DOCKETED

Docket Number:	07-AFC-06C
Project Title:	Carlsbad Energy Center - Compliance
TN #:	204375-1
Document Title:	CalTrans FHWA I-5 Widening North Coast Corridor FEIS/FEIR Part 3 (1 of 8)
Description:	N/A
Filer:	Patty Paul
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Submitter Role:	Applicant Representative
Submission Date:	4/24/2015 4:16:55 PM
Docketed Date:	4/24/2015

Chapter 3 – Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures

This chapter describes the resources that would be affected by the proposed alternatives if they were implemented. This chapter establishes a baseline environmental situation against which decision makers and the public can compare the effects of all alternatives, and it serves as the baseline for the impact analysis that follows. Aerial photos of the study area are provided in *Figures 2-2.3, Sheets 1* through *67.* These photos depict the refined 8+4 Buffer alternative (Preferred Alternative). To aid in visualizing other alternatives, the 10+4 Buffer right-of-way, which approximates potential footprints for other build alternatives, is delineated on photos in Appendix K.

Along the I-5 North Coast Corridor, a focused study area was defined. The technical studies prepared for the project focus on this area and are listed below. The defined study area includes Mira Mesa Boulevard at I-805 in the City of San Diego, extending northward to the I-5 / I-805 merge, and I-5 from La Jolla Village Drive, extending northward approximately 27 mi to Harbor Drive/Vandegrift Boulevard in the City of Oceanside. The direct impacts relative to project implementation and construction are expected to occur within this study area.

The following technical studies were prepared in support of this Final EIR/EIS and are incorporated by reference:

Section 3.1

- I-5 North Coast Community Enhancement Plan, January 2008
- I-5 North Coast Community Enhancement Plan Project Notebook, January 2008

Sections 3.2 and 3.4

- I-5 North Coast Corridor Final Community Impact Assessment, October 2007, as amended
- Barrio Carlsbad Community Cohesion Report, Carlsbad, San Diego County, California, June 2008
- I-5 North Coast Managed Lanes Value Pricing Study from La Jolla Village Drive to Vandegrift Boulevard, Concept Plan Volumes I and II, April 2006
- Draft Relocation Impact Report for the I-5 North Coast Corridor Widening Project, October 2007
- Final Relocation Impact Statement, September 2013

Section 3.3

- North Coast Corridor Public Works Plan/Transportation & Resource Enhancement Plan
- Agricultural Viability Analysis for the Manchester Property in Encinitas and the Cannon Road Property in Carlsbad, California, September 2013

Section 3.6

- I-5 North Coast Freeway Operations Report, Prepared for the I-5 North Coast Corridor Project, June 2010
- Direct Access Ramps/Local Circulation System Impact Study, I-5 North Coast HOV/Managed Lanes Project, Technical Report No. 1, Area of Influence Analysis. Draft for Review and Comment, August 2, 2004
- Direct Access Ramps/Local Circulation System Impact Study, I-5 North Coast HOV/Managed Lanes Project, Technical Report No. 2, Existing Conditions Data Collection. Draft for Review and Comment, August 2, 2004
- Direct Access Ramps/Local Circulation System Impact Study, I-5 North Coast HOV/Managed Lanes Project, Technical Report No. 3, Traffic Analysis Methodologies and Standards. Draft for Review and Comment, July 28, 2004
- I-5 North Coast HOV/Managed Lanes Project, Technical Report No. 4, Existing Conditions Traffic Analysis, March 8, 2006
- I-5 North Coast Corridor Project, Technical Report No. 5, Traffic Demand Forecasting Report, August 2007
- I-5 North Coast Corridor Project, Draft Technical Report No. 6, Freeway Interchange Operations Report, August 2007
- I-5 North Coast Corridor Project, Draft Technical Report No. 7, Direct Access Ramps/Local Circulation System Operations Report. Draft, August 2007
- I-5 North Coast Traffic Report. A Summary of Traffic Reports, Prepared for the I-5 North Coast Corridor Project, November 2008, Revised June 2010

Section 3.7

- Interstate 5 North Coast Corridor Project Visual Impact Assessment, April 2009, as amended
- Design Guidelines: Interstate 5 North Coast Corridor Project, September 2013

Section 3.8 – Available to authorized parties upon request

- Historic Property Survey Report, March 2007, as amended
- Sixth Supplemental Historic Property Survey Report, March 2013
- Archaeological Survey Report, 2002, as amended
- Archaeological Evaluation Reports, June 2004, December 2006
- Extended Phase 1 Testing Reports for CA-SDI-6882, February 2005
- Phase I Geomorphic Assessment for Buried Archaeological Resources, May 2005
- Historic Resource Evaluation Report, July 2005, as amended

Section 3.9

- Interstate 5 North Coast Floodplain Studies Books 1, 2, and 3, February 2008 and February 2009

Section 3.10

- Interstate 5 North Corridor Water Quality Report, July 2009
    - o Water Quality Technical Memorandum For I-5 North Coast Corridor Project, August 2013

Section 3.11

- Preliminary Geotechnical Report, Interstate 5 Widening, October 5, 2005

Section 3.12 – Available to authorized parties upon request

- Paleontological Resource Assessment, *I-5 NCC Project*, Caltrans District 11, San Diego County, California, June 2009

Section 3.13

- Site Investigation Report, Lead Investigation on the Route 5, from Via de la Valle to Leucadia Boulevard, San Diego, Solana Beach, and Encinitas, California, KP: R57.9/R68.7; PM: R36.0/R42.7, June 22, 2001
- Aerial Deposited Lead Investigation, Contract No. 43A0012, Task Order No.: 11-07830K-VV for the Route 5 Between Leucadia Boulevard and Brooks Street, San Diego County California. PM: R42.7/R51.2, KP: R68.7/82.4, June 28, 2001
- Limited Phase II Environmental Site Assessment Interstate 5 Expansion, Del Mar Heights Road to Birmingham Drive, San Diego California, November 15, 2005
- Phase II Environmental Site Assessment Interstate 5 Expansion, Birmingham Drive to Vandegrift Boulevard, San Diego County, California, October 31, 2006
- Aerially-Deposited Lead Survey – Interstate 5 and Genesee Avenue, San Diego, California, January 9, 2008

Section 3.14

- Air Quality Analysis for the I-5 North Coast Corridor Project, August 2007
- Draft Mobile Source Air Toxics Analysis, June 2008, as amended
- Final Mobile Source Air Toxics Analysis, May 2013
- Final Air Quality Analysis Update for the I-5 North Coast Corridor Project, August 2013

Section 3.15

- Final Noise Study Report for Interstate 5 North Coast Corridor Widening Project, April 2007
- Preliminary Noise Abatement Decision Report (NADR) Volumes 1 and 2, June 2007

Sections 3.17 through 3.22

- Interstate 5 North Coast Corridor Project Natural Environment Study (NES), June 2008
  - I-5 Widening Project Pacific Pocket Mouse Habitat Analysis and Trapping Program San Diego County, California, June 2003 (Appendix B)
  - I-5 Lagoons Marine Resource Investigation, June 2006 (Appendix C)
  - Noise Report for Sensitive Wildlife Receptors within the *I-5 NCC Project*, September 2006 (Appendix F)
- Manchester Avenue/Interstate 5 Interchange Project NES Report, January 2004
- San Elijo Lagoon Bridge Optimization Study, Final Report, April 2012
- Batiquitos Lagoon Bridge Optimization Study, Final Report April 2012
- I-5 Bridge Study at Buena Vista Lagoon, Fluvial Hydraulics and Residence Time Analysis, Final Report, May 2012
- Hydrodynamic Approach to Wetland Restoration by Optimization of Bridge Waterways, October 2010

- San Diego Regional Lagoon Planning Studies: Phase 2, October 2010
- Presence/Absence Surveys for Wandering Skipper, September 2012
- Resource Enhancement Mitigation Program, July 2013

The analysis of environmental impacts and proposed mitigation measures presented in the following sections of this document are based on preliminary project design and current environmental information and circumstances. The EIR/EIS draws from the studies for information and incorporates information which may be more current than that contained in the technical reports listed above.

HUMAN ENVIRONMENT

3.1 Land Use

This section discusses whether the proposed project would have impacts to existing and planned land uses. This section is based largely on the October 2007 Community Impact Assessment (CIA), as amended; a separate technical study prepared for the proposed project and incorporated by reference. The Land Use section includes:

- Existing and Future Land Use;
- Consistency with State, Regional and Local Plans and Programs; and
- Park and Recreational Facilities.

The 8+4 Buffer alternative has been refined since the Draft EIR/EIS was publically circulated in 2010. This alternative was presented as the locally preferred alternative (LPA) in the August 2012 Supplemental Draft EIR/EIS, and has now been identified as the Preferred Alternative. The refined 8+4 Buffer alternative has the least amount of impact of any build alternative and also meets purpose and need.

3.1.1 Existing and Future Land Use

3.1.1.1 Affected Environment

The project corridor traverses six municipalities; including San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside (see *Figure 3-1.1, Study Area Communities*). Existing land use, development trends, and future land use development projects are discussed for each of these six cities below. Future projects discussed in this section are consistent with those listed in *Table 3.25.2, Summary of Cumulative Projects,* for the I-5 corridor. *Figure 3-1.1* identifies the study area communities for this land use section. *Figures 3-1.2* through *3-1.9* depict the existing land uses within the communities adjacent to the proposed project. These 11-by-17-inch figures are located at the end of this section.

City of San Diego

Existing Land Use

For the purposes of this analysis, the portion of the City of San Diego that may be affected by the proposed project includes the area east of Del Mar at the northern City limit and south approximately to La Jolla. San Diego is the largest city adjacent to or near the proposed project with regard to total population (1,301,617 in 2010) and overall land area (342.5 square mi). There are 52 defined communities within San Diego. Communities adjacent to the proposed project are shown in *Figure 3-1.1* and include La Jolla, University, Torrey Pines, Torrey Hills, and Carmel Valley. *Figure 3-1.2* shows general land use patterns surrounding the proposed project. Primary land uses include parks and open space and residential. Additional uses include commercial, industrial park, light industrial-general, and UCSD.

The majority of the land surrounding the proposed project within the City of San Diego is either developed and urban in nature or is preserved as open space. As shown in *Figure 3-1.2*, a large amount of land surrounding the proposed project is designated for residential uses. Residential developments are generally located in the Carmel Valley community east of Del Mar, and in the southern area around UCSD. However, the topography of the area has required that a large amount of land, primarily canyons, remain as open space as well. An open space corridor of conserved land that cannot be developed is associated with the San Dieguito River Valley in the northern portion of San Diego. Open space areas are also located at Torrey Pines State Reserve west of I-5 along the Pacific Coast, and at Los Peñasquitos Canyon Preserve located east of I-805. Commercial areas are generally located along major transportation corridors including I-5, Del Mar Heights Road, and Mira Mesa Boulevard, and surrounding UCSD. These commercial and business park centers typically serve multiple surrounding neighborhoods, as well as the college area. Industrial uses cover a large portion of land use within San Diego as well and are generally located in the communities of Mira Mesa and Torrey Pines, east of I-805 and in the northwest portion of University north of UCSD.

As stated previously, the proposed project is located within five community planning areas within the City of San Diego. A brief description of the land use patterns for each community is described below.

The Torrey Hills community is composed primarily of residential areas, has large amounts of open space and industrial areas, and several small commercial areas. Residential uses range from very low-density residential to medium low-density residential in densities up to 29 dwelling units per acre (du/ac). Existing residential land uses are located north of Carmel Mountain Road, south of Arroyo Sorrento Road, west of Vista Sorrento Parkway, and along West Ocean Air Drive and East Ocean Air Drive. Commercial uses in Torrey Hills are located in the northwestern portion of the community along El Camino Real.

The University Community is composed of a balanced mix of residential, commercial, school, public facilities/institutional, industrial, park, and open space land uses. Existing residential uses differ in the northern and southern portions of the community. Residential units on the northern portion of the community consist of townhouse and condominium developments with densities as high as 75 du/ac, while residential units on the southern portion of the community consist predominantly of single-family residential units on 5,000 square-ft minimum lots. The University Community has two large clusters of commercial and office uses along La Jolla Village Drive.

The Carmel Valley Neighborhoods Composite Plan Land Use Map shows existing and planned land uses for the 10 precise planning areas within Carmel Valley. Land uses within Carmel Valley consist primarily of residential areas and natural open space. Residential uses range from spaced rural residential to medium-density residential in densities between 1 and 59 du/ac. Land uses north of SR-56 are predominately residential uses while land uses south of SR-56 are primarily natural open space.

The Torrey Pines Community is composed of a balanced mix of residential, commercial, industrial, and open space land uses with small amounts of school and public utility/facility uses. Residential land uses are concentrated in the northern portion of the planning area and range from very low-density residential to medium-density residential in densities between 0 and 44 du/ac. Existing residential land uses are located in the northern portion of the planning area

along Del Mar Heights Road and Carmel Valley Road. Commercial land uses exist along Via de la Valle, Del Mar Heights Road, and Carmel Valley Road. The southern portion of the planning area consists of industrial land uses located in Sorrento Valley.

The La Jolla Community is composed primarily of residential uses (58 percent) and has substantial amounts of park and open space areas (16 percent) as well. Residential uses range from very low-density residential to medium high-density residential in densities between 0 and 45 du/ac. The vast majority of residential land uses within the planning area consist of very low density residential uses located in the interior of the planning area, while high density residential uses are located near the coast. Commercial/mixed use designations exist along the coast, while park and open space uses are located throughout the planning area.

Development Trends

Development of the San Diego metropolitan area has reflected the rapid population growth and urbanization seen throughout California in recent decades. During the 1980s, economic diversification and high job growth in San Diego led to a 35 percent population increase. As the majority of the area is now developed and land use patterns are established, future development can occur in a more directed manner than the growth that occurred during the preceding 40 years.

A vision of growth within San Diego is introduced in the Strategic Framework Element of the 2008 General Plan. The Strategic Framework Element states:

> This General Plan sets out the City's policies for wise land use and the provision of services to maintain, and where necessary improve, San Diego's natural and built environments, and its residents' quality-of-life. Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands. It establishes the strategic framework for how the City grows while maintaining the qualities that best define San Diego.

The 2008 General Plan presents development guidance in 11 elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. The overarching public policy for the distribution of future land use, both public and private in the General Plan is based on a "City of Villages" strategy, where development is focused in mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system.

Future Land Use

Future land uses near the proposed project are shown in *Figure 3-1.3.* Five proposed/planned projects (representing potential land use changes) would be located near the proposed project. These projects include the Scripps Hospital La Jolla Master Plan, Flower Hill Promenade Project, One Paseo Project, Via de la Valle Road Widening, and San Dieguito River Park Nature Center. Development of these projects is neither tied to, nor dependent upon, the proposed project.

Del Mar

Existing Land Use

Del Mar is the smallest city located near the proposed project, as well as in San Diego County, with regard to population (4,161 in 2010) and overall land area (1.79 square mi). The City of Del Mar is a long and narrow area centered along Camino Del Mar. *Figure 3-1.2* shows general land use patterns for Del Mar. Del Mar, due to its small size and desirable location, has been completely developed as an urbanized city.

Del Mar is composed primarily of residential areas with several interspersed commercial areas. The City of Del Mar Local Coastal Program (LCP) divides Del Mar into 10 districts, which have varying land uses. Residential uses range from estate residential to high-density residential with densities between 1 and 17.5 du/ac. Single-family residential development is the main land use, comprising 62 percent of total housing land area. Of this, low-density residential (1 to 4 du/ac) is the most common, which is generally located south of the Del Mar Fairgrounds and west of Camino Del Mar (City of Del Mar 1976). Very low-density and modified low-density uses (1 to 3.1 du/ac) are located in northern Del Mar, near San Dieguito Lagoon. The area west of Camino Del Mar includes a range in density from 4.3 to 17.4 du/ac. Multi-family residential developments comprise 38 percent of residential land uses in Del Mar. The southern coastal area is zoned for a maximum density of 10.9 du/ac and mainly contains multi-family residential developments.

