

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 Buildout)

	<i>Residential (Dwelling Units)</i>	<i>Commercial (Sq Ft)</i>	<i>Office (Sq Ft)</i>	<i>Industrial (Sq Ft)</i>	<i>Hotel Rooms</i>
Inside Focus Areas					
<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	7,880	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 I—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 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.

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. 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.

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) 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 would result in less new residential development than Alternative 1, and less VMT and associated impacts than Alternative 3, it would be the overall environmentally superior alternative. 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.

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 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> <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 a 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 	Less than significant

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	<p>and public 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 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</p>	

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	<p>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>	
<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>	<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-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</p>	<p>Less than significant</p>

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	<p>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 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</p>	

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	<p>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> <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 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> <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 	

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	<p style="text-align: center;">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 style="margin-left: 20px;">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 style="margin-left: 20px;">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 style="margin-left: 20px;">a. Site design and layout of the proposed buildings in terms of size, height and location, to foster harmony with landscape and adjacent development.</p> <p style="margin-left: 20px;">b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff.</p>	

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	<ul style="list-style-type: none"> 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 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 	

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	<p>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-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</p>	

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	mixed-use development along Roosevelt Street.	
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>Land Use and Community Design Element Policies</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, 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>	Less than significant

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	<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 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</p>	

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	<p>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-nitrogen oxide (NOx) emissions from vehicle and equipment operations; and</p> <p>c. Monitor all construction to ensure that proper steps are implemented.</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>Land Use and Community Design Element 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>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>	Significant and unavoidable
3.2-3 Development under the proposed General Plan will	Land Use and Community Design Element Policies	Less than significant

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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 O ₃ precursors).	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. Open Space, Conservation, and Recreation Element Policies 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.	
3.2-4 Development under the proposed General Plan will not expose sensitive receptors to substantial pollutant concentrations.	Land Use and Community Design Element Policies See Goal 2-G.11 and Policy 2-P.29 above. Open Space, Conservation and Recreation Element Policies See Goal 4-G.11 and Policy 4-P.52 above.	Less than significant
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	Open Space, Conservation, and Recreation Element Goals 4-G.2 Protect environmentally sensitive lands, wildlife habitats, and rare, threatened, or endangered plant and animal communities. Open Space, Conservation, and Recreation Element Policies 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	Less than significant

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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>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> <p>4-P.18 Require a city permit for any grading, grubbing, or clearing of vegetation in undeveloped areas, with appropriate penalties for violations.</p>	
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</p> <p>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	<p>Open Space, Conservation, and Recreation Element Policies</p> <p>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</p>	Less than significant

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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>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 management, flood management, capital improvement projects, development, aesthetics and other open space needs.</p>	
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</p> <p>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</p> <p>Goal 4-G.2 and Policy 4-P.8, listed above, would reduce potential impacts to biological resources.</p>	Less than significant

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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
3.3-7 Implementation of the proposed General Plan will not result in an inconsistency with the adopted Carlsbad HMP.	<p>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.</p>	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.	<p>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.</p>	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.	<p>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.</p>	Less than significant
3.3-10 Implementation of the	<p>Open Space, Conservation and Recreation Element Policies</p>	Less than significant

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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.	Goal 4-G.2 and Policies 4-P.8 and 4-P.11, listed above, would reduce potential impacts to sensitive species.	
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.	<p>Sustainability Element Policies</p> <p>9-G.3 Promote energy efficiency and conservation in the community.</p> <p>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.</p> <p>9-P.8 Promote energy conservation and retrofitting of existing buildings. Measures 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</p>	Less than Significant

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	<p>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>	
<p>3.4-2 The proposed General Plan would not conflict with the CBC Energy Efficiency Standards, the 2009 San Diego Regional Energy Strategy renewable energy goals, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2035, or any other applicable energy conservation regulations.</p>	<p>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</p>	<p>Less than significant</p>

