.28 Ensure that Carlsbad library facilities and programs are expanded commensurate with the city’s population growth in order to maintain compliance with the Growth Management Plan.</p> <p>7-P.29 Provide adequate library facilities and programs that align with residents’ lifelong learning needs and abilities, such as through facilities design, services and service delivery methods, and partnerships with educational and learning institutions.</p>	
3.11-4 Implementation of the proposed Carlsbad General Plan would not result in substantial adverse physical or other environmental impacts associated with the	<p>Land Use and Community Design Element Goals Goals 2-G.22 and 2-G.33, listed above.</p> <p>Open Space, Conservation, and Recreation Element Policies Policies 4-P.55 and 4-P.57 listed above.</p>	Less than significant

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<p>provision of or need for construction of new or physically altered police and fire facilities in order to maintain acceptable service standards.</p>	<p>Public Safety Element Policies</p> <p>6-P.29 Encourage physical planning and community design practices that deter crime and promote safety.</p> <p>6-P.30 Maintain close coordination between planned improvements to the circulation system within the city and the location of fire stations to assure adequate levels of service and response times to all areas of the community.</p> <p>6-P.31 Consider site constraints in terms of hazards and current levels of emergency service delivery capabilities when making land use decisions. In areas where population or building densities may be inappropriate to the hazards present, take measures to mitigate the risk of life and property loss.</p> <p>6-P.32 Coordinate the delivery of fire protection services through mutual aid agreements with other agencies when appropriate.</p> <p>6-P.33 Enforce the Uniform Building and Fire codes, adopted by the city, to provide fire protection standards for all existing and proposed structures.</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.35 When future development is proposed to be intermixed with wildlands and/or adjacent to wildlands, require applicants to comply with the city's adopted Landscape Manual, which includes requirements related to fire protection, and calls for preparation of a fire protection plan when a proposed project contains or is bounded by hazardous vegetation or is within an area bounded by a very high fire hazard severity zone, or as determined by the Fire Code official or his representative.</p>	

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3.11-5 Implementation of the proposed Carlsbad General Plan would not result in substantial adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered city administrative facilities in order to maintain acceptable service standards.	<p>Land Use and Community Design Element Goals Goals 2-G.22 and 2-G.33, listed above.</p> <p>Land Use and Community Design Element Policies Policies 2-P.55, 2-P.56, 2-P.57, 2-P.58, and 2-P.59 as listed above.</p> <p>Open Space, Conservation, and Recreation Element Policies Policies 4-P.55 and 4-P.57 listed above.</p>	Less than significant
Public Utilities and Infrastructure		
3.12-1 Development under the proposed General Plan would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	<p>Land Use and Community Design Element Policies</p> <p>2-G.22 Ensure that adequate public facilities and services are provided in a timely manner to preserve the quality of life of residents.</p> <p>2-G.23 Develop programs that correlate the projected population with the service capabilities of the city.</p> <p>2-P.8 Do not permit residential development to exceed the applicable Growth Management Control Point (GMCP) density unless the following findings are made:</p> <ol style="list-style-type: none"> 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. c. There have been sufficient residential projects approved at densities below the GMCP so the citywide and quadrant dwelling unit limits will not 	Less than significant