Commercial uses in Del Mar are generally located along Camino Del Mar, an area known as "Del Mar Center." The Del Mar Center is Del Mar's principal commercial, visitor-serving, and professional area. This area is also included in the Del Mar Hotel and Del Mar Plaza Specific Plans. The Del Mar Hotel planning area limits uses to the hotel, timeshare units, and associated retail uses. The Del Mar Plaza planning area limits uses to restaurant and retail with a small percentage for office use. The primary use in Del Mar Center, however, is commercial, serving the needs of both residents and visitors.

The Del Mar Fairgrounds and Racetrack, a regionally important sporting and entertainment venue, is located in the northern portion of Del Mar and is separated from residential neighborhoods to the south by the San Dieguito River and floodway. This area is managed by the 22nd District Agricultural Association (22nd DAA), an independent agency of the State of California.

Development Trends

Del Mar has been nearly entirely developed since its incorporation in 1986. Del Mar has experienced lower population growth than the region as a whole. The Draft 2013 to 2020 Housing Element of the Community Plan attributed slower growth to be most likely due to the high costs of land and construction, governmental regulations, infrastructure, environmental sensitivities, and general economic constraints. Based on development between 1990 and 2010, the City had constructed about four units annually. As Del Mar is extensively developed, future development would most likely involve infill and redevelopment on existing lots.

Future Land Use

Future land uses near the proposed project are shown in *Figure 3-1.3*. There are two proposed/planned projects (representing potential land use changes) located near the proposed

project within Del Mar, the Riverview Offices Project and 22nd District Agricultural Association Fairgrounds and Horsepark Master Plan. Development of these projects is neither tied to, nor dependent upon, the proposed project.

Solana Beach

Existing Land Use

Following Del Mar, Solana Beach is the second smallest city in the proposed project vicinity with regard to population (12,867 persons as of 2010) and overall land area (3.42 square mi). *Figure 3-1.4* shows general land use patterns within Solana Beach. Solana Beach, due to its small size and desirable location, has been almost completely developed as an urbanized city.

As Solana Beach is extensively developed, future development would primarily involve infill and redevelopment projects. Such development is more likely to occur west of I-5 along Highway 101, Cedros Avenue, and Lomas Santa Fe Drive due to the age and mix of the existing development. Further, most of the area east of I-5 and north of Lomas Santa Fe Drive has been developed according to a master plan and is expected to experience very little new development activity over the next 20 years.

Approximately 58 percent of land in Solana Beach is designated for residential uses, with a range of densities from estate residential to high-density residential (0 to 20 du/ac). Low-medium residential (4 du/ac) is the most common density, comprising 17 percent of the total land in Solana Beach. Covering a total of 375.5 ac, low-medium residential provides 1,502 housing units. This density is typically found in the northeast and northwest portions of Solana Beach. Estate residential (0 to 2 du/ac) comprises 12.5 percent of land in Solana Beach and is generally located east of I-5 and south of Lomas Santa Fe Drive. Medium-high and high-density residential, 8 to 12 and 13 to 20 du/ac respectively, are generally associated with multi-family residential. Higher-density multi-family residential developments are located along the Pacific coast, the southwest municipal boundary, Lomas Santa Fe Drive east of I-5, and adjacent to the I-5 corridor south of Lomas Santa Fe Drive. Together, medium-high and high-density residential account for 9.9 percent of the total area and provide 3,112 housing units.

Commercial land use designations cover approximately 6.8 percent of the total land area in Solana Beach. As shown in *Figure 3-1.4*, commercial areas are generally located along major transportation corridors. These include Highway 101, Cedros Avenue, Lomas Santa Fe Drive, and Stevens Avenue. The Highway 101 corridor, which is also covered by the Highway 101 Corridor Specific Plan, provides diverse commercial uses for residents as well as tourists. Mixed-use commercial, office, and residential uses are located along Highway 101. The Cedros Design District is located along Cedros Avenue between Lomas Santa Fe Drive and Via de la Valle. It offers shopping and art galleries for residents as well as the tourist base. Lomas Santa Fe Drive, as the main interchange into Solana Beach, also provides commercial activity centers, including community and neighborhood shopping such as grocery stores and large retailers. In addition, the Eden Gardens/La Colonia neighborhood in south Solana Beach near Stevens Avenue has a mixed-use commercial center.

Development Trends

When Solana Beach was incorporated in 1986, the population was estimated to total 14,892 persons. The population of Solana Beach in 2010 totaled 12,867 persons (U.S. Bureau

of the Census 2010). In contrast to the larger cities to the north, Solana Beach has experienced a prolonged overall decline in population, which has been primarily attributed to an increase in vacancy rates, a decrease in the average household size, and an apparent increase in the number of housing units purchased as second homes.

Solana Beach was already almost entirely developed at the time of its incorporation. East of I-5 in Solana Beach, residential areas are completely developed. West of I-5, there are some scattered vacant sites either designated or considered suitable for residential use; however, future development trends within the City would most likely be in the form of redevelopment and infill development. The City encourages the "expansion of housing development opportunities by mixed-use developments." Adopted amendments to the General Plan facilitate this growth. "In order to implement the City's Redevelopment Plan, Mixed-Use Concepts of the Highway 101 Vicinity Specific Plan and Housing Element, residential uses are allowed as a secondary use in conjunction with permitted commercial uses."

Future Land Use

Future land uses near the proposed project are shown in *Figure 3-1.5*. There are three known, potential projects (representing potential land use changes) near the freeway corridor within Solana Beach. These include the current USACE, Encinitas and Solana Beach Shoreline Protection Project, as well as two prior planned projects: the Solana Beach Gateway Resort Project (terminated and now slated for an open space park), and the Mixed-Use Solana Beach Train Station ("Cedros Crossing") Project (terminated in 2008). As the latter two projects are no longer being planned, they are not further addressed in *Section 3.1.* Implementation of the shoreline protection effort is neither tied to, nor dependent upon, the proposed project.

Encinitas

Existing Land Use

The City of Encinitas is the fourth most populous city located near the proposed project, with a population in 2010 of 59,518 persons and a total land area of 19.4 square mi. *Figure 3-1.4* shows general land use patterns surrounding the proposed project. Encinitas is largely an urbanized city, although the eastern areas have a more rural quality, established through the presence of open space, agricultural areas, and large-lot residential development. According to the Encinitas Land Use Map (City of Encinitas 2003), the land in north Encinitas is designated for rural residential uses (one to two du/ac) and the vacant land in southern Encinitas is categorized as rural residential and open space/ecological resource/park. Both of the vacant pieces of land in southern Encinitas are Special Study Areas, indicating development constraints and the need to conserve unique natural resources.

The majority of land adjacent to the freeway corridor is developed and urban in nature. Vacant land, though limited due to the urbanized nature of most of Encinitas, is located east of I-5 near Batiquitos Lagoon, west of I-5 at Santa Fe Drive, and east of South El Camino Real near Manchester Avenue. As shown in *Figure 3-1.4*, land uses adjacent to I-5 are predominately a mixture of residential, commercial, open space, and agriculture. The dominant designated land use in Encinitas is single-family residential. Residential densities within Encinitas range from 0.25 to 25.0 du/ac. Land east of I-5 within Encinitas is primarily single-family residential with typical densities ranging from 1 to 8 du/ac. High-density multi-family residential ranging from 11 to 15 du/ac is located along Encinitas Boulevard and along the coastal areas. The eastern

portions of Encinitas are characterized by rural residential developments and planned open space.

Commercial centers and multi-family residential units are generally located along major roads, including the length of Coast Highway 101, Encinitas Boulevard, and El Camino Real. Open space preserves are generally located to the east of I-5 around Batiquitos Lagoon, San Elijo Lagoon, and the Encinitas Ranch Golf Course. Parks are generally located near residential neighborhoods and schools. An open space corridor of conserved open space associated with Batiquitos Lagoon is located around the Encinitas Ranch Golf Course; however, there is some residential use north of the course. Agricultural areas are also located around the Encinitas Ranch Golf Course.

Development Trends

As with the majority of coastal cities in southern California, Encinitas has grown at a relatively rapid pace over the last several decades. Accordingly, the Land Use Element of the General Plan addresses Growth Management and states policies and guidelines to manage slower, more orderly growth in accordance with a long-term plan that protects and enhances community values (City of Encinitas 1989). Policy 2.3 states the growth within Encinitas would be managed in a manner that does not exceed the availability of Encinitas, special districts, and utilities to provide a desirable level of facilities and services.

While urban Encinitas continues to grow, much of the remaining undeveloped land within the City has environmental constraints such as topography, drainage, and other resources. The Housing Element addresses growth within Encinitas and has established policies, including an annual residential building limitation, based on the total number of dwelling units in the City at build-out. The annual allocation limit is updated at the beginning of each year. Based on experience, an estimated 200 new units have been permitted each year since 1989. Moderate- and low-income residential units are exempted from this annual allocation. According to the Draft 2005-2010 Housing Element, the net developable acres in Encinitas total 719, with a total potential development of 720 units. In addition to development on vacant land, there is also a potential for additional units as infill and mixed-use developments in the downtown area and along Coast Highway 101 within Encinitas.

Under land use build-out at mid-range densities, the General Plan would accommodate approximately 25,842 dwelling units, supporting an estimated population of 66,122 persons (City of Encinitas 1989). Given this estimation and based on a population of 59,518 as of 2010, this would represent an additional 6,604 persons (an increase of 11 percent). The projected number of new housing units by the end of 2005 is 25,227, according to General Plan estimates; this would indicate a future accommodation of 615 units. The residential capacity of Encinitas varies within each of the five original communities. As of 2003, New Encinitas is projected to experience the most growth, followed by Leucadia, Old Encinitas, Cardiff, and Olivenhain.

Future Land Use

Future land uses near the proposed project are shown in *Figure 3-1.5*. Four ongoing or proposed/planned projects (representing potential land use changes) would be located near the freeway corridor (Hall Property Community Park, Coral Cove Residential Project, Scripps Hospital Encinitas Master Plan, and North 101 Corridor Streetscape Improvements). Development of these projects is neither tied to, nor dependent upon, the proposed project.

Carlsbad

Existing Land Use

Carlsbad is the third-largest city adjacent to the proposed project, with a population in 2010 of 105,185 persons and a total land area of 42.2 square mi. *Figure 3-1.6* shows the general land use patterns surrounding the proposed project. Carlsbad is primarily residential; however, it does provide commercial centers, recreational activities, and employment opportunities. Carlsbad also has several larger tourist attractions, including Legoland, "The Flower Fields," the Westfield Shoppingtown Plaza Camino Real, and the Carlsbad Company Stores. Carlsbad is known for its natural resources and open space, including Buena Vista, Agua Hedionda, and Batiquitos Lagoons in addition to its stretch of beaches.

Carlsbad is an urbanized city; however, the eastern areas have a relatively rural quality that is established through the presence of open space, agricultural areas, and spaced residential development.

As shown in *Figure 3-1.6*, much of the central portion of Carlsbad between Agua Hedionda Lagoon and Poinsettia Lane is open space, industrial, and commercial, with residential areas east of I-5 south of Palomar Airport Road. Agua Hedionda Lagoon and its associated open space, the McClellan-Palomar Airport, and an industrial sphere, divide Carlsbad into north and south residential sectors. The McClellan-Palomar Airport is located south of the Agua Hedionda Lagoon valley and east of Aviara Parkway in central Carlsbad. Health, safety, and noise issues generated by the airport have influenced land use in central Carlsbad. Residential and institutional uses (including schools and hospitals) have been excluded north and south of the airport itself (but within the airport influence area); however, there is one residential area southeast of the airport. As a result, industrial, commercial, and open space uses have grown throughout those open areas of Carlsbad, and it is now a regional employment center.

The largest proportion of residential uses in Carlsbad, approximately 34 percent, is reserved for single-family designations, defined by the City of Carlsbad General Plan as low-medium density with 0 to 4 du/ac. Residential developments within the eastern portions of Carlsbad are typically of lower density and along with the open space in this area give the area a relatively rural quality. The more densely populated portion of Carlsbad is located between the coast and I-5. Medium-high density (8 to 15 du/ac) and high-density (15 to 23 du/ac) single-family and multi-family residential developments are located in this area. Together, these higher densities encompass approximately five percent of the total land area of Carlsbad. Commercial centers serving residents, tourists, and traffic along I-5 are located along major thoroughfares including Carlsbad Village Drive and SR-78, as well as adjacent to I-5 along Carlsbad Village Drive and between Cannon Road and Palomar Airport Road.

Vacant lands, shown as light grey in *Figure 3-1.6*, are located in the eastern parts of Carlsbad and are generally associated with areas surrounding the airport and industrial center. Much of this land is designated open space, planned industrial, and low-density residential (0 to 1.5 du/ac) by the Carlsbad General Plan. The northwest corner of College Boulevard and Cannon Road is currently vacant but is planned for a mix of low- to medium-density residential and open space.

As discussed previously and shown in *Figure 3-1.6,* the central portion of Carlsbad is relatively devoid of residential uses, with clusters mainly to the north and south of Agua Hedionda Lagoon, including land adjacent to I-5. As much of this central land area is unsuited for residential development, it contains large amounts of open space and would remain primarily undeveloped.

Development Trends

Since 1986, Carlsbad has been a "growth management" city, in which major public facilities have been carefully planned and financed with defined capacities in order to best serve a targeted ultimate population and number of household units. The city government has recognized that Carlsbad was approximately half "built-out" and that there would be an upper limit on the ultimate population and intensity of development in Carlsbad. Carlsbad's future development patterns would be influenced greatly by its unique landforms, non-residential corridor in the center of the City, the airport, and the regional employment center surrounding the airport.

To help preserve the quality of life for its residents, Carlsbad has developed a Growth Management Plan, which was ratified by Carlsbad voters in 1986 and is included in the Carlsbad General Plan. The Growth Management Plan would ensure that adequate public facilities and services are guaranteed as growth occurs within the City. The plan divides Carlsbad into four quadrants with a maximum number of dwelling units set for each. The limits are as follows: Northwest Quadrant 5,844; Northeast Quadrant 6,166; Southwest Quadrant 10,677; and Southeast Quadrant 10,801. The future development of Carlsbad is based on the centralized employment core of the airport and industrial sphere that both supports and is supported by the adjoining self-contained residential communities. In addition to the Growth Management Plan, a Citywide Facilities and Improvements Plan and Local Facilities Management Zone have been established to set performance standards for 11 public facilities. Comprehensive City review of all proposed developments determines compliance with these set standards. Based on targeted numbers, as of January 2004, Carlsbad had been developed to approximately 72 percent of its capacity. An additional 11 percent of the capacity has been planned and/or is under construction. The remaining 17 percent of residential capacity remains undetermined and would most likely consist of infill development.

Future Land Use

Future land uses near the proposed project are shown in *Figure 3-1.7*. There are six proposed/planned projects (representing potential land use changes) located near the proposed project within Carlsbad. These projects include the Northern Inlet Jetty Restoration, Agua Hedionda Sewer Lift Station and Force Main Replacement, Westfield Carlsbad Project, Caruso Affiliated Project, Carlsbad Energy Center Project, and Poseidon Desalination Plant. Development of these projects is neither tied to, nor dependent upon, the proposed project.

Oceanside

Existing Land Use

As the northern end of the proposed project is located within the southern portion of Marine Corps Base (MCB) Camp Pendleton, a small portion of the military installation is included in the Oceanside discussion. MCB Camp Pendleton-related development and ongoing activities have

influenced the social and economic context of Oceanside since its origins in the World War II era.

After San Diego, Oceanside is the largest city located near the proposed project, with a total population of 167,344 per the 2010 census and overall land area of 42.16 square mi. *Figure 3-1.8* shows regional land use patterns within Oceanside. Land uses along the freeway corridor include residential, commercial, industrial, and agricultural uses, as well as parks and open space, golf courses, public services, vacant land, and military areas.

Large portions of Oceanside lie within a highly urbanized area of coastal California. Eastern areas of Oceanside, however, generally have a more rural quality established through the greater presence of open space and agricultural uses as well as low-density residential development. As shown in red in *Figure 3-1.8,* the majority of land within Oceanside along the freeway corridor is designated for residential uses. Residential densities within Oceanside range from 0.9 to 43.0 du/ac. The eastern portions of Oceanside are characterized by larger residential developments surrounded by planned open space, with commercial areas generally located along major roads. Typical residential designations in eastern Oceanside, as defined in the General Plan (City of Oceanside 2002), include estate residential and medium-density (A and B) residential, which vary from 0.9 to 20.9 du/ac, respectively. The portion of MCB Camp Pendleton near the proposed project is a mixture of residential, institutional facilities (including schools), and open training areas used by the U.S. Marine Corps.