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	<p>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>	
<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> <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 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> <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 	<p>Less than significant</p>

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	<p>circulation, adequate off-street parking and loading facilities. Each commercial site should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development.</p> <p>c. Architecture that emphasizes establishing community identity while presenting tasteful, dignified and visually appealing designs compatible with 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.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 and location, to foster harmony with landscape and adjacent development.</p> <p>b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff.</p> <p>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.</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>e. Provision of public and/or private usable open space and/or pathways designated in the Open Space, Conservation, and Recreation Element.</p> <p>f. Contributions to and extensions of existing systems of streets, foot or bicycle paths, trails, and the greenbelts provided for in the Mobility, and</p>	

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	<p>Open Space, Conservation, and Recreation elements of the General Plan.</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. i. Provision of housing affordable to lower and/or moderate income households. 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. 	

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	<ul style="list-style-type: none"> 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. 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 	

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

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	<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 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>	

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	<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.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>	

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	<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.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>	

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	<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>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 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 	

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	<p>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.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> <p>a. Carlsbad Boulevard shall become more than a road. This transportation corridor shall provide for recreational, aesthetic and community gathering</p>	

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	<p>opportunities that equal the remarkable character of the land.</p> <ul style="list-style-type: none"> 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. 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 	

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	<p>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 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). 	

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	<ul style="list-style-type: none"> • 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. • 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</p>	

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	<p>parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to “right size” the 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</p>	Less than significant

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	<p>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> <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 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.	Less than significant

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the loss of topsoil.	<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> <p>b. Site design and landscaping to provide buffers and screening where appropriate, conserve water, and reduce erosion and runoff.</p>	
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	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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tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, creating hazards.		
<i>Hazardous Materials, Airport Safety, and Wildfires</i>		
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>	Less than Significant

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	<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 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</p>	

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	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.	
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.	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. Land Use and Community Design Element Policies 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.	Less than significant
3.6-4 Development under the proposed General Plan would not be located on a	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	Less than significant

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<p>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>	<p>further reduce potential impacts:</p> <p>Public Safety Element Goals 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 6-P.36 Maintain and periodically update the City of Carlsbad Emergency Operations Plan as appropriate information becomes available, and continue participating 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 6-G.2 Minimize safety hazards related to aircraft operations in areas around the McClellan-Palomar Airport.</p> <p>Public Safety Element Policies 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 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 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</p>	<p>Less than significant</p>

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	<p>approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the McClellan-Palomar ALUCP. Additionally, development proposals must meet Federal Aviation Administration (FAA) requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider San Diego County 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>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>	<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</p>	<p>Less than significant</p>

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	<p>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 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</p>	Arts, History, Culture, and Education Element Goals	Less than significant

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would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.	<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 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>	
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>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</p>	Less than significant

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>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 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	<p>Arts, History, Culture, and Education Element</p> <p>Policies listed under Impact 3.7-2 would reduce the impact to less than significant.</p>	Less than significant

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feature.		
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
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</p>	Less than significant

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	<p>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 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</p>	

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>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>	
<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>

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
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 runoff.	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 the storm drainage system.	Less than significant
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.	Less than significant

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	<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.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.</p> <p>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 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	<p>Public Safety Element Policies</p> <p>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

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waters.		
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.	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.	Less than significant
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.	Land Use and Community Design Element Policies 2-P.53 Integrate disparate master planned communities and neighborhoods into a cohesive whole, by establishing streetscape schemes along key connector streets and arterials. Mobility Element Goals 3-G.2 Improve connectivity for residents, visitors and businesses. Mobility Element Policies 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. 3-P.12 Design new streets, and explore funding opportunities for existing streets, to	Beneficial

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	<p>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.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>	

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	<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 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</p>	

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	<p>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.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>	
3.9-2 The proposed General Plan would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction	<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>	Less than significant