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	<p>be exceeded as a result of the proposed project.</p> <p>d. 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.</p> <p>2-P.55 Ensure the dwelling unit limitations of the Growth Management Plan are adhered to when approving any residential General Plan amendment, zone change, tentative subdivision map or other discretionary permit.</p> <p>2-P.56 Require compliance with Growth Management Plan public facility performance standards, as specified in the Citywide Facilities and Improvements Plan, to ensure that adequate public facilities are provided prior to or concurrent with development.</p> <p>2-P.57 Coordinate future development with the Capital Improvement Program (CIP) to ensure adequate funding for needed facilities and services; and prioritize the funding of CIP projects to provide facilities and services to infill areas, in transit priority or planned smart growth areas, and areas where existing deficiencies exist.</p> <p>2-P.58 Maintain the Growth Management monitoring and annual reporting program, which: a) monitors the number of existing and future dwelling units compared to the growth management dwelling unit limitations, and b) measures the city's public service requirements against the rate of physical growth. Use this information to establish priorities for capital improvement funding, and when considering development requests.</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>Land Use and Community Design Element Policies Goals 2-G.22 and 2-G.23, and Policies 2-P.8, and 2-P.55 through 2-P.58, listed above, in addition to those presented below, reduce impacts related to construction of new water or wastewater treatment facilities.</p> <p>2-P.34 Encourage 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 irrigation and landscape design measures for the municipal golf course (Crossings at Carlsbad) that will result in decreased water consumption.</p> <p>9-P.5 Undertake measures to expand the use of recycled water for landscape irrigation and commercial and industrial process water. Encourage potential future customers identified in the latest Recycled Water Master Plan to retrofit their water systems to utilize recycled water as it becomes available and cost-effective to do so.</p> <p>9-P.6 Promote the use of on-site gray water and rainwater collection systems through education, expedited permitting review, fee exemptions and other measures.</p> <p>9-P.7 Investigate the feasibility of developing full-functioning groundwater systems in the San Luis Rey River Mission Groundwater Basin and Cannon Well Field within or near Rancho Carlsbad in order to reduce the city’s reliance on imported water.</p>	Less than significant

Table ES-3: Summary of Significant Impacts and Proposed General Policies and Mitigation Measures that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
3.12-3 Development under the proposed General Plan would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<p>Open Space, Conservation and Recreation Element Policies</p> <p>4-P.49 Prevent agricultural run-off and other forms of water pollution from entering the storm drain system and polluting the city’s water bodies.</p> <p>4-P.56 Work with the stakeholders in the community and region, such as but not limited to the San Diego Regional Water Quality Control Board (RWQCB), California Fish and Wildlife, US Fish and Wildlife, Coastal Commission, Army Corps of Engineers, Environmental Protection Agency, neighboring cities, counties, businesses, residents, and non-profit groups, to comply with applicable federal, state and local regulations related to water quality in our region, consistent with the city’s current NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations. Prepare and implement any applicable plans such as a Water Quality Improvement Plan, Integrated Regional Water Management Plan, Load Reduction Plan or others as needed to comply with applicable regulations.</p> <p>4-P.57 Require developments to incorporate structural and non-structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads. Do not allow post-development runoff from a site that would cause or contribute to an exceedance of receiving water quality objectives or has not been reduced to the maximum extent practicable.</p> <p>4-P.58 Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close as possible to, the source (i.e., the point where water initially meets the ground or source of potential pollution) to minimize the transport of urban runoff and pollutants offsite and into a municipal separate storm sewer system (MS4).</p> <p>4-P.59 Make any necessary structural control changes to the storm water conveyance</p>	Less than significant

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	<p>system to remove or reduce storm water pollutant levels.</p> <p>4-P.60 Conduct analysis of the effectiveness of the overall pollution prevention programs in Carlsbad consistent with the city’s NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations.</p> <p>4-P.61 Continue to implement a program to detect and eliminate illicit connections to storm drains and illegal discharges of non-storm water wastes into storm water conveyance systems.</p> <p>4-P.62 Continue to implement a program for the testing and monitoring of storm water and/or non-storm water flows consistent with the city’s NPDES Municipal Storm Water Permit issued by the RWQCB or other related regulations.</p> <p>4-P.63 Preserve, where possible, natural watercourses or provide naturalized drainage channels within the city. Where feasible, implement restoration and rehabilitation opportunities.</p> <p>4-P.64 Coordinate the needs of storm water pollution management with habitat management, flood management, capital improvement projects, development, aesthetics and other open space needs.</p>	
3.12-4 Development under the proposed General Plan would not have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.	Goals 2-G.22, 2-G.23 and 9-G.4, and Policies 2-P.8, 2-P.56 through 2-P.59 and 9-P.3 through 9-P.7, listed above would help ensure the city would have sufficient water supplies available to serve the project.	Less than significant