Residential densities within Oceanside are generally higher near the coastal area and along the I-5 corridor, with urban high-density and single-family residential lots being the most abundant, at 43.0 and 5.9 du/ac, respectively (City of Oceanside 2002). Transit-oriented development (TOD), which aims to locate high-density residential complexes and mixed uses around public transportation centers, is located within the coastal region, in particular adjacent to the NCTD Coaster and Amtrak station. TOD expanded in eastern Oceanside with the development of the Sprinter Community Rail (Sprinter) completed in December 2007, which provides light rail service from Oceanside to San Marcos, south of and parallel to Oceanside Boulevard.

As shown in *Figure 3-1.8*, commercial areas are generally located along major transportation corridors, including Mission Avenue, SR-76, and Oceanside Boulevard. These commercial centers typically serve multiple surrounding neighborhoods. The far northeast corner of Oceanside (excluded from *Figure 3-1.8*) is primarily reserved for agricultural uses. Industrial uses cover a large portion of land use within Oceanside as well, as either existing or planned, and are generally located in the Rancho Del Oro planning area, east of I-5 and north of Oceanside Boulevard. The Rancho Del Oro planning area is also defined by the General Plan as a Mineral Resource Area and is used for extractive industry.

The majority of land along the freeway corridor is developed and urban in nature. Areas of undeveloped land, shown in gray in *Figure 3-1.8*, are located directly east of I-5 and south of SR-76. According to the Oceanside Land Use Map (City of Oceanside 2002), this land is designated medium-density residential (15.0 du/ac), with special commercial along SR-76. Another undeveloped tract of land is located at the southwest intersection of Oceanside Boulevard and El Camino Real. This tract of land is planned for estate B residential (3.5 du/ac).

Land adjacent to the proposed project east of I-5 is primarily single-family detached residential with a maximum density of 5.9 du/ac and estate B residential with a maximum density of

3.5 du/ac (City of Oceanside 2002). An open space corridor of mainly undevelopable land in the San Luis Rey River Valley is located along the northern edge of the City. Light industrial uses are located just south of the San Luis Rey River open space area, south of SR-76. These parcels provide a wide range of moderate- to low-intensity industrial uses that are deemed compatible with the surrounding residential uses.

Development Trends

Since 1970, Oceanside's population has continued to increase at a faster pace than the larger San Diego region. During the 1970s and 1980s, the population of Oceanside grew by 82 percent and 67 percent, respectively (City of Oceanside 2002). By 1995, approximately 75 percent (20162 ac) of the land in Oceanside was developed. About 10 percent (2567 ac) of the land was deemed undevelopable due to physical or environmental constraints such as steep slopes, floodplains, wetlands, or public ownership. The remaining 15 percent (4255 ac) of land in the City was deemed vacant and available for development (City of Oceanside 2002).

The City's General Plan identifies a broad range of residential land use categories and does not constrain the opportunity for a broad range of housing types and densities. Oceanside does not currently implement any growth management activities that limit the number of residential units. SANDAG has identified Oceanside's share of regional housing needs for 1994 through 2004 as seven percent, or 6,671 units.

The coastal area in Oceanside, west of I-5, is primarily developed with high-density single-family and multi-family residential. Development opportunities in this area are limited and recently have been mainly associated with the redevelopment of the downtown area. The eastern portions of Oceanside are generally characterized by lower-density single-family residential developments, which help maintain a more rural residential quality.

Future Land Use

Planned land uses near the proposed project are shown in *Figure 3-1.9*. There are three proposed/planned projects (representing potential land use changes) located near the proposed project within Oceanside (Oceanside Pier Resort Project, Mesa Ridge Project, and Inns at Buena Vista Creek Project). Development of these projects is neither tied to, nor dependent upon, the proposed project.

3.1.1.2 Environmental Consequences

Construction-related impacts would be similar for all four alternatives. Construction activity along the I-5 North Coast Corridor would occur in phases in order to minimize disruptions. Construction-related impacts to existing land uses in the vicinity of the proposed project include vehicular and pedestrian access disruptions and the use of parking lots and vacant areas as staging grounds for construction activities. However, land use impacts related to construction activities are considered temporary proximity impacts and are not anticipated to result in permanent impacts to existing land uses along the corridor. Caltrans would implement a Traffic Management Plan (TMP) throughout the duration of construction activities that would be made available to the public. The TMP would serve to minimize project-related construction disruptions and would include traffic mitigation strategies designed in coordination with the local communities. Permanent impacts related to each alternative are discussed below.

City of San Diego

Existing Land Use

Land use within the San Diego portion of the project corridor is primarily urban and includes UCSD, the Sorrento Valley business park area, and some residential developments located east of the freeway. Agricultural operations south of San Dieguito Lagoon and east of I-5 potentially would be affected by the proposed project, but encroachments would be limited to the western edge of existing fields and would not preclude continued agricultural activities on the site. There are also scattered open space areas along the corridor, including Los Peñasquitos Canyon Preserve and San Dieguito Lagoon. The proposed project would potentially affect some of these open space areas located directly adjacent to the freeway but would not result in large land use pattern shifts, since these areas are preserved as open space and are not ideal for development due to terrain and resource restrictions. According to *Section 3.4*, *Community Impacts,* no residential or business displacements would occur within San Diego. The proposed project would consist of the expansion of an existing established freeway and would be consistent with existing transportation uses. No adverse land use impacts are anticipated.

Development Trends

The area directly adjacent to the project corridor within San Diego is generally urbanized, with built-out areas interspersed with agriculture and open space areas designated for preservation. Since agricultural activities could continue on site, encroachment into adjacent farmlands would not affect development within the area. While some developments are proposed near the proposed project, such as Pacific Highlands Ranch, these are located outside of the project corridor and would not be affected by the proposed project. The proposed project would expand an existing transportation corridor and, therefore, is not anticipated to alter development trends in the area.

Future Land Uses

Future land use development projects in the vicinity of I-5 include the Scripps Hospital La Jolla Master Plan, Flower Hill Promenade Project, One Paseo Project, Via de la Valle Road Widening, and San Dieguito River Park Nature Center. Most of these projects are still in the review phase; as of August 2013, the Flower Hill Promenade Project is largely completed with some renovations remaining to be done. Edges of the Scripps Hospital project at Genesee Avenue and I-5, and the Flower Hill Promenade Project at I-5 and Via de la Valle/San Andreas Drive, could be temporarily affected by the *I-5 NCC Project*. Such site-specific effects would not change the planned land uses for either planned project, both of which involve the demolition of existing facilities and construction of replacement buildings. The narrower footprint of the refined 8+4 Buffer alternative would further minimize potential effects to planned land uses.

The One Paseo Project at Del Mar Heights Road and El Camino Real, Via de la Valle Road Widening from El Camino Real west to San Andreas Drive, and San Dieguito River Park Nature Center at Via de la Valle and San Andreas Drive are all well east of I-5. These projects, therefore, are at sufficient distances from the *I-5 NCC Project* such that effects to planned land uses would not occur.

Del Mar

Existing Land Use

Del Mar is generally built-out and is primarily made up of residential development with pockets of commercial development focused in the Del Mar Center. The proposed project is not within the city limits of Del Mar; however, the proposed project would be located near existing residential development, agricultural areas, and open space associated with San Dieguito Lagoon. In addition, the Del Mar Fairgrounds and Racetrack is located west of the freeway. No encroachment into existing land uses is proposed in Del Mar under the proposed project; therefore, no shifts in existing land use or adverse land use impacts are anticipated.

Development Trends

Del Mar is nearly entirely developed, with remaining open space areas designated for preservation. There are no anticipated development trends that would shift land uses within Del Mar. The project would not encroach into existing land uses and, therefore, would not contribute to any unplanned development trends.

Future Land Uses

Planned future land uses within Del Mar would likely be in the form of infill development and redevelopment. The proposed project would not shift existing land uses, nor would it affect any future land use trends within the City. Future land use development projects in the vicinity of I-5 include the Riverview Offices Project and 22nd District Agricultural Association Fairgrounds and Horsepark Master Plan. The Riverview Offices site at the corner of Jimmy Durante Boulevard and San Dieguito Drive is well west of I-5, and the Horsepark Property near El Camino Real and Via de la Valle is well east of I-5. These projects, therefore, are at sufficient distances from the *I-5 NCC Project* such that effects to planned land uses would not occur.

Proposed *I-5 NCC Project* boundaries near the Del Mar Fairgrounds are within the existing I-5 right-of-way, and would not alter the land uses for the master plan changes to the Fairgrounds. The narrower footprint of the refined 8+4 Buffer alternative would further minimize potential effects to planned land uses.

Solana Beach

Existing Land Use

Solana Beach is generally urbanized and encompasses residential development, as well as various commercial areas that are primarily focused on Highway 101 and Cedros Avenue west of the proposed project corridor, and areas along Lomas Santa Fe Drive. Transportation uses associated with the I-5 corridor are located at the eastern boundary of Solana Beach.

The proposed project would consist of the expansion of an existing established freeway corridor and would be consistent with existing land uses. Though land uses in specific parcels would shift from residential to transportation, overall land use patterns in the community would not be affected, and no adverse land use impacts are anticipated.

Development Trends

Solana Beach is nearly entirely developed, and future development trends would be primarily associated with redevelopment or infill projects. As noted above, encroachments into individual

properties that may require relocation would not affect areas outside of specific parcels. The proposed project would expand an existing transportation corridor and would not affect long-term development or redevelopment trends. Therefore, the proposed project is not anticipated to affect development trends within the City.

Future Land Uses

Future land uses are anticipated to consist primarily of infill and redevelopment projects in already urbanized areas of Solana Beach. A future land use development project in the vicinity of I-5 is the USACE, Encinitas, and Solana Beach Shoreline Protection Project. The project site (along the shoreline) is located well west of I-5 in Solana Beach and, therefore, is at sufficient distance from the *I-5 NCC Project* that effects to the project would not occur.

Encinitas

Existing Land Use

Encinitas is primarily urbanized, similar to the other communities within the project corridor, and land uses generally consist of residential and commercial development, with a number of isolated greenhouse and nursery operations scattered along the corridor. In addition, open space areas surround Batiquitos and San Elijo lagoons. As discussed in *Section 3.3*, *Farmlands/Agricultural Lands,* the proposed project would directly affect a portion of Unique Farmland used for greenhouse and nursery operations. The proposed project would also convert 18.5 ac of the total 30.5 ac of prime farmland currently being farmed east of I-5 and north of Manchester Avenue to transportation uses. These encroachments would not preclude the continuation of agricultural activities at the nursery. Additionally, 412 ac of farmland east of I-5 and north of Manchester Avenue could remain in agricultural production. These encroachments would not lead to shifts in existing land uses outside of these individual properties. As identified in *Section 3.4*, the proposed project would result in the displacement of residential and commercial land uses. These displacements would be isolated to specific parcels along the alignment, however, and would not result in shifts in land use outside of the affected parcels. The proposed project would consist of the expansion of an existing established freeway corridor and would be consistent with existing land uses. Though land uses in specific parcels would shift from residential and agricultural uses to transportation, existing land use patterns in the community would not be affected, and no adverse land use impacts are anticipated.

Development Trends

The areas directly adjacent to the project corridor within Encinitas are currently urbanized and generally built-out, with the exception of open space areas designated for preservation, a future park, and agricultural uses. Development trends in Encinitas are largely anticipated to be in the form of infill and redevelopment, particularly west of I-5. As noted above, encroachments into individual properties that may require relocation would not affect areas outside of specific parcels. The proposed project would be located within the existing transportation corridor and would not affect future development trends. Therefore, the proposed project is not anticipated to affect development trends within the City.

Future Land Uses

Future land use development projects in the vicinity of I-5 include the Hall Property Community Park, Coral Cove Residential Project, Scripps Hospital Encinitas Master Plan, and North 101

Corridor Streetscape Improvements. The Hall Property Community Park was formerly a greenhouse operation located immediately adjacent to the west side of I-5 north of MacKinnon Drive and is currently under construction. The park has been designed to accommodate the potential right-of-way for the proposed project. Therefore, implementation of the proposed project would not affect development of the park. Operational impacts related to implementation of the proposed project are not likely to occur since planning of the Hall Property Community Park was coordinated with Caltrans to ensure that the park would be compatible with the proposed project. Caltrans and the City of Encinitas have agreed to an easement dedication of land that would provide Caltrans with the right-of-way needed to improve I-5. Furthermore, implementation of the proposed project would improve circulation along I-5 and reduce traffic congestion on the roadways surrounding the Hall Property Community Park. Therefore, implementation of the proposed project would not affect Hall Property Community Park.

The Scripps Hospital Encinitas Master Plan at Santa Fe Drive and I-5 would involve modification and expansion of the existing hospital. Proposed *I-5 NCC Project* boundaries at the hospital property are within the existing I-5 right-of-way, so I-5 improvements would not change the land uses for the hospital project, which is under construction.

The Coral Cove Residential Project at Ashbury Street and Vulcan Avenue and the North 101 Corridor Streetscape Improvements from A Street to La Costa Avenue are well west of I-5; therefore, these projects are at sufficient distances from the *I-5 NCC Project* such that effects to planned land uses would not occur.

Carlsbad

Existing Land Use

Carlsbad is primarily urbanized within the project corridor and contains both residential development and commercial centers along the I-5 North Coast Corridor. In addition, isolated greenhouses and nurseries, as well as some stretches of farmland (mainly strawberry fields at Cannon Road), provide agricultural operations within the City. The City also has a number of open space areas that are associated with Buena Vista, Agua Hedionda, and Batiquitos lagoons. The proposed project would encroach on agricultural operations in the City, including a greenhouse and strawberry fields located south of Agua Hedionda Lagoon. The proposed encroachments would not preclude continued agricultural activities on the affected sites, however, and are not anticipated to shift existing land use patterns in the area. In addition, the strawberry fields that would be affected are designated for recreation and tourist uses and are not specifically identified as supporting long-term agricultural activity at this time. *Section 3.4* identifies potential relocation for residential and commercial businesses in Carlsbad. These displacements would be isolated to specific parcels along the alignment, however, and would not result in shifts in land use outside of the affected parcels. The proposed project would consist of the expansion of an existing established freeway corridor and would be consistent with existing land uses. The Encina Power Plant would relocate the four transmission poles and a distribution pole farther back from the freeway within the plant's own property. Though land uses in specific parcels would shift to transportation, existing land use patterns in the community would not be affected, and no adverse land use impacts are anticipated.

Development Trends

Development within Carlsbad is monitored through a growth management plan, which requires the development of specific public facilities before growth can occur. Growth is anticipated to primarily consist of infill projects west of I-5 and new developments on vacant land east of I-5. As noted above, encroachments into individual properties that may require relocation would not affect areas outside the specific parcels. Future development trends are mainly established by the growth management plan and would not be affected by the proposed project. Therefore, the proposed project is not anticipated to affect development trends within the City.

Future Land Uses

Future land use development projects in the vicinity of I-5 include the Northern Inlet Jetty Restoration, Agua Hedionda Sewer Lift Station and Force Main Replacement, Westfield Carlsbad Project, Caruso Affiliated Project, Carlsbad Energy Center Project, and Poseidon Desalination Plant. The Northern Inlet Jetty Restoration at Agua Hedionda Lagoon is west of I-5, and the Westfield Carlsbad Project at El Camino Real and Marron Road is well east of I-5; therefore, these projects are at sufficient distances from the *I-5 NCC Project* that effects to planned land uses would not occur.

The strawberry fields that would be partially affected are designated for future travel and recreational uses. Potential modifications to I-5 near Cannon Road could affect the potential Caruso Affiliated Project. While an application for a specific project at this site has not been submitted to the City for review, discussions are under way. The *I-5 NCC Project* would only affect the western edge of the property, and the unaffected portion of the parcel could still be developed. In addition, the Cannon Road DAR has been eliminated from the refined 8+4 Buffer alternative (Preferred Alternative), avoiding effects previously anticipated.