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

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	<p>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> <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> <p>a. Schools, except public school playgrounds, athletic fields and courts for which the city has joint use agreements with the school districts.</p> <p>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).</p> <p>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</p>	

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	<p>credit will not adversely impact the city’s ability to obtain all of the open space priorities identified for the LFMZ by the OSCRMP.</p> <p>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.</p> <p>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 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</p>	

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	<p>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 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.</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>	

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	<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 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	<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</p>	Less than significant

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businesses) or indirectly (for example, through extension of roads or other infrastructure) in excess of the Growth Management Plan.	ensure that adequate public facilities are provided prior to or concurrent with development.	
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 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>	Less than significant

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	<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 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>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> <ol style="list-style-type: none"> a. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the noise. 	

Table ES-3: Summary of Significant Impacts and Proposed General Policies and Mitigation Measures that Reduce the Impact		
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	<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 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</p>	

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	<p>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
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.	<p>Noise Element Policies</p> <p>See policies 5-P.9 through 5-P.11, under Impact 3.10-1, above.</p>	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.	<p>Noise Element Policies</p> <p>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.</p>	Less than significant
3.10-5 The proposed General Plan would not result in projects	Noise Element Policies	Less than significant

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
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.	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 procedures.	
	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.	
	5-P.16 Require new nonresidential development to comply with the noise compatibility criteria in the ALUCP. Require dedication of aviation easements for new developments designated as conditionally compatible for noise in the ALUCP, and which are located within the 65 dB CNEL noise contour as mapped on [General Plan] Figure 5-4: Airport Noise Compatibility Policy Map.	
Public Facilities and Services		
3.11-1 Implementation of the proposed General Plan	Land Use and Community Design Element Goals 2-G.2 Promote a diversity of compatible land uses throughout the city, to enable	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 that Reduce the Impact</i>	<i>Significance Level</i>
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>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> <p>Land 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,</p>	

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	<p>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 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>	

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	<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> <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</p>	

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	<p>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 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>

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<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 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>Less than significant</p>

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<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>	
<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 provision of or need for construction of new or physically altered police and fire facilities in order to maintain acceptable service standards.</p>	<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> <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</p>	<p>Less than significant</p>

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	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.	
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>	Less than significant

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	<p>a. The project qualifies for and will receive an allocation of “excess” dwelling units, pursuant to City Council Policy No. 43.</p> <p>b. The project will provide sufficient additional public facilities for the density in excess of the GMCP to ensure that the adequacy of the city's public facilities plans will not be adversely impacted.</p> <p>c. There have been sufficient residential projects approved at densities below the GMCP so the citywide and quadrant dwelling unit limits will not be exceeded as a result of the proposed project.</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</p>	

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<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	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.	
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</p> <p>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</p>	Less than significant

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	within or near Rancho Carlsbad in order to reduce the city’s reliance on imported water.	
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>	Less than significant

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	<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>	
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 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 statues and	<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>	Less than significant

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regulations related to solid waste.	<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.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 	<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>	Significant and unavoidable

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<p>not exempt from the LOS D standard; or</p> <ul style="list-style-type: none"> • Adds prioritized travel mode usage to a facility that is not exempt from the LOS D standard and is operating at a level of service below LOS D, or • 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 		

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<p>a) Vehicle Levels of Service</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, 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> <ul 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. 	

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 that Reduce the Impact</i>	<i>Significance Level</i>
	<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 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>	

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<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 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>	
<i>c) 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</p>	

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	<p>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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d) Transit Levels of Service	<p>Mobility Element Policies</p> <p>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, development proposals must meet Federal Aviation Administration (FAA)</p>	Less than significant

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	<p>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>	
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	<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</p>	Less than significant

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incompatible uses (e.g. farm equipment).	<p>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 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 	

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	<ul style="list-style-type: none"> • 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 Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	<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 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> <p>a. Open space</p>	Less than significant

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	<ul style="list-style-type: none"> 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>	
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.	See policies listed under Impact 3.14-1	Less than significant

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