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<i>Impact</i>	<i>Proposed General Policies, Other Measures and Mitigation that Reduce the Impact</i>	<i>Significance Level</i>
3.12-5 Development under the proposed General Plan would not result in a determination by the wastewater treatment provider which serves or may serve Carlsbad that it has inadequate capacity to serve the proposed General Plan's projected demand in addition to the provider's existing commitments.	Goals 2-G.22 and 2-G.23, and Policies 2-P.8, 2-P.56 through 2-P.59, 9-P.10, and 9-P.11, listed above, would reduce potential impacts related to wastewater capacity.	Less than significant
3.12-6 Development under the proposed General Plan would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	<p>Goal 2-G.22, Goal 2-G.23, Policy 2-P.8, Policy 2-P.56 through Policy 2-P.59 listed above, in addition to those presented below, would help ensure the city would have sufficient capacity to accommodate the project's solid waste disposal needs.</p> <p>Sustainability Element Policies</p> <p>9-P.9 Adopt a construction and demolition waste recycling ordinance that requires, except in unusual circumstances, all construction, demolition and renovation projects meeting a certain size or dollar value, to divert from landfills 100 percent of all Portland cement concrete and asphalt concrete and an average of at least 50 percent of all remaining non-hazardous debris from construction, demolition, and renovation projects.</p> <p>Public Safety Element Policies</p> <p>6-P.26 Support public awareness and participation in household hazardous waste management, solid waste, and recycling programs.</p>	Less than significant
3.12-7 Development under the proposed General Plan would comply with federal, state, and local statutes and regulations related to solid waste.	<p>Policies 9-P.9 and 6-P.26 listed above, in addition to those presented below, would help ensure the proposed General Plan would comply with federal, state, and local solid waste regulations.</p> <p>Public Safety Element Policies</p> <p>6-P.19 Limit hazards associated with the manufacture, use, transfer, storage and</p>	Less than significant

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	<p>disposal of hazardous materials and hazardous wastes through enforcement of applicable local, county, state and federal regulations.</p> <p>6-P.21 Regulate locations for the manufacture, storage, and use of hazardous materials within the city through implementation of Carlsbad Municipal Code Title 21 (Zoning Ordinance).</p>	
Transportation		
<p>3.13-1 The proposed General Plan would exceed an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit as defined below:</p> <ul style="list-style-type: none"> • Degradation of level of service to below a LOS D for a prioritized travel mode at a facility that is not exempt from the LOS D standard; or • Adds prioritized travel mode usage to a facility that is not exempt from the LOS D 	<p>[See below for policies by (a) Vehicle levels of service, (b) Pedestrian levels of service, (c) Bicycle levels of service, and (d) Transit levels of service]</p>	<p>Significant and unavoidable</p>

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<p>standard and is operating at a level of service below LOS D, or</p> <ul style="list-style-type: none"> Degrades traffic on a Caltrans' facility to a level of service below LOS C (Caltrans' acceptable operating standard) or adds traffic to a Caltrans' facility operating at an unacceptable LOS D, E, or F 		
<p><i>a) Vehicle Levels of Service</i></p>	<p>Mobility Element Policies</p> <p>3-P.4 Implement the city's MMLOS methodology by evaluating level of service (LOS) for prioritized modes. Maintain LOS D or better only for the prioritized modes of travel by street typology as outlined in Table 3-1 and Figure 3-1 [of the proposed General Plan].</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.7 Develop and maintain a list of LOS exempt intersections and streets approved by the City Council. For LOS exempt intersections and streets, the city will not implement motor vehicle capacity improvements to maintain the LOS standard outlined in Policy 3-P.4 if such improvements are beyond what is identified as appropriate at build out of the General Plan; however, other non-vehicle capacity-building improvements may be required to improve mobility,</p>	