Edges of the Encinas Water Pollution Control Facility and Encina Power Station properties could be temporarily affected by the *I-5 NCC Project*. Such site-specific effects would not change the planned land uses for these areas, including the Agua Hedionda Sewer Lift Station and Force Main Replacement, Carlsbad Energy Center Project, and Poseidon Desalination Plant.

Oceanside

Existing Land Use

The portion of Oceanside located along I-5 is highly urbanized with some interspersed open space, similar to the other communities within the project corridor. Residential, commercial, and open space areas associated with the San Luis Rey River are the primary uses along the alignment. No designated agricultural land is located along the corridor; most agricultural operations within Oceanside are located in the northeast portion of the City. *Section 3.4* identifies the displacement of residential and business land uses within Oceanside. These displacements would be isolated to specific parcels along the alignment, however, and would not result in shifts in land uses outside of the affected parcels. The proposed project would consist of the expansion of an existing established freeway corridor and would be consistent with existing land uses. Though land uses in specific parcels would shift from residential to transportation, existing land use patterns in the community would not be affected, and no adverse land use impacts are anticipated.

Development Trends

Development in Oceanside is likely to be in the form of redevelopment or infill projects west of I-5. Vacant land within the City is concentrated east of the project corridor, much of which is planned for future residential development. As noted above, encroachments into individual properties that may require relocation would not affect areas outside of specific parcels. The proposed project would be located within the existing transportation corridor and would not affect future development trends. Therefore, the proposed project is not anticipated to affect development trends within the City.

Future Land Uses

Future land uses within the City are expected to continue to increase housing and business opportunities for residents. Future land use development projects in the vicinity of I-5 include the Oceanside Pier Resort Project, Mesa Ridge Project, and the Inns at Buena Vista Creek Project. The Oceanside Pier Resort Project at Pacific Street and Pier View Way is well west of I-5, and the Mesa Ridge Project (at Mesa Drive and Foussatt Road) and the Inns at Buena Vista Creek Project (at Jefferson Street and SR-78) are well east of I-5; therefore, these projects are at sufficient distances from the *I-5 NCC Project* that effects to planned land uses would not occur.

Alternatives

10+4 Barrier

As discussed above, implementation of the 10+4 Barrier would result in impacts to residential, commercial, agricultural, undeveloped, recreational, and roadway land uses. Land use patterns, development trends, or proposed land uses would not shift outside of the affected parcels displaced.

10+4 Buffer

The 10+4 Buffer would require a narrower right-of-way alignment than the 10+4 Barrier; impacts would be slightly reduced for the majority of the existing and proposed resources. Implementation of the 10+4 Buffer alternative would result in impacts to residential, commercial, agricultural, undeveloped, recreational, and roadway land uses. Land use patterns, development trends, or proposed land uses would not shift outside of the affected parcels displaced.

8+4 Barrier

The 8+4 Barrier would require a similar right-of-way alignment to the 10+4 Buffer. As such, this alternative would have slightly reduced impacts for the majority of the existing and proposed resources compared to the 10+4 Barrier. Implementation of the 8+4 Barrier alternative would result in impacts to residential, commercial, agricultural, undeveloped, recreational, and roadway land uses. Land use patterns, development trends, or proposed land uses would not shift outside of the affected parcels displaced.

8+4 Buffer (Preferred Alternative)

The refined 8+4 Buffer is the smallest right-of-way alignment, and impacts would be slightly reduced for the majority of the existing and proposed resources. Implementation of the 8+4 Buffer alternative would result in impacts to residential, commercial, agricultural, undeveloped,

recreational, and roadway land uses. Land use patterns, development trends or proposed land uses would not shift outside of the affected parcels displaced.

No Build
Implementation of the No Build alternative would not result in changes to the land use patterns, development trends or proposed land uses.

3.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

The proposed project would not result in adverse impacts to land use relative to development trends or shifts in overall land uses/patterns. Impacts to planned land uses would not occur. Design detail, including a reduced project footprint throughout the corridor and for the Manchester Avenue DAR, removal of both the Cannon Road and Oceanside Boulevard DARs, and other corridor-wide auxiliary lane reconfigurations and/or removals, reduced overall projected impacts to existing land use under the refined 8+4 Buffer alternative.

No mitigation measures are required. Caltrans has undertaken efforts to integrate the proposed project with the adjacent and/or adjoining communities. In addition to the www.keepsandiegomoving.com website, Caltrans has been available for community meetings to provide the community information about the proposed project.

3.1.2 Consistency with State, Regional, and Local Plans and Programs

This section is based on the October 2007 CIA, as amended; a separate technical study prepared for the proposed project that is incorporated by reference. This analysis examines the consistency of the proposed project with regional plans, jurisdiction-wide plans, and applicable small-scale plans. Proposed specific projects near the project alignment and potential impacts are described in *Section 3.1.1*.

3.1.2.1 Affected Environment

San Diego Association of Governments Regional Comprehensive Plan (RCP), RTPs, and RTIPs
SANDAG's RCP for the San Diego Region is a compilation of local and regional plans of each member jurisdiction. The RCP contains the long-term planning framework for the San Diego region. It sets forth a regional vision and balances population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs to create a more sustainable region. The RCP and RTP planning processes are iterative, each informing the other. SANDAG is working to update the RCP to reflect the 2050 RTP.

The SANDAG 2050 RTP[1] lays out a regional transportation system to enable current and future planning efforts. The RTP identifies specific transportation needs that over the next 37 years

[1] On December 20, 2012, the San Diego Superior Court entered a judgment finding that the EIR for the 2050 RTP is legally inadequate with regard to greenhouse gas emissions. Although the judgment may be overturned on appeal, this Final EIR/EIS has been drafted to avoid the narrow alleged deficiencies found by the Court. Where this Final EIR/EIS relies upon 2050 RTP information, that information has not been challenged and is not part of the current lawsuit.

would enhance the land use-transportation connection in development within the San Diego region. The proposed project is consistent with the 2050 RTP.

The 2012 RTIP was developed to implement the San Diego region's overall transportation strategy for providing mobility and improving the efficiency and safety of the transportation system. The 2012 RTIP aims to reduce transportation-related air pollution in an effort to attain federal and State air quality standards for the San Diego region.

The design concept and scope of the proposed project is also generally consistent with the project description in the 2030 RTP and the 2010 RTIP.

Natural Communities Conservation Plans: MSCP Subarea Plan and MHCP

The project crosses two regional habitat conservation planning areas: the City of San Diego's MSCP Subarea Plan and SANDAG's MHCP, encompassing the seven incorporated cities in northwestern San Diego County. Both regional plans covering the project area are approved but the subsidiary plan for the City of Encinitas is undergoing review and is not yet approved. Caltrans and FHWA are not signatory agencies to the MSCP. Therefore, the regional highway projects were not covered. Any impacts to the MSCP and MHCP areas are included in the biological resource sections of this Final EIR/EIS.

The MSCP Subarea Plan was prepared to meet the requirements of the California Natural Communities Conservation Planning (NCCP) Act of 1992 pursuant to a general outline developed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW; previously California Department of Fish and Game) (both of these agencies are referred to herein as the "wildlife agencies"). The MSCP Subarea Plan serves as the basis for the Implementing Agreement that serves as the contract between the City of San Diego and the wildlife agencies to ensure implementation of the plan and allow the City of San Diego to issue take permits at the local level. The Multiple Habitat Planning Area (MHPA) delineates core biological resource areas and corridors targeted for conservation while also allowing for limited development to occur. The MHPA was developed by the City of San Diego in cooperation with wildlife agencies, property owners, developers, and environmental groups based on the Preserve Design Criteria contained in the overall MSCP and the City Council adopted criteria for the creation of the MHPA.

Solana Beach, Encinitas, Carlsbad, and Oceanside are four of the seven cities in northwest San Diego County that have adopted a joint MHCP. This regional MHCP is characterized by a regulatory compliance status similar to that described above for the MSCP. Within the MHCP, the Cities of Encinitas, Carlsbad, and Oceanside constitute their own subareas. The Cities of Carlsbad and Oceanside Subarea Plans have been approved, and the City of Encinitas issued a draft subarea plan in 2001. That plan is still undergoing agency review and revision. Until plan approval, all jurisdictions must apply directly to the resource agencies for incidental take authorizations under Section 10 of the Federal Endangered Species Act (FESA). Due to its small size and built-out conditions, the City of Solana Beach is exempt from preparing a subarea plan.

Coastal Zone Management Act

The project is generally located within the Coastal Zone except for the segment of I-5 north of Tamarack Avenue to the southern edge of Buena Vista Lagoon in Carlsbad, and the segment north of Buena Vista Lagoon to Mission Avenue in Oceanside (see *Figure 3-3.3*). The Coastal

Zone Management Act of 1972 (CZMA) is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine whether they were consistent with the State's management plan.

California has developed a coastal zone management program and has enacted its own law, the California Coastal Act of 1976 (Coastal Act), to protect the coastline. The policies within Chapter 3 of the California Coastal Act include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission (CCC) is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the Coastal Act delegates power to local governments to enact their own LCPs. LCPs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the Coastal Act goals. A federal consistency determination may be needed as well. The Cities of Encinitas and Oceanside General Plans include issues and policies related to the requirements of the Coastal Act, which are combined to create the General Plan and LCP Land Use Plan (LUP) for each city. The Cities of San Diego and Carlsbad have certified LCPs separate from their General Plan, while the City of Solana Beach has a certified LUP, but is still developing a Local Implementation Plan as required for a complete, certified LCP.

Due to the size and scope of the proposed project, which traverses several jurisdictions, there are several means by which Caltrans could meet permitting requirements. One means is by preparing a public works plan (PWP) with the CCC, which is an alternate vehicle for obtaining approval of large or phased public works projects that remains under the authority of the CCC irrespective of coastal permit jurisdictional boundaries. Another means would be permitting through local jurisdictions and/or the CCC for the individual construction stages of the project (which could require multiple coastal development permits for different components of a public works project).

In coordination with the CCC staff, SANDAG and Caltrans have prepared the PWP/TREP (Appendix R) to recommend measures to achieve consistency with the CZMA, Coastal Act, and the certified LCPs. Most of the impacts of the project would occur within the coastal zone, including impacts to agricultural lands (see *Section 3.3*), visual resources (see *Section 3.7, Visual/Aesthetics*), and the biological environment (see *Section 3.17, Natural Communities; 3.18, Wetlands and Other Waters; 3.19, Plant Species; 3.20, Animal Species; and 3.21, Threatened and Endangered Species*). Details regarding consistency with the management program, and needed permits and approvals, are provided in *Table 3.1.1* under the heading: California Coastal Act.

City of San Diego General Plan

The City of San Diego Process Guide and General Plan was prepared in 1979 to set forth goals and objectives for the development of the City of San Diego through the year 1995. The Process Guide and General Plan established a land use distribution pattern for future development, established a framework for future transportation networks, and provided recommendations and measures for achieving the plan's goals and objectives. The City of San

Diego General Plan went through a comprehensive update and was adopted in 2008. The General Plan provides guidance to meet both the needs of a growing city and enhance the quality of life for current and future residents of San Diego. The General Plan utilized the City of Villages strategy, which aims to enhance the City's many communities as growth occurs over the next 20-plus years by focusing growth into mixed-use development areas linked to an improved regional transportation system. The strategy is designed to sustain long-term economic, environmental, and social health for the City of San Diego and its communities. The proposed project traverses a variety of land uses along the I-5 corridor, which have been designated by the Land Use Element. Designated land uses surrounding the proposed project are shown in *Figure 3-1.2*.

The City of San Diego has developed community plans that identify specific goals for each of the communities within the City. Each of these community plans discusses issues that are specific to that community, while also being consistent with the broader City of San Diego General Plan policies. The proposed project would traverse the following City of San Diego communities: La Jolla, University, Torrey Pines, Torrey Hills, and Carmel Valley. Each of these communities has a community plan (each community plan can be found on www.sandiego.gov/planning/community/profiles/index.shtml) that discusses General Plan topics that are more specific to that community, while also being consistent with the larger policies of San Diego. A brief discussion of each community plan as it pertains to the proposed project is provided below. The planning area locations for each community plan are shown in *Figure 3-1.1*. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1* (found at the end of this *Section 3.1.1*).

La Jolla Community Plan

The La Jolla Community Plan was last updated in March 2004. The overall goals of the community plan are to maintain La Jolla as a primarily residential recreation-oriented community, conserve and enhance the natural amenities of the community, and provide adequate public facilities and an adequate circulation system. The community plan also aims to enhance existing public access to the ocean, beach, and park areas, and allow for the provision of added public parking in the village core area.

University Community Plan

The University Community Plan was last updated in February 2008. The overall goals of the community plan are to meet the needs of the growing professional and commercial sectors of the community while also meeting the needs of the UCSD campus. No relevant goals from this community plan were identified for the proposed project. In addition, the UCSD Long Range Development Plan (PBS&J 2004) discusses development and growth for the University area.

Torrey Pines Community Plan

The Torrey Pines Community Plan was last updated in April 2011. The overall goals of the community plan are to provide a high quality of life for its residents and businesses while preserving the community's unique natural environment. The Transportation Element sets out to provide an efficient, safe, and environmentally sensitive transportation system, and to ensure that transportation improvements do not negatively impact open space systems located throughout the planning area. The Resource Management and Open Space Element sets out to ensure the long-term sustainability of the planning area's unique ecosystems; plant

communities and wildlife habitat; and paleontological, archaeological, Native American, and historic resources. The Resource Management and Open Space Element also sets out to preserve, enhance, and restore all natural open space and sensitive resource areas.

Torrey Hills Community Plan

The Torrey Hills Community Plan was last updated in April 2011. The overall goals of the community plan are to develop the community with land uses that complement surrounding developing areas and maximize mobility opportunities; that reflect the variety of landforms characterizing the community; that protect and enhance important wildlife habitat; and that provide for a high-quality urban form reflective of the area's unique location and natural attributes. The Transportation Element sets out to provide a transportation system that provides linkages to the community's activity centers and to the rest of the metropolitan region and to ensure that development of transportation facilities would avoid unnecessary encroachment into environmentally sensitive areas. The Open Space and Resource Management Element sets out to preserve, protect, enhance, and, where possible, restore all natural open space and sensitive resource areas, and prohibit encroachment and impacts of adjacent development, both private and public, on areas designated for open space.

Carmel Valley Community Plan

Carmel Valley (North City West) Community Plan was adopted in February 1975. The overall goals of the community plan include the following: establish a physically, socially, and economically balanced community; establish an identity for the community; preserve the natural environment; establish a balanced transportation system; and establish a phased development plan. The Circulation Element's primary goal is to provide a transportation system that provides mobility, accessibility, and safety for residents within the community. The Park, Recreation, and Open Space Element sets out to meet the recreational needs of the community with both parks and open space areas.

The Carmel Valley community plan stipulated that precise plans must be developed for each development unit within the community. The proposed project is located near Neighborhoods 2 and 3 of the Carmel Valley community plan. The Neighborhood 2 Precise Plan, also known as the North City West Employment Center, was designed to serve as an employment base for housing in other areas of Carmel Valley. The Neighborhood 2 Precise Plan provides guidance for future development within the community in conformance with the existing Carmel Valley community plan. The Neighborhood 2 Precise Plan does not contain policies relevant to the proposed project. Draft Amendments to the Employment Center Precise Plan, Rezone and Carmel Valley Planned District are currently proposed by the One Paseo project and will be incorporated into the Neighborhood 2 Precise Plan. The Neighborhood 3 Precise Plan, last amended in March 1992, is primarily a residential development with some recreation and open space uses. The Neighborhood 3 Precise Plan provides guidance for future development within the community in conformance with the existing Carmel Valley community plan. The Neighborhood 3 Precise Plan does not contain policies relevant to the proposed project. Although, many of the neighborhood design concepts set out in the plan are directly relevant to regional and community enhancements proposed as part of the project, including an improved pedestrian and bike trail system.

City of Del Mar Community Plan

The City of Del Mar Community Plan was last updated with an addendum in January 2002. The community plan contains stated community goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources. Land uses surrounding the proposed project are shown in *Figure 3-1.2.* As all of Del Mar is located within the California Coastal Zone, the LCP for the City of Del Mar is the main planning document for the City. The LCP outlines issues and policies related to the requirements of the California Coastal Act, including land use. The LCP includes the Land Use Element, which describes and shows designated land uses within Del Mar; however, the proposed project would not directly or indirectly affect land uses within Del Mar. Therefore, no specific policies or goals in the Del Mar LCP Land Use Element pertain to the proposed project.

City of Solana Beach General Plan

The City of Solana Beach General Plan was last amended in 2006 and as of December 2012 is in the process of being updated. The adopted General Plan contains stated community goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources. The Land Use Element sets out to promote development of a well-balanced and functional mix of land uses and ensure that long-term protection of the environment is given the highest priority. Land uses surrounding the proposed project are shown in *Figure 3-1.4.* The Circulation Element sets out to provide a street network to move people and goods safely and efficiently. The Open Space and Conservation Element sets out to protect and conserve the City's natural resources, cultural resources, sensitive open space areas, and viewsheds. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1* (found at the end of this section 3.1.1).

Although Solana Beach is located within the California Coastal Zone, Solana Beach has not yet developed a fully certified LCP outlining issues and policies related specifically to the requirements of the California Coastal Act; the City of Solana Beach has a certified LUP but does not currently have a certified Local Implementation Plan. Planning in the coastal zone is generally discussed in the Land Use and Open Space and Conservation Elements of the General Plan.

City of Encinitas General Plan

The City of Encinitas General Plan is in the process of a comprehensive update. This update began in 2010 and as of December 2012 is still in draft form. Because the updated General Plan has yet to be adopted, the adopted 1989 General Plan was used for analysis. The General Plan contains stated community goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources. The Land Use Element, last amended September 23, 2009, establishes a land use distribution based on a mix of development consistent with the goals and objectives of the General Plan. Land uses surrounding the proposed project are shown in *Figure 3-1.4*. The Land Use Element sets out to preserve natural open spaces, slopes, bluffs, and lagoon areas, and to maintain the sense of spaciousness and semi-rural living within the I-5 view corridor. The Circulation Element, last amended January 22, 2003, sets out to provide a safe, convenient, and efficient transportation system that is sensitive to and compatible with surrounding community character. The Resource Management Element, last amended May 11, 1995, sets out to preserve natural resources such as mature trees, vegetation, and wildlife

habitat within the City of Encinitas. The Resource Management Element also encourages the preservation of agricultural land in the City, although not as a constraint to development. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1* (found at the end of this section).

A large portion of Encinitas and study area is located within the California Coastal Zone; therefore, issues and policies related to the requirements of the California Coastal Act are also included in the General Plan. These are combined to create the General Plan and LCP LUP for the City. The LUP includes the entire coastal area of Encinitas, generally from the Pacific Ocean to El Camino Real. It also encompasses San Elijo Lagoon.

City of Carlsbad General Plan

The City of Carlsbad General Plan is in the process of a comprehensive update. This update began in 2008 and is not expected to be completed until mid-2013. As such, the adopted 1994 General Plan was used for analysis. The General Plan establishes the vision and planning framework for the development of Carlsbad and identifies the location, distribution, and arrangement of land uses within the municipal boundaries. The underlying principle of the Land Use Element is that Carlsbad would develop as a balanced community with a full range and variety of land uses. Land uses surrounding the proposed project are shown in *Figure 3-1.6*. The Land Use Element sets out to protect and conserve natural resources, fragile ecological areas, unique natural assets, and historically features of the community (including Buena Vista Lagoon, Batiquitos Lagoon, and Agua Hedionda Lagoon). The Circulation Element sets out to provide a transportation system that helps minimize air pollution and traffic congestion and supports commerce and economic development.

A large portion of Carlsbad and the study area is located within the California Coastal Zone; therefore, issues and policies related to the requirements of the California Coastal Act are included in the City of Carlsbad LCP, last amended in 2010. The LCP includes the entire coastal area of Carlsbad, generally from the Pacific Ocean to El Camino Real in the north and south and to the industrial area in central Carlsbad. It also encompasses Agua Hedionda and Batiquitos lagoons. Relevant LCP policies include the preservation of prime agricultural land throughout the coastal zone. This policy includes preservation of the Carlsbad Flower Fields, an approximately 50-ac flower field that blooms between early March and early May each year. In addition, the Agua Hedionda LUP proposes land uses and environmental control measures for an 1100-ac segment of the Carlsbad Coastal Zone, including the 230-ac Agua Hedionda Lagoon and adjacent marsh, upland habitats, and wetland areas. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1* (found at the end of this *Section 3.1.1*).

City of Oceanside General Plan

The City of Oceanside General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life within the City of Oceanside. The Oceanside General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contribute to a proper balance of land uses within the community. Land uses surrounding the proposed project are shown in *Figure 3-1.8.* The Oceanside General Plan contains stated community goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources.

The Circulation Element contained within the City of Oceanside General Plan, updated in September 2012, sets out the City's long-range policy direction for transportation. The Circulation Element's principal objective is to provide for the transportation needs of the community and subregion by implementing a circulation system that provides a high level of mobility, efficiency, access, safety, and environmental consideration for all modes and purposes of travel. The Circulation Element acknowledges that the circulation system does not stand on its own but is an integral part of the overall land use planning for the City. It also must function as a component of the regional transportation system. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

A large portion of Oceanside and the study area is located within the California Coastal Zone; therefore, issues and policies related to the requirements of the California Coastal Act are also included in the General Plan. These are combined to create the General Plan and LCP LUP for the City. The LUP includes the entire coastal area of Oceanside, generally from the Pacific Ocean to Coast Highway. It is also inclusive of the San Luis Rey River and Buena Vista Lagoon.

San Dieguito River Park Concept Plan

The San Dieguito River Park Concept Plan was developed to create an open space park within the San Dieguito River Valley to protect its unique resources while providing compatible recreational opportunities. The plan provides guidance for the preservation of open space, protection of natural and cultural resources, creation of a scenic trail system, and the establishment of appropriate recreational areas.

San Elijo Lagoon Area Enhancement Plan

The San Elijo Lagoon Area Enhancement Plan provides ownership, planning, and jurisdictional information for San Elijo Lagoon. The primary goal of the San Elijo Lagoon Area Enhancement Plan is to recommend methods to preserve and augment a gradient of self-sustaining habitats that range from salt marsh in the west basin to freshwater marsh in the east basin. The long-range plan for this area is to continue to provide for the habitat needs of wildlife while maximizing passive recreational and educational opportunities for the public.

Agua Hedionda Land Use Plan

The Agua Hedionda Land Use Plan was developed as a revision to the Agua Hedionda Specific Plan and proposes land uses and environmental controls for an 1,100-ac segment of the Carlsbad Coastal Zone, including the 230-ac Agua Hedionda Lagoon and adjacent marsh, upland habitats, and wetland areas. The plan combines relevant requirements of the California Coastal Act and Carlsbad General Plan as they apply to this segment of the 1,100-ac segment of the Carlsbad Coastal Zone.

Batiquitos Lagoon and Buena Vista Lagoon

Implementation of the proposed project would not require acquisitions of any land within Batiquitos Lagoon or Buena Vista Lagoon, nor would it impact any recreational activities at either of the lagoons. Therefore, land use plans pertaining to these specific lagoons were not evaluated for policy consistency.

Bicycle and Pedestrian Plans

Local communities that lie on the coast have all come together to develop General Plans that fully accommodate pedestrian and bicycle modes. Collectively, general plans propose to improve the quality of life by offering safe transportation alternatives to the automobile.

The various General Plans have in common the following goals and/or principles:

- Seek to ensure that there is adequate distance between signal-controlled intersections, "smart crosswalks," or stop signs. At heavily used pedestrian crossings, consider all-way stop signals that allow the free flow of pedestrians through the intersection, "smart" signals to calm traffic and improve intersection safety, and pedestrian/bicycle-activated signals that allow bikes and pedestrians to cross busy streets without inviting traffic onto cross streets.

- Consider pedestrian crosswalk “runway” lights in the pavement at intersections with severe or higher-than-average pedestrian collision rates.

- Encourage and educate the public on the use of painted and unpainted crosswalks; enforce jaywalking regulations on main arterials.

- Encourage the creation of accessible pedestrian medians or islands in wide streets where people have to cross more than two lanes.

- Enforce pedestrian right-of-way laws.

- Provide improved connectivity via increased access points across rail right-of-way and the I-5 corridor.

- Provide additional Class I Bike Paths, primarily in the undeveloped areas of the region.

- Roadways programmed for Class II Bike Lanes should be constructed as soon as practical (the City of Carlsbad has an almost complete Class II Bike Lane network throughout the City).

- Increase bicycle ridership (the Bicycle Master Plan for the City of San Diego calls for an increase of bicycle ridership, currently at 1 percent, to at least 10 percent by the year 2020).

- All agencies strive for an interconnected network of bicycle facilities that are safe.

- Several agencies strive to provide bicycle trip-end facilities such as showers, lockers, and safe bicycle storage facilities.

Portions of the NC Bike Trail, proposed as part of this project (see *Section 2.3*, *I-5 North Coast Regional and Community Enhancement Projects*), would support compliance with the goals and principles of the local communities’ General Plans, as outlined above.

3.1.2.2 Environmental Consequences

Construction-related impacts would be similar for all four alternatives. Construction activity along the I-5 North Coast Corridor would occur in phases in order to minimize disruptions. Construction activities may create conflicts with relevant existing plans and programs by disrupting vehicular and pedestrian access; increasing noise, dust, and harmful emissions; creating visual impacts; and using parking lots and vacant areas as staging grounds for construction activities. The project would implement Caltrans' Standard Specifications related to temporary dust and emissions, as well as noise control. In addition, any impacts related to these disruptions are considered temporary proximity impacts and are not anticipated to result in permanent conflicts with relevant existing plans and programs. Caltrans would implement a TMP throughout the duration of construction activities that would be made available to the public. The TMP would serve to minimize project-related construction disruptions and would include traffic mitigation strategies designed in coordination with the local communities.

Permanent impacts from the proposed project would be similar for all four proposed alternatives. Although the amount of land converted to other uses may vary between alternatives, the type of conflicts with existing relevant plans would be similar for all four proposed alternatives. A brief synopsis of the consistency of the proposed project and relevant plans is provided below, followed by more detailed policy comparisons of the proposed project with relevant portions of the plans in *Table 3.1.1.*

San Diego Association of Governments RTPs and RTIPs

As noted above, the proposed project is included in the 2030 RTP and 2010 RTIP. The proposed project is also included in the current 2050 RTP, adopted on October 28, 2011. The project is identified in the 2012 RTIP (adopted on September 28, 2012 and subsequently amended) in Chapter 3, on page 33, as the Interstate 5 – HOV Managed Lanes (Metropolitan Planning Organization [MPO] ID: CAL09) to include: "From La Jolla Village Dr. to Harbor Dr. – construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5" (SANDAG 2012). The U.S. Department of Transportation (USDOT) issued a finding of conformity for the 2050 RTP on December 2, 2011. The 2012 RTIP is consistent with the 2050 Revenue Constrained RTP (described below) and, as a financially constrained document, it contains only those major transportation projects listed in the revenue constrained RTP. The SANDAG Board of Directors made a conformity finding for the 2012 RTIP and redetermination of conformity for the 2050 RTP, and approved the final 2012 RTIP at its September 28, 2012, meeting.

The proposed alternatives are included under two scenarios, the Revenue Constrained Plan and the Unconstrained Network, in Appendix A, Projects, Costs, and Phasing, of the 2050 RTP. Appendix A of the 2050 RTP contains the projects included in the air quality analysis (SANDAG 2011). In Table A.1, on page 350, the proposed project is included under the Revenue Constrained Plan as part of two projects. The first project would improve I-5 between the I-5 / I-805 Merge and SR-56, from 8 general purpose lanes or 14 general purpose lanes with 2 HOV lanes (some variation exists within the segment) to 8 general purpose lanes with 4 Managed Lanes or 14 general purpose lanes with 4 Managed Lanes, respectively. The second project would improve I-5, between SR-56 and Vandegrift Boulevard, from 8 general purpose lanes or 8 general purpose lanes with 2 HOV lanes (some variation exists within the segment) to 8 general purpose lanes with 4 Managed Lanes. Managed Lanes include HOV lanes and Value Pricing lanes (SANDAG 2011). For the Unconstrained scenario, refer to Table A.9, Unconstrained Network, on page 394, the project is included as part of four projects.

The first project would improve I-5 between the I-5 / I-805 Merge and SR-56, from 8 general purpose lanes or 14 general purpose lanes with 2 HOV lanes (some variation exists within the segment) to 8 general purpose lanes with 4 Managed Lanes or 14 general purpose lanes with 4 Managed Lanes, respectively. The second project would improve I-5, between SR-56 and Manchester Avenue, from 8 general purpose lanes with 2 HOV lanes to 10 general purpose lanes with 4 Managed Lanes. The third project would improve I-5, between Manchester Avenue and Palomar Airport Road, from 8 general purpose lanes to 10 general purpose lanes with 4 Managed Lanes. The fourth project would improve I-5 between Palomar Airport Road and Vandegrift Boulevard, from 8 general purpose lanes to 10 general purpose lanes with 4 Managed Lanes (SANDAG 2011).

As stated above, the proposed project is included in SANDAG's 2030 and 2050 RTPs, as well as the 2010 and 2012 RTIPs, as amended. These documents and the related conformity determinations have been approved by the USDOT.

Natural Communities Conservation Plans: Multiple Species Conservation Program Subarea Plan and Multiple Habitat Conservation Program

The MSCP Subarea Plan identifies native habitat for multiple species to be conserved in perpetuity, known as the MHPA. The proposed project would encroach into areas preserved by the City of San Diego's MHPA. However, the proposed project is consistent with the policies in Section 1-4.2 of the MSCP Subarea Plan. The proposed project is consistent with these policies and guidelines because it has been designed to minimize impacts to biological resources, where possible, by taking reduced amounts of right-of-way and limiting the grading footprint. Additionally, the proposed project is consistent with these policies and guidelines because it is identified in the Mobility Element of the 2008 City of San Diego General Plan and is not located in a canyon bottom, would not disrupt a wildlife corridor, and would include measures to minimize impacts from construction-related activities. Therefore, the proposed project is conditionally compatible with the biological objectives of the MSCP. See *Section 3.17* for further information.

Individual jurisdictions implement their portions of the MHCP plan through the preparation and adoption of citywide subarea plans which describe the specific policies each city would institute for the MHCP. Carlsbad has adopted a subarea plan under the MHCP (the Carlsbad Habitat Management Plan [HMP]). Oceanside has prepared a final subarea plan (The Oceanside Subarea Habitat Conservation Plan [HCP]/Natural Community Conservation Plan), Encinitas has prepared a public review draft subarea plan, and Solana Beach is not required to prepare a subarea plan. Coordination between Caltrans and the cities is ongoing to ensure that impacts to sensitive biological species or communities targeted for preservation in the draft subarea plan is minimized, where feasible. Potential impacts to sensitive habitats and appropriate mitigation measures are discussed in *Sections 3.17* through *3.22*. With respect to the Carlsbad HMP, segments of the proposed project would encroach into areas conserved for their wildlife value as part of the HMP preserve system. However, these encroachments would be minimal and would not affect the overall biological value of the preserve areas. With respect to the Oceanside HCP, as seen on *Figure 4-1*, Preserve Planning Map and Habitat Conservation Overlay Zones, a softline pre-approved mitigation area has been established north of Oceanside Boulevard and south of Mission Avenue. This area near I-5 contains coastal sage scrub (CSS), disturbed CSS, some riparian habitat, least Bell's vireo, and coastal California gnatcatcher. Construction of I-5 hardscape would be within existing right-of-way and minimal cut and fill would occur outside of existing right-of-way, with encroachment primarily resulting from temporary construction

easements. As such, encroachments beyond the existing right-of-way would be minimal, temporary, would consist of fill that would be revegetated with native coastal sage scrub species, and would not affect the overall biological value of the preserve areas. Furthermore, Caltrans has coordinated with the cities and/or wildlife agencies as required to ensure that potential impacts to HMP and HCP species or habitat are minimized to the maximum extent practicable and mitigated (see discussion of the project REMP in this Final EIR/EIS).