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	<p>to the extent feasible, and/or to implement the livable streets goals and policies of this Mobility Element. To be considered LOS exempt, an intersection or street must be identified as built-out by the City Council because:</p> <ol style="list-style-type: none"> a. Acquiring the rights of way is not feasible; or b. The proposed improvements would significantly impact the environment in an unacceptable way and mitigation would not contribute to the nine core values of the Carlsbad Community Vision; or c. The proposed improvements would result in unacceptable impacts to other community values or General Plan policies; or d. The proposed improvements would require more than three through travel lanes in each direction. <p>3-P.8 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>3-P.9 Require new development that adds traffic to LOS-exempt locations (consistent with 3-P.7) to implement transportation demand management strategies that reduce the reliance on the automobile and assists in achieving the city’s livable streets vision.</p> <p>3-P.10 Update the Citywide Facilities and Improvements Plan to ensure consistency</p>	

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	<p>with the General Plan. This includes updating the circulation LOS standards methodologies to reflect a more balanced/multimodal approach.</p> <p>3-P.15 Encourage Caltrans, SANDAG, NCTD, and adjacent cities to improve regional connectivity and service consistent with regional planning efforts. This includes expansion of Interstate-5 with two HOV lanes in each direction and associated enhancements, a Bus Rapid Transit (BRT) route along Palomar Airport Road, shuttle bus services from COASTER stations, and other enhancements to improve services in the area.</p>	
<i>b) Pedestrian Levels of Service</i>	<p>Mobility Element Policies</p> <p>In addition to policies in (a) listed above, the following policies would reduce potential impacts to pedestrian levels of service.</p> <p>3-P.2 Integrate livable streets in all capital improvement projects, where applicable, as well as new development projects.</p> <p>3-P.3 Apply and update the city’s multi-modal level of service (MMLOS) methodology and guidelines that reflect the core values of the Carlsbad Community Vision related to transportation and connectivity. Utilize the MMLOS methodology to evaluate impacts of individual development projects and amendments to the General Plan on the city’s transportation system.</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.</p> <p>3-P.22 Identify and implement necessary pedestrian improvements on pedestrian-prioritized streets with special emphasis on providing safer access to schools, parks, community and recreation centers, shopping districts, and other</p>	

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	<p>appropriate facilities.</p> <p>3-P.25 Evaluate incorporating pedestrian and bicycle infrastructure within the city as part of any planning or engineering study, private development, or capital project where bicyclists or pedestrians are a prioritized or non-prioritized mode.</p>	
c) <i>Bicycle Levels of Service</i>	<p>Land Use and Community Design Element Policies</p> <p>2-P.48 Improve beach access through a variety of mechanisms, including [relevant sub bullet included]:</p> <p>c. Identify and implement more frequent pedestrian crossings along Carlsbad Boulevard. Identify and prioritize crossings from residential neighborhoods and existing bicycle and pedestrian trails.</p> <p>2-P.52 Plan and design Carlsbad Boulevard and adjacent public land (Carlsbad Boulevard coastal corridor) according to the following guiding principles [relevant sub bullet included]:</p> <p>j. Reimagining of Carlsbad Boulevard shall be visionary. The reimagined Carlsbad Boulevard corridor will incorporate core community values articulated in the Carlsbad Community Vision by providing: a) physical connectivity through multi-modal mobility improvements including bikeways, pedestrian trails, and a traffic-calmed street; b) social connectivity through creation of memorable public spaces; and c) economic vitality through a combination of visitor and local-serving commercial, civic, and recreational uses and services.</p> <p>Mobility Element Policies Policies 3-P.2, 3-P.3, 3-P.4, 3-P.11 and 3-P.25 listed above.</p>	

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<i>d) Transit Levels of Service</i>	<p>Mobility Element Policies In addition to policies 3-P.2, 3-P.3, 3-P.4, the following policies would reduce potential impacts to transit levels:</p> <p>3-P.5 Require developers to construct or pay their fair share toward improvements for all modes consistent with this Mobility Element, the Growth Management Plan, and specific impacts associated with their development.</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, and key destinations along the coast. The system could incorporate shuttle service in adjacent cities to maximize connectivity.</p> <p>3-P.32 Encourage NCTD, SANDAG and other transit providers to provide accessibility for all modes of travel to the McClellan-Palomar Airport area.</p> <p>3-P.33 Coordinate with NCTD to improve the quality of bus stop facilities in the city.</p>	
3.13-2 The proposed General Plan may result in a change in air traffic patterns including either an increase in traffic levels or a change in location that results in substantial safety risks.	<p>Land Use and Community Development Element</p> <p>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,</p>	Less than significant