Coastal Zone Management Act

The PWP/TREP (Appendix R) provides a planning, analytical, and implementation mechanism to address improvements throughout the North Coast Corridor as a system consistent with Coastal Act. The Coastal Act includes specific policies that focus on protecting, enhancing, and maintaining coastal resource values, and maximizing public access to coastal resources and recreational facilities. The PWP/TREP is intended to serve as a public works plan to meet the Coastal Act permitting requirements and provide the CCC the necessary information for a consistency determination for the project. A CCC staff member assigned full time for this project attended the bi-monthly (monthly since 2010) PWP/TREP meetings along with the Caltrans and SANDAG managers, and technical specialists to develop this document, since 2007. *Table 3.1.1* includes the following applicable CZMA sections; 30231, 30233, 30240, 30241, 30241.5, 30242, 30244, 30250, 30251, and 30253; and Section 30007.5 for resolution of conflict. The project is consistent with the enforceable policies of Chapter 3 of the Coastal Act and CZMA.

City of San Diego General Plan

The City of San Diego General Plan and applicable community plans identify specific goals and policies for the various communities. The proposed project involves the expansion of an existing transportation corridor within San Diego County. The proposed alternatives would not result in any substantial land use changes within the project corridor and would minimize effects to adjacent existing land uses. In addition, encroachment into adjacent open space would be minimized and would not result in fragmentation of any preserved open space or habitat. The Mobility Element of the San Diego General Plan explicitly outlines an increase in capacity and a reduction in congestion along the freeway system as a primary goal. Additionally, applicable community plans within San Diego reflect this larger goal of the provision of a transportation system that provides convenient linkages to the rest of the metropolitan region. Therefore, the project would be generally consistent with the city and community plans and policies established for the City of San Diego within the project corridor. A more detailed listing of relevant goals and policies of specific community plans and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

City of Solana Beach General Plan

The Solana Beach General Plan outlines specific goals and policies for existing and future development within the City. The proposed project would convert residential land uses to transportation uses as discussed in *Section 3.1* of this Final EIR/EIS. However, this would not substantially affect land use patterns within Solana Beach. Encroachment into adjacent residential uses would be minimized and would not result in fragmentation or displacement of residential neighborhoods. The proposed project would improve circulation along I-5 by increasing capacity. Although the proposed project would not include alternatives to motorized transportation such as bike lanes, implementation of the proposed project would not inhibit any

existing alternative modes of transportation and would increase HOV capacity for carpooling and transit.

Segments of the proposed alternatives would encroach into open space areas and potentially impact natural resources. However, these encroachments would be minimized through design efforts and would not affect the overall biological value of the open space areas. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). Therefore, the proposed project would be generally consistent with the City of Solana Beach General Plan. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

City of Encinitas General Plan

The proposed project would convert existing residential and commercial land uses to transportation uses as discussed in *Section 3.1* of this Final EIR/EIS. However, impacts would be restricted to isolated parcels along an existing transportation corridor and would not substantially affect land use patterns within Encinitas. The proposed project would improve circulation along I-5 by increasing capacity and would also support an alternative to motorized transportation through implementation of proposed elements of the NC Bike Trail. Implementation of the proposed project would not inhibit any existing alternative modes of transportation and would increase HOV capacity for carpooling and transit.

Segments of the proposed alternatives would encroach into open space areas and potentially impact natural resources. However, these encroachments would be minimized through design efforts and would not affect the overall biological value of the open space areas. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). As discussed in *Section 3.3* of this Final EIR/EIS, implementation of the proposed project would convert prime farmland to nonagricultural uses. Conversion of this prime farmland would conflict with Goal 12 of the Resource Management Element and the proposed project alternatives would be inconsistent with the agricultural goals of the City of Encinitas General Plan. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

City of Carlsbad General Plan

The proposed project would convert existing residential and commercial land uses to transportation uses as discussed in *Section 3.1* of this Final EIR/EIS. However, impacts would be restricted to isolated parcels along an existing transportation corridor and would not substantially affect land use patterns within Carlsbad.

The proposed alternatives would minimize encroachment into adjacent open space areas along the alignment and would also incorporate measures to avoid indirect impacts to such areas, consistent with the Carlsbad General Plan Land Use Element, Environmental Goal. In addition, while the alternatives would affect agricultural operations, continued agricultural activities on the affected sites would not be precluded. Any future land uses on those sites, such as the strawberry fields designated for future travel and tourist uses, could occur on the remainder of the parcel.

The proposed project would improve circulation along I-5 by increasing capacity. In addition, the proposed project would increase capacity for carpooling and transit, and include trails, pedestrian overpass connections, and suspended trails at freeway bridges to create pedestrian linkages throughout the community. The proposed project would have the potential to affect natural resources such as Buena Vista, Batiquitos, and Agua Hedionda lagoons. However, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

City of Oceanside General Plan

The proposed project would convert residential and commercial land uses to transportation uses as discussed in *Section 3.1* of this Final EIR/EIS. However, impacts would be restricted to isolated parcels along an existing transportation corridor and would not substantially affect land use patterns within Oceanside.

The proposed alternatives would be consistent with the Circulation Element of the Oceanside General Plan, which seeks to provide an integrated transportation network that allows for the safe and efficient movement of people and goods within and through Oceanside, with minimal disruption to the environment. The proposed project would improve circulation along I-5 by increasing capacity. In addition, the proposed project would increase capacity for carpooling and transit, and would include trails, pedestrian overpass connections, and suspended trails at freeway bridges to create pedestrian linkages throughout the community. Encroachments into adjacent open space at Buena Vista Lagoon and along the San Luis Rey River would be minimized and measures incorporated to avoid indirect effects to water quality. Therefore, the proposed project would be consistent with the City of Oceanside General Plan. A more detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in *Table 3.1.1.*

San Dieguito River Park Concept Plan

Implementation of the proposed project would result in minor acquisitions of land and open water within the San Dieguito River Park. However, these acquisitions would not affect the function of the park. Additionally, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to biological resources at San Dieguito Lagoon would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).

San Elijo Lagoon Area Enhancement Plan

Implementation of the proposed project would result in minor acquisitions of land in the San Elijo Lagoon Ecological Reserve. However, these acquisitions would not affect the habitat or recreational values of the San Elijo Lagoon Ecological Reserve. Additionally, implementation of the proposed project would include construction of an enhanced trail connection consisting of a pedestrian walkway structure suspended on the west side of the widened I-5 bridge in the San Elijo Lagoon Ecological Reserve. Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to biological resources at the San Elijo Lagoon Ecological Reserve would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).

Agua Hedionda Land Use Plan

Implementation of the proposed project would result in minor acquisitions of land and open water within Agua Hedionda Lagoon. However, these acquisitions would not affect the habitat or recreational values of Agua Hedionda Lagoon. Additionally, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to biological resources at Agua Hedionda Lagoon would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).

Summary of Project Consistency with Local Plans and Policies

As shown on *Table 3.1.1*, the proposed project would be potentially inconsistent with several community and general plans. The proposed project could conflict with the University Community Plan Open Space and Recreation Element because it would convert land within the MHPA to transportation uses. The proposed project could conflict with the City of Encinitas Resource Management Element because it would convert land within the San Elijo Lagoon Ecological Reserve to transportation uses and convert prime farmland to transportation uses.

The proposed project has the potential to be inconsistent with several community and general plan element policies, as stated in *Table 3.1.1*. The proposed project involves the expansion of an existing designated major transportation corridor and has been designed to minimize impacts to existing community land use patterns. Encroachments associated with the proposed project would be discrete and would not adversely affect the overall value of the open space, park, biological, and agricultural resources within the respective jurisdictions. Furthermore, these discrete encroachments would not disrupt or affect overall land use patterns within the respective jurisdictions. Although the amount of land converted to other uses may vary between alternatives, the type of conflicts with existing relevant plans would be similar for all four proposed alternatives. These inconsistencies are not considered to be adverse.

The No Build alternative would not result in any acquisition of land or open water or change the existing condition of habitat or recreational values at Agua Hedionda Lagoon. The No Build alternative would be consistent with existing plans and policies.

3.1.2.3 Avoidance, Minimization, and/or Mitigation Measures

As described in *Section 3.1.3*, Caltrans has undertaken extensive efforts to integrate the proposed project with the adjacent/adjoining Cities of San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside. Additionally, the proposed project is consistent with SANDAG's 2010 and 2012 RTIPs, as amended, and SANDAG's 2030 and 2050 RTPs.[2] Continuing efforts between Caltrans and these cities to work cooperatively to avoid land use compatibility conflicts with State transportation facilities are ongoing. Efforts have also been made during Inter-Governmental Review processes as well as with collaborative CEQA documents. These efforts have intended to minimize impacts to land use and have also served to minimize conflicts with applicable policies and goals as described above. These efforts have included designing all four alternatives to follow the existing I-5 alignment wherever possible and going through several design iterations to avoid and/or minimize potential impacts to land

[2] On December 20, 2012, the San Diego Superior Court entered a judgment finding that the EIR for the 2050 RTP is legally inadequate with regard to greenhouse gas emissions. Although the judgment may be overturned on appeal, this Final EIR/EIS has been drafted to avoid the narrow alleged deficiencies found by the Court. Where this Final EIR/EIS relies upon 2050 RTP information, that information has not been challenged and is not part of the current lawsuit.

use. Subsequent to circulation of the Draft EIR/EIS in 2010, continuing minimization of project footprint resulting from deletion of the Cannon Road DAR, redesign of the Manchester Avenue DAR, and refinement of the 8+4 Buffer alternative, have resulted in planned land use impacts that are further reduced from those assessed in the Draft EIR/EIS.

As discussed previously, the PWP/TREP recommends measures to achieve consistency with the CMZA, California Coastal Act, and the applicable LCPs. Subsequent to circulation of the Draft EIR/EIS in 2010, continuing minimization of project footprint resulting from deletion of the Cannon Road DAR, redesign of the Manchester Avenue DAR, and refinement of the 8+4 Buffer alternative, has resulted in increased consistency with these regulatory acts and documents. Potential impacts to agricultural properties in the City of San Diego have been eliminated, and overall agricultural impacts have been reduced from a total of 24 acres assumed for the 8+4 Buffer alternative at the time of Draft EIR/EIS public circulation to a total of 10.9 acres. The PWP/TREP would provide an implementation mechanism to address improvements throughout the corridor as a system that would avoid or offset impacts while focusing on protecting, enhancing, and maintaining coastal resource values, and maximizing public access to coastal resources and recreational facilities.

Table 3.1.1: Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Natural Community Conservation Plans		
City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan		
Overarching Goal: to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, thereby preventing local extirpation and ultimate extinction, and minimizing the need for future listings, while enabling economic growth in the region. **Management Objectives** (1) To ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the MHPA. (2) To protect the existing and restored biological resources from intense or disturbing activities within and adjacent to the MHPA while accommodating compatible public recreational uses. (3) To enhance and restore, where feasible, the full range of native plant associations in strategic locations and functional wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat. (4) To facilitate monitoring of selected target species, habitats, and linkages in order to ensure long-term persistence of viable populations of priority plant and animal species and to ensure functional habitats and linkages. (5) To provide for flexible management of the preserve that can adapt to changing circumstances to achieve the above objectives.	The MSCP Subarea identifies native habitat for multiple species to be conserved in perpetuity, known as the Multiple Habitat Planning Area (MHPA). The proposed project would encroach into areas preserved by the City's MHPA. However, the proposed project is consistent with the policies in Section 1-4.2 of the MSCP Subarea Plan. The proposed project is not in an MHPA Biological core area or linkage. The proposed project is consistent with these policies and guidelines because it has been designed to minimize impacts to biological resources, where possible, by taking reduced amounts of right-of-way and limiting the grading footprint. Additionally, the proposed project is consistent with these policies and guidelines because the I-5 corridor is identified in the Mobility Element of the City of 2008 San Diego General Plan. Specifically, the proposed project is not located in a canyon bottom, would not disrupt a wildlife corridor, and would include measures to minimize impacts from construction-related activities.	All alternatives would be consistent.
Multiple Habitat Conservation Program (MHCP) (Encinitas, Carlsbad, Oceanside, Solana Beach)		
Overall Goal: to maintain biodiversity and ecosystem health in the region while maintaining quality of life and economic growth opportunities. **Goals:** (1) Biological Goals: maintain the range of natural biological communities and species native to the region, and contribute to regional viability of endangered, threatened, and key sensitive species and their habitats, thereby preventing local extirpation or species extinction. (2) Economic Goals: create greater certainty for economic and urban development by identifying where new development should and should not occur, and encourage investment by establishing a legal and procedural framework that streamlines the permitting process and provides a reliable basis for economic decision making. (3) Social Goals: protect the quality of life for local residents by maintaining the area's scenic beauty, natural biological diversity, and recreational opportunities.	Individual jurisdictions implement their portion of the MHCP plan through the preparation and adoption of citywide subarea plans that describe the specific policies each city would institute for the MHCP. Only Carlsbad has adopted a subarea plan under the MHCP (the Carlsbad HMP). Encinitas and Oceanside have prepared public review draft subarea plans, and Solana Beach is not required to prepare a subarea plan. While not signatory to the MHPA, Caltrans strives to be consistent with its guidelines, and would continue to coordinate with the appropriate wildlife agencies to ensure that impacts to sensitive biological species or communities targeted for preservation in the draft subarea plans are minimized, where feasible. Potential impacts to areas within the MHPA and appropriate mitigation measures are discussed in *Sections 3.17* through *3.22* of the EIR/EIS. The proposed project's consistency with the Carlsbad HMP is evaluated below.	All four build alternatives would be generally consistent. There are potential biological impacts that would be mitigated. No Build alternative would be consistent.
City of Carlsbad Habitat Management Plan (HMP)		
Overall Goal: to contribute to regional biodiversity and the viability of rare, unique or sensitive biological resources throughout the City of Carlsbad and the larger region while allowing public and private development to occur consistent with the Carlsbad General Plan and Growth Management Plan. **Specific Biological Objectives:** (1) Conserve the full range of vegetation types remaining in the City, with a focus on rare and sensitive habitats; (2) Conserve areas of habitat capable of supporting the HMP Species in perpetuity; and (3) Maintain functional wildlife corridors and habitat linkages within the City and to the region, including linkages that connect gnatcatcher populations and movement corridors for large mammals. **Specific Conservation Objectives:** (1) Maintain functional biological cores; (2) Maintain functional linkages and movement corridors; (3) Conserve rare vegetation communities; (4) Conserve narrow endemic species and maintain populations or target species; and (5) Apply a "no net loss" policy to the conservation of wetlands, riparian and oak woodland habitats.	Segments of the proposed project would encroach into areas conserved for their wildlife value as part of the HMP preserve system. However, these encroachments would be small and would not affect the overall biological value of the preserve areas. Furthermore, Caltrans has coordinated with the appropriate wildlife agencies as required to ensure that potential impacts to HMP species or habitat would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be generally consistent with small encroachments into preserve areas. Potential biological impacts would be fully mitigated. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Natural Community Conservation Plans (cont.)		
City of Carlsbad Habitat Management Plan (HMP) (cont.)		
Specific Land Use Objectives: (1) Protect important wildlife habitats while allowing for orderly growth and development; (2) Provide a menu of land use measures to protect and conserve habitat according to the Plan including standards relating to mitigation, open space dedications and density transfers; (3) Provide a framework for coordinating and monitoring the protection and management of biological resources in natural open space; and (4) Provide for the continued implementation of the Growth Management Plan, particularly the provision for ensuring adequate public facilities to serve new growth. **Specific Economic Objectives:** (1) Minimize environmentally sensitive area (ESA)-related mitigation costs to public and private projects; (2) Allow continued economic growth and development in the City; and (3) Minimize the overall cost of HMP implementation to the City and its residents.		
City of Oceanside Subarea Habitat Conservation Plan (HCP)/Natural Community Conservation Plan		
Overall Goal: to contribute to regional biodiversity and the viability of rare, unique or sensitive biological resources throughout the City and the larger region while allowing public and private development to occur consistent with the City's General Plan and Capital Improvement Program. **Goals:** (2) Participate in conserving the regions' biodiversity and enhancing the overall quality of life for residents of the Oceanside area. (3) Provide a strategy to proactively mitigate and minimize impacts to sensitive species and their habitats. (4) Protect and manage functional ecological communities, rather than focusing preservation on single species or isolated areas of habitat. (6) Reduce constraints on development projects that result from the uncoordinated application of federal and State resource protection laws. (7) Maintain functional habitat linkages and wildlife corridors within the City's Preserve and areas adjacent to the Preserve to provide for the movement of wildlife and native pollinators. (8) Provide for the conservation and management of XX covered species, and contribute to the recovery of covered species that are State and/or federally listed.	The proposed project potentially would encroach into areas identified as pre-approved mitigation area as part of the HCP. The potential encroachment would be small and would not affect the overall biological value of the preserve areas. Furthermore, Caltrans has coordinated with the appropriate wildlife agencies as required to ensure that potential impacts to HCP species or habitat would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be generally consistent with small encroachments into preserve areas. Potential biological impacts would be fully mitigated. No Build alternative would be consistent.
City of San Diego Community Plans		
Torrey Hills Community Plan and Local Coastal Program		
Transportation Element **Goals:** (1) Construct and maintain an adequate community circulation network that is compatible with the regional transportation system; (3) Provide a transportation system that maximizes the opportunities for public transit; (4) Provide a system of bikeways and pedestrian facilities that would encourage bicycling and walking as a means of transportation; and (5) Provide a transportation system that is a convenient linkage to the community's activity centers and to the rest of the metropolitan region. **Policies:** (9) Development of transportation facilities shall avoid unnecessary encroachment into environmentally sensitive areas.	The proposed project would maintain or improve future travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements future Bus Rapid Transit (BRT) service. The project is consistent with the region's 2050 RTP.	All four build alternatives would be consistent and would exceed plan goals. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of San Diego Community Plans (cont.)		
Torrey Hills Community Plan and Local Coastal Program (cont.)		
Open Space and Resource Management Element **Goals:** (1) Preserve, protect, enhance, and, where possible, restore all natural open space and sensitive resource areas including Los Peñasquitos Canyon Preserve, coastal sandstone bluffs and identified wildlife corridors; (2) Prohibit encroachment and impacts of adjacent development, both private and public, on areas designated open space.	The proposed project would not encroach upon land designated for open space by the Torrey Hills Community Plan. This would include the Los Peñasquitos Canyon Preserve. The proposed project would potentially result in the loss of some natural open resources located in the existing Caltrans right-of-way within the boundaries of the Torrey Hills Community Plan. These land conversions would be small and would not affect the overall biological value of the open space areas. Furthermore, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to HMP species or habitat would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
Community Facilities Element **Policies:** Minimize potential impacts to Los Peñasquitos Lagoon by providing drainage facilities to control runoff, erosion, and sedimentation.	The proposed project would not expand beyond the existing Caltrans right-of-way into the Los Peñasquitos Lagoon. Additionally, the proposed project would include construction of treatment basins, swales, and other design features to control runoff, erosion, and sedimentation to the extent practicable that could affect Los Peñasquitos Lagoon. These design features and appropriate mitigation measures are described in *Section 3.10.4* of the EIR/EIS.	All four build alternatives would be consistent. No Build alternative would be consistent.
Community Design Element **Landscape Concept** **Goals:** (1) Develop a landscape design concept which reinforces the community's landform grading concepts; (3) Establish a landscape planting palette which employs drought-tolerant, native and naturalized plant materials which are compatible with existing native vegetation, particularly the use of Torrey Pines; (4) Encourage the planting of landscape materials in natural, random freeform groupings in the same manner as existing native plant materials on and around the site;	Landscaping of the edges of the new Caltrans right-of-way would be consistent with the requirements of the Torrey Hills Community Plan.	All four build alternatives would be consistent. No Build alternative would be consistent.
Coastal Zone Policies **Open Space and Resource Management** **Policies:** (2) No fill or permanent structures shall be permitted within the boundaries of the Carmel Valley Restoration and Enhancement Project (CVREP) unless such development is first authorized by the California Coastal Commission; (3) No development, other than trails and fencing authorized in the approved coastal development permit, shall be constructed within the 15 m (50 ft) buffer adjacent to the CVREP, unless such development is first authorized by the California Coastal Commission. **Community Design** **Policies:** *Grading* (2) a. A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared and submitted…where such development is proposed to occur on lands that will be graded, filled or have slope of 25 percent or greater.	Implementation of the proposed project would involve widening of the existing I-5 freeway and would not encroach into CVREP. Erosion control would be utilized during construction and other appropriate Best Management Practices (BMPs).	All four build alternatives would be consistent. No Build Alternative would be consistent.
La Jolla Community Plan		
No relevant goals or policies.		

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of San Diego Community Plans (cont.)		
Torrey Pines Community Plan		
Resource Management and Open Space Element (1) Ensure long term sustainability of the unique ecosystems in the Torrey Pines community, including all soil, water, air, and biological components that interact to form healthy functioning ecosystems. (2) Conserve, restore, and enhance plant communities and wildlife habitat, especially habitat for rare, threatened, and endangered species. (3) Retain viable, connected systems of wildlife habitat, and maintain these areas in their natural state. (4) Identify, inventory, and preserve the unique paleontological, archaeological, Native American, and historic resources of Torrey Pines for their educational, cultural, and scientific values. (5) Preserve, enhance, and restore all natural open space and sensitive resources areas, including Los Peñasquitos Lagoon and associated uplands, Torrey Pines State park and Reserve Extension areas with its distinctive sandstone bluffs and red rock, Crest Canyon, San Dieguito Lagoon and River Valley, the Carroll Canyon Wetland/Wildlife Corridor through Sorrento Valley, and all selected corridors providing linkage between these areas. (6) Establish a pedestrian/bicycle pathway system that links all open space areas, from Carroll Canyon in the south to the San Dieguito River Valley in the north. This pathway system shall be provided concurrent with adjacent development, and shall be designed consistent with the design guidelines provided within this Plan.	The proposed project would include encroachments that would result in the loss of open space and vacant land adjacent to the existing I-5 right-of-way. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of the open space and vacant lands. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to environmentally sensitive habitats would be minimized and mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). Potential impacts to the unique ecosystems of the Torrey Pines, plant communities, and wildlife habitat and related mitigation measures are described in *Sections 3.17 through 3.22* of the EIR/EIS. The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The proposed project would include construction of treatment basins, bioswales, and other design features to control runoff, erosion, and sedimentation to the extent practicable. The proposed project would have the potential to impact paleontological and archaeological resources. Potential impacts to paleontological and archaeological resources and appropriate mitigation measures are described in *Section 3.12.4* of the EIR/EIS.	All four build alternatives are potentially inconsistent. Plan inconsistency would be mitigated through proposed project biological mitigations. No Build alternative is potentially inconsistent in opportunity loss for reduced energy consumption with use of HOV/Managed Lanes project.
Transportation Element (1) Provide an efficient, safe, and environmentally sensitive transportation system. (2) Ensure that transportation improvements do not negatively impact the numerous open space systems located throughout the Torrey Pines community. (3) Provide a transportation system that maximizes the opportunities for public transit use, especially in Sorrento Valley. (4) Provide a system of bikeways and pedestrian facilities that would encourage bicycling and walking as a means of transportation. (5) Provide a transportation system that provides convenient linkages to the community's activity centers and to the rest of the metropolitan region. (6) Provide a safe and environmentally sensitive improvement of the Del Mar Terrace neighborhood streets. (7) Provide a transportation system that encourages the use of mass transit, rather than building and/or widening roads and freeway. (8) Investigate the feasibility of providing seasonal shuttle service.	The proposed project would result in the loss of open space and vacant land adjacent to the existing I-5 right-of-way. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of these areas. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to environmentally sensitive habitats would be minimized and mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). Potential impacts to the unique ecosystems of the Torrey Pines, plant communities, and wildlife habitat and related mitigation measures are described in *Sections 3.17* through *3.22* of the EIR/EIS. The proposed project would maintain or improve travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements future BRT service. The project is consistent with the region's 2050 RTP. The proposed project would have the potential to impact important paleontological and archaeological resources.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent due to reduced opportunity for HOV/Managed Lanes users.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of San Diego Community Plans (cont.)		
University Community Plan		
Overall Urban Design Goals (1) Improve accessibility and use relationships within the community by establishing well-defined, multimodal linkage systems. (2) Establish standards which give physical design direction to private development and public improvements. (3) Provide for the needs of pedestrians in all future design and development decisions. (4) Ensure that San Diego's climate and the community's unique topography and vegetation influence the planning and design of new projects. (5) Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place.	The proposed project includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements future BRT service. The project is consistent with the region's 2050 RTP. Proposed HOV lanes would improve accessibility and enhance multimodal linkages by improving the carpooling and transit capacity of the corridor. Additional general purpose lanes proposed under two of the alternatives would maintain or improve travel times along the corridor for all users. The proposed project would not affect the needs of pedestrians, the public realm, or street livability within the community.	All four build alternatives would be consistent. No Build alternative would be consistent.
Transportation Element (1) Provide a network of transportation systems that are integrated, complementary and compatible with other citywide and regional goals. The network should take into account the physical, social, economic, and environmental conditions of the community, both present and future. (2) Provide a balanced public transportation system to link the entire community to all of its own activity areas and to the San Diego metropolitan areas as a whole. (3) Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the light rail transit (LRT). (4) Ensure implementation of Council Policy 600-34, Transit Planning and Development.	The proposed project would not adversely affect the community's desire to provide a network of transportation systems that is integrated, complementary, and compatible with other citywide and regional goals. Increased capacity for transit via the proposed HOV lanes would improve the community's public transportation links to the San Diego metropolitan area. The proposed project would not obstruct implementation of Council Policy 600-34, which places a high priority on public transit and outlines measures to develop public transit in the City.	All four build alternatives would be consistent. No Build alternative would be potentially inconsistent with reduced opportunity for HOV/Managed Lanes use.
Development Intensity Element (1) Create an urban node with two relatively high-density, mixed-use core areas located at the University Towne Centre and La Jolla Village Square areas. (2) Develop an equitable allocation of development intensity among properties, based on the concept of the urban node. (3) Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D."	The proposed project does not include any development projects and would not adversely affect the community's plans to develop an urban node or equitably allocate development intensity. In addition, the proposed project would improve traffic flows and would not adversely affect Level of Service (LOS) on the community's circulation system.	All four build alternatives would be consistent. No Build alternative would be consistent.
Public Facilities Element (1) Develop and maintain a public school system that would enable all students to realize their highest potential. (2) Provide a high level of service in police and fire protection. (3) Encourage the multipurpose use of existing community and private facilities.	The proposed project would not adversely affect any schools, the level of police and fire protection, or any existing community and private facilities.	All four build alternatives would be consistent. No Build alternative would be consistent.
Open Space and Recreation Element (1) Preserve the natural resources of the community through the appropriate designation and use of open space. Major topographic features and biological resources should be preserved as undeveloped open space. (2) Provide a system of population-based parks to meet the community's needs for outdoor recreation. (3) Establish an open space system that would utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity, and separate incompatible land uses. (4) Promote public health and safety by designating areas with high potential for landslides, earthquake faults or aircraft accidents as open space. (5) Develop a linkage system to connect recreational and natural open space areas throughout the community.	Implementation of the proposed project would not impact any of the activities, features, or attributes of any park or recreational opportunities. In addition, the proposed project would not adversely affect existing or planned linkages between recreational and natural open space areas. However, implementation of the proposed project would result in the loss of open space and environmental resources within the MHPA.	All four build alternatives are potentially inconsistent. No Build alternative would be consistent.
Noise Element (1) Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources. (2) Provide guidelines for the abatement of noise impacts where incompatible land uses are located in a high noise environment.	Caltrans is not a land use planning agency, and, therefore, has no authority on land use designation or limiting incompatible land uses adjacent to a highway. However, Caltrans proposes to construct noise barriers at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent, since no noise abatements are proposed and traffic noise is expected to increase with projected increased in traffic volume.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of San Diego Community Plans (cont.)		
University Community Plan (cont.)		
Safety Element (1) Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards. (2) Ensure that proposed development does not create or increase geologic hazards either on- or off-site. (3) Promote public safety by taking into account aircraft accident potential in the placement of structures and activities. (4) Provide for the safe operation of MCAS Miramar through the preservation of appropriate departure corridors.	The proposed project would be designed and constructed to withstand seismic events and geologic hazards in compliance with current standards; therefore, as discussed in *Section 3.11.3* of the EIR/EIS, no effect on safety due to seismic events or geologic hazards would occur. Proposed design measures to minimize geologic hazards include the addition or replacement of retaining walls in areas that are either relatively steep or have right-of-way limitations. (The proposed project would not affect operations at Marine Corps Air Station [MCAS] Miramar.)	All four build alternatives would be consistent. No Build alternative would be consistent.
Resource Management Element (1) Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems. (2) Protect biological resources through the wise management and use of community's natural open space and parks. (3) Contribute to the maintenance and improvement of regional water quality by controlling siltation and urban pollutants in runoff. (4) Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation. (5) Provide for the identification and recovery of significant paleontological resources. (6) Ensure the effective preservation and management of significant archaeological resources.	The proposed project would potentially impact the community's natural topography, natural open space, and trees in order to accommodate the additional right-of-way. Potential impacts to the community's natural topography, natural open space and trees, and related mitigation measures are described in *Section 3.17* of the EIR/EIS. The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The proposed project would include construction of treatment basins, swales, and other design features to control runoff, erosion, and sedimentation to the extent practicable. The proposed project would have the potential to impact important paleontological and archaeological resources. Potential impacts to important paleontological and archaeological resources and appropriate mitigation measures are described in *Sections 3.12.4* and *3.8.4*, respectively, of this EIR/EIS.	All four build alternatives would be consistent. No Build alternative would be consistent.
Carmel Valley Community Plan		
Park, Recreation, and Open Space Element (1) In order to promote North City West as a balanced community, a variety of park and recreational facilities would be necessary. The balanced community policy would insure a population representative of all ages, interests, social and economic status in North City West. This population would have different recreational needs. For example, one park may contain playfields and active sports areas while another may offer picnic areas and viewpoints. (3) In order to promote preservation of the natural environment, development of either public or private nature should not be allowed on lands designated for open space unless the proposed development is compatible with open space use. An inventory of the desirable natural features of all property within the study area together with alternative plans for the conservation of these amenities should be a prerequisite for development.	The proposed project would include encroachments that would result in the loss of land designated as community open space adjacent to the existing I-5 right-of-way. However, these encroachments would be small and would not affect the overall recreational or biological value of the open space lands. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to biological resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
Circulation Element (1) In order to promote North City West as a balanced community, a balanced transportation system must be included in initial construction of North City West. Such a system would assure mobility and access to all parts of the community for all residents and therefore facilitate a social balance.	The proposed project would not adversely affect the community's desire to provide a network of transportation systems that is integrated, complementary, and compatible with other citywide and regional goals. The proposed project would improve would maintain or improve travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements BRT service. The project is consistent with the region's 2050 RTP.	All four build alternatives would be consistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of Solana Beach General Plan		
Land Use (1) To promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreational, and industrial land uses. (2) To ensure that development in the City is consistent with the overall community character and contributes positively towards the City's image. (3) To ensure that long-term protection of the environment is given the highest priority in the consideration of development proposals and in the implementation of this General Plan.	The proposed project would not involve development of any residential, commercial, industrial, recreational, and industrial land uses and would not alter the existing community character. Implementation of the 10+4 Barrier alternative would result in the loss of six residential units but would not adversely affect the overall land use distribution within Solana Beach. Implementation of the refined 8+4 Buffer alternative would result in no losses of residential or commercial units within Solana Beach and would not adversely affect the overall land use distribution.	All four build alternatives would be consistent. No Build alternative would be consistent.
Housing Element (1) Encourage the adequate provision of a range of housing opportunities that would meet Solana Beach's share of the existing and future housing needs of the region. (2) Minimize governmental constraints to the development, improvement, and maintenance of housing. (3) Maintain and enhance the quality of residential neighborhoods in Solana Beach. (4) Conserve existing affordable housing opportunities. (5) Promote equal opportunity for all residents to live in the housing of their choice.	No housing would be constructed as a part of the proposed project. Although implementation of the proposed project would result in the loss of six residential units under the 10+4 Barrier alternative, this loss would not adversely affect the overall housing stock within Solana Beach. Furthermore, adequate replacement housing has been identified in the Draft Relocation Impact Report. Implementation of the refined 8+4 Buffer alternative would result in no housing losses within Solana Beach and would not adversely affect the overall housing stock.	All four build alternatives would be consistent. No Build alternative would be consistent.
Circulation (1) To provide a street network to move people and goods safely and efficiently. (2) To promote a public transportation system that is safe, convenient, efficient, and meets the identified needs of the Solana Beach Community. (3) To promote safe alternatives to motorized transportation that meet the needs of all city residents.	The proposed project would improve circulation along I-5 by increasing capacity. The proposed project would maintain or improve travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements future BRT service. The project is consistent with the region's 2050 RTP.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent due to reduced opportunity for HOV/Managed Lanes users.
Noise To protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.	The proposed project would increase noise levels along the I-5 corridor. However, the project proposes to construct soundwalls at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent, since no noise abatements are proposed and traffic noise is expected to increase with projected increased in traffic volume.