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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 Airport Land Use Commission recommendations in the review of development proposals.</p> <p>2-P.36 Coordinate with the San Diego County 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 the geographic expansion of McClellan-Palomar Airport unless approved 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 San Diego County 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>Public Safety Element Policy</p> <p>6-P.18 Ensure that development in the McClellan-Palomar Airport Influence Area is consistent with the land use compatibility policies contained in the McClellan-Palomar Airport Land Use Compatibility Plan.</p>	

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<p>3.13-3 The proposed General Plan would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).</p>	<p>In addition to policy 3-P.10 listed above, the following policies would reduce potential impacts.</p> <p>Mobility Element Policies</p> <p>3-P.12 Design new streets, and explore funding opportunities for existing streets, to minimize traffic volumes and/or speed, as appropriate, within residential neighborhoods without compromising connectivity for emergency first responders, bicycles, and pedestrians consistent with the city’s Carlsbad Active Transportation Strategies. This should be accomplished through management and implementation of livable streets strategies and such programs like the Carlsbad Residential Traffic Management Plan.</p> <p>3-P.13 Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination. Innovative program solutions include, but are not limited to, webpages with travel demand and traffic signal management information, car and bike share programs, active transportation campaigns, and intergenerational programs around schools to enhance safe routes to schools. Other innovative solutions include bicycle friendly business districts, electric and solar power energy transportation systems, intelligent transportation systems, semi-or full autonomous vehicles, trams, and shuttles.</p> <p>3-P.16 Engage Caltrans, the Public Utilities Commission, transit agencies, the Coastal Commission, and railroad agency(s) regarding opportunities for improved connections within the city, including:</p> <ul style="list-style-type: none"> • Improved connections across the railroad tracks at Chestnut Avenue and 	<p>Less than significant</p>

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	<p>other locations</p> <ul style="list-style-type: none"> • Completion and enhancements to the Coastal Rail Trail and/or equivalent trail along the coastline • Improved connectivity along Carlsbad Boulevard for pedestrians and bicyclists, such as a trail • Improved access to the beach and coastal recreational opportunities • Improved crossings for pedestrians across and along Carlsbad Boulevard 	
3.13-4 The proposed General Plan would not result in inadequate emergency access.	<p>Mobility Element Policies In addition to Policy 3-P.12 listed above, the following policies would reduce potential impacts to emergency access.</p> <p>Public Safety Element Policies</p> <p>6-P.29 Encourage physical planning and community design practices that deter crime and promote safety.</p> <p>6-P.30 Maintain close coordination between planned improvements to the circulation system within the city and the location of fire stations to assure adequate levels of service and response times to all areas of the community.</p> <p>6-P.33 Enforce the Uniform Building and Fire codes, adopted by the city, to provide fire protection standards for all existing and proposed structures.</p>	Less than significant
Agricultural Resources		
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 for agricultural uses throughout the city.</p> <p>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</p>	Less than significant

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<p>Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.</p>	<p>assistance.</p> <p>2-P.34 Encourage soil and water conservation techniques in agricultural activities.</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, 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 facilities (except on the existing Flower Fields) e. Electrical Transmission Facilities <p>2-P.61 Prohibit residential uses. Commercial, and industrial uses are also prohibited in the corridor area, unless such uses are normally associated with or in support of farming operations and open space uses.</p> <p>2-P.63 Allow farming to continue in the area for as long as economically viable for the landowner.</p>	
<p>3.14-2 Buildout of the proposed General Plan would result in changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use.</p>	<p>See policies listed under Impact 3.14-1</p>	<p>Less than significant</p>

Recirculated Portions of the Draft Program
Environmental Impact Report for the Carlsbad General Plan Update
Executive Summary

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