Safety Element (1) To minimize hazards to public health, safety, and welfare resulting from natural and man-made phenomena. (2) To provide a safe and secure environment for the City's residents, workers, and visitors.	The proposed project would be designed and constructed to withstand seismic events and geologic hazards in compliance with current standards.	All four build alternatives would be consistent. No Build alternative would be consistent.
Open Space and Conservation (1) To protect and conserve the City's natural and cultural resources. (2) To protect and enhance sensitive open space areas and viewsheds. (3) To meet the needs of the entire community by providing an adequate level of parks and recreational opportunities.	Implementation of the proposed project would not convert land designated as open space by the Solana Beach General Plan to other uses. Segments of the proposed alternatives would potentially impact natural resources. However, these impacts would be minimized and would not affect the overall biological value of natural resources within Solana Beach. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). The proposed project would have the potential to impact cultural resources. Implementation of the proposed project would have the potential to impact existing viewsheds. Visual impacts are expected to be localized to the I-5 right-of-way. Where loss of views could occur to abutting residents due to proposed soundwalls, the use of transparent barriers would be considered. Potential impacts to existing viewsheds and appropriate mitigation measures are described in *Section 3.7.4* of the EIR/EIS. The proposed alternatives would not impact any of the activities, features, or attributes of park or recreational opportunities.	All four build alternatives would be consistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of Solana Beach General Plan (cont.)		
Economic Development (1) To provide for the long-term economic health of Solana Beach through development of an expanded commercial base. (2) To promote the City's economic health by upgrading its commercial base. (3) To assure continued delivery of adequate public services and facilities to city residents and organizations, within the limits posed by fiscal resources.	The proposed project would not impact existing commercial properties within Solana Beach. Additionally, implementation of the proposed project would contribute to implementation of an expanded or upgraded commercial base as maintenance or improvement of I-5 would support access to commercial properties within Solana Beach over No Build conditions.	All four build alternatives would be consistent. No Build alternative would not be consistent because projected increased congestion and limited accessibility would not support expansion or upgrade of the commercial base.
City of Encinitas General Plan and LCP		
Land Use Element **Goal 9:** Preserve the existence of present natural open spaces, slopes, bluffs, lagoon areas, and maintain the sense of spaciousness and semirural living within the I-5 View Corridor … (LU-26); *Policy 9.1:* Preserve … the best natural features and (avoid) the creation of a totally urbanized landscape and maintain I-5 Interchange areas to conform to the specifications of (Goal 9) … (LU-26); *Policy 9.2:* Encourage the retention of buffer zones such as natural vegetation or earth barriers, bluffs, and canyons to protect adjacent areas of freeway corridor from pollutants of noise, exhaust, and light (LU-26); *Policy 9.6:* Where it is necessary to construct retaining or noise-attenuating walls along the I-5 corridor, they should be constructed with natural-appearing materials and generously landscaped with vines, trees and shrubbery (LU-27).	The proposed project would not involve development of any residential, commercial, industrial, recreational, or industrial land uses within the I-5 view corridor and would not substantially alter the existing community character. Caltrans is not a land use planning agency, and, therefore, has no authority on land use designation or limiting incompatible land uses adjacent to a highway. However, Caltrans proposes to construct noise barriers at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*. Conversion of natural resources (e.g., wetland habitat) would be minimal and would not affect the overall health of natural resources within the City. Furthermore, Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
Circulation Element **Goal 1:** Encinitas should have a transportation system that is safe, convenient, and efficient, and sensitive to and compatible with surrounding community character (C-3); *Policy 1.1:* Ensure that the arterial circulation system provides adequate connections across the freeway for convenient circulation and rapid emergency access (C-3); *Policy 1.5:* Promote maximum utilization or expansion of existing freeways and prime arterials as an alternative to new freeway or highway construction … (C-3); *Policy 2.11:* Encourage landscaping of freeway medians and freeway unpaved rights-of-way adjacent to the freeway using reclaimed water where available (C-6); *Policy 3.5:* Encourage development of mass transit and transit access points along the existing I-5 freeway corridor or along the railroad right-of-way (C-8); **Goal 4:** The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area (C-9); *Policy 4.5:* Design and construct attractive bike paths and pedestrian ways along existing freeway overpasses and underpasses. Discourage separate pedestrian overpasses (C-10).	The proposed project would not adversely affect circulation or emergency access on existing connections across the freeway. The proposed project would maintain or improve travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements future BRT service. The project is consistent with the region's 2050 RTP. In addition, the proposed project would increase HOV capacity for carpooling and transit and would include community enhancement features to create pedestrian linkages throughout the community.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent due to reduced opportunity for HOV/Managed Lanes users.
Resource Management Element **Goal 3:** The City would make every effort possible to preserve significant mature trees, vegetation and wildlife habitat within the Planning Area (RM-7); *Policy 4.3:* The following Vista Points would be maintained as needed, and upgraded as necessary … Existing Vista Point on southbound I-5 … (RM-9); *Policy 4.7:* The City would designate the following view corridors as scenic highway/visual corridor viewsheds … Interstate 5, crossing San Elijo Lagoon (RM-10); *Policy 4.9:* … Road Design: Type and physical characteristics of roadways (within scenic highway/visual corridor viewsheds) should be compatible with natural character of corridor, and with the scenic highway function … (RM-10); *Policy 4.10:* … Trees and vegetation which are themselves part of the view quality along the public right-of-way would be retained. (RM-11);	The proposed alternatives would potentially involve the loss of some mature trees and vegetation along the corridor. However, the proposed project includes the planting of disturbed areas with plant species native to the vicinity. The portion of the proposed project crossing San Elijo Lagoon would involve expansion of the existing freeway, causing minor encroachment into wetlands and would be consistent with the City's proposed scenic highway/visual corridor viewshed designation. Potential impacts to existing viewsheds and appropriate mitigation measures are described in *Section 3.7.4* of the EIR/EIS. The proposed project has the potential to adversely affect San Elijo Lagoon, Batiquitos Lagoon, and other wetlands. Potential adverse effects to wetlands and appropriate mitigation measures are analyzed in associated technical studies.	All four build alternatives are potentially inconsistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of Encinitas General Plan and LCP (cont.)		
Resource Management Element (cont.) *Policy 10.6:* … There shall be no net loss of wetland acreage or resource value as a result of land use or development, and the City's goal is to realize a net gain in acreage and value whenever possible … (RM-18); *Policy 10.9:* The City would encourage the preservation and the function of San Elijo Lagoon and Batiquitos Lagoon and their adjacent uplands as viable wetlands, ecosystems and habitat for resident and migratory wildlife, by prohibiting actions … which: involve wetland fill or increased sedimentation into wetlands; adversely decrease stream flow into the wetlands; reduce tidal interchange; reduce internal water circulation; or adversely affect existing wildlife habitats (RM-20); *Policy 10.11:* In acting to maintain and, where feasible, restore the biological productivity and quality of San Elijo Lagoon, the City would limit alterations and uses to minor public facilities; restorative measures; nature study; passive, non-degrading recreational activities; and facilities necessarily adjunct aquaculture uses … (RM-22); *Policy 13.3:* Encourage the use of buffer zones to separate major thoroughfares from adjacent areas and protect them from pollutants of noise, exhaust, and light. (RM-25); **Goal 15:** The City would make every effort to conserve energy in the City thus reducing our dependence on fossil fuels (RM-27). **Goal 12:** The City would encourage the preservation of "prime" agriculture lands within its sphere of influence.	Caltrans has coordinated with the City and/or wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). Nonetheless, the proposed project would result in permanent loss of land within the San Elijo Lagoon Ecological Reserve. The proposed alternatives would convert prime farmland to nonagricultural uses. Therefore, conversion of this prime farmland would conflict with Goal 12 of the Resource Management Element and the proposed project alternatives would be inconsistent with the agricultural goals of the City of Encinitas General Plan. This inconsistency is slight rather than substantial in nature (refer to *Section 3.3*).	
Noise Element **Goal 1:** Provide an acceptable noise environment for existing and future residents of the City of Encinitas (N-5); **Goal 3:** Ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible (N-7).	Caltrans proposes to construct noise barriers at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent, since no noise abatements are proposed and traffic noise is expected to increase with projected increased in traffic volume.
Local Coastal Program The City of Encinitas LCP designates a Special Study Overlay for Agricultural Land and includes the following policies to protect agricultural resources within the city and its sphere of influence: • Preserve and promote the right to produce unique horticultural crops and community gardens. • Encourage preserving "prime" agriculture lands within its sphere of influence. • The Ecke Holdings, et. al., are within the City of Encinitas' Coastal Zone sphere of influence … The City recognizes this land as "prime" agriculture suitability and as such, designates it for long term preservation as "Agriculture/Open Space Preserve." • Plan for compatible land uses within and adjacent to recreation areas, natural preserves, and agricultural areas.	The proposed highway improvements within Encinitas would result in minimal encroachment and edge impacts along the existing I-5 NCC corridor to three agricultural properties. These impacts would involve the loss of approximately 8.4 acres of Prime Farmland at Manchester Avenue, which could affect the ability for continued agricultural use of the property.	All four build alternatives are potentially inconsistent. No Build alternative would be consistent. A policy conflict would require an amendment to ensure consistency of the project with the certified LCP. The standard of review for amendments to the City of Encinitas LCP would be Sections 30241 and 30242 of the Coastal Act. Refer to the analysis of the Coastal Act below.
City of Carlsbad General Plan		
Land Use Element **Environmental Goal:** A City which protects and conserves natural resources, fragile ecological areas, unique natural assets and historically significant features of the community (including Buena Vista Lagoon, Batiquitos Lagoon, and Agua Hedionda Lagoon) (p. 39).	The proposed alternatives would have the potential to affect natural resources such as Buena Vista, Batiquitos, and Agua Hedionda lagoons. However, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to natural resources would be minimized and mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
Circulation Element ***Streets and Traffic Control*** **A.1:** A City with an integrated transportation network serving local and regional needs which accommodates a variety of different travel modes based on safety, convenience, attractiveness, costs, environmental and social impacts (p. 5). ***Scenic Roadways*** **Goal:** A City which preserves and enhances the visual, environmental and historical characteristics of the local community through sensitive planning and design of transportation … corridors (p.9).	The proposed project would improve would maintain or improve travel times and levels of service in the corridor. The proposed project also includes other modal improvements, such as improved bicycle and pedestrian facilities, promotes carpooling, and is compatible with and complements BRT service. The project is consistent with the region's 2050 RTP. In addition, the proposed project would enhance include community enhancement features designed to create pedestrian linkages throughout the community.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent due to reduced opportunity for HOV/Managed Lanes users.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of Carlsbad General Plan (cont.)		
Circulation Element (cont.) ***Implementing Policies and Action Programs*** **C2:** Establish four categories of scenic corridors and designate streets to be included within those categories as follows … Community Scenic Corridors … Interstate 5 (p.9). ***Regional Circulation Considerations*** **Goals: A.1:** A City with a transportation system which helps minimize air pollution and traffic congestion and supports commerce and economic development (p.10). ***Implementation Policies and Action Programs*** **C4:** Consider noise impacts in the design of road systems and give special consideration to those road corridors in scenic or noise sensitive areas.		
Noise Element **General –** A City which is free from excessive, objectionable, or harmful noise. **Land Use – A.1:** A City where land uses are not significantly impacted by noise. (p.6). **Roads – Goal:** To provide a roadway system that does not subject surrounding land uses to significantly adverse noise levels (p.8).	Caltrans is not a land use planning agency, and, therefore, has no authority on land use designation or limiting incompatible land uses adjacent to a highway. However, Caltrans proposes to construct soundwalls at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent, since no noise abatements are proposed and traffic noise is expected to increase with projected increased in traffic volume.
Open Space and Conservation Element **Special Resource Protection –** Goals: A.1: A city that preserves as open space, hillsides, ridges, valleys, canyons, lagoons, beaches, and other unique resources that provide visual and physical relief to the Cityscape.; and A.2: A City that conserves natural and man-made resources. **Trail/Greenway System – Goals:** A.1: A city with open space areas connected by Greenways; and A.2: A city with a Carlsbad Trail System. **Air Quality Preservation – Goal:** A city with clean air. **Promoting Agriculture – Goal:** A city which recognizes the important value of agriculture land horticulture lands. **Objective B.4:** To ensure that new development is sensitive to existing agricultural uses.	The proposed project would include encroachments that would result in the loss of small amounts of Buena Agua Hedionda and Batiquitos lagoons adjacent to the existing I-5 right-of-way. However, these encroachments would not adversely affect the activities at these lagoons and they would continue to function as open space resources. The proposed project would include encroachments that would result in the loss of land designated as open space adjacent to the existing I-5 right-of-way. However, these encroachments would be small and would not affect the overall recreational or biological value of the open space lands. Furthermore, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to biological resources would be minimized and mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS). The proposed project would also encroach upon existing agricultural operations within Carlsbad. However, these encroachments would not prevent agricultural activities from continuing on the remainder of the parcels unaffected by the proposed project. Community enhancement opportunities associated with the proposed project would include trails at several locations along the lagoons. Implementation of the proposed project would not disrupt long-term access to existing trails. The air quality analysis prepared for the proposed project did not identify any substantial regional impacts related to air quality.	All four build alternatives would be consistent. No Build alternative would be consistent.
Parks and Recreation Element **Park Development – Goals: A.1:** A City that provides a diversified, comprehensive park system utilizing contemporary concepts and planning strategies. **Recreation Programs – Goals:** A City that offers a wide variety of recreational activities and park facilities designed to encourage participation by users of all ages and interests.	The proposed project would include encroachments that would result in the loss of small amounts of Buena Agua Hedionda and Batiquitos lagoons adjacent to the existing I-5 right-of-way. However, these encroachments would not affect the activities at these lagoons and they would continue to function as recreation areas. Additionally, the proposed project would avoid impacts to Holiday Park by utilizing a retaining wall.	All four build alternatives would be consistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
City of Carlsbad General Plan (cont.)		
Local Coastal Program The City of Carlsbad LCP includes an extensive set of policies that address preserving and converting agricultural lands, and mitigating conversion of such lands when permitted pursuant to the LCP.	The proposed highway improvements within Carlsbad would affect 2.3 acres of Prime and Unique Farmland at Cannon Road. This impact would occur in the Agua Hedionda Lagoon planning area of the City of Carlsbad, which is the only uncertified segment of Carlsbad's certified LCP. As such, the CCC retains permit jurisdiction in this area with the standard of review for the proposed improvements being the Chapter 3 policies of the Coastal Act. Implementation of either an in-kind agricultural project, or payment of an in-lieu fee to the City's certified Agricultural Conversion Mitigation Fee program, would offset impacts to coastal agricultural resources. Although the City's program does not currently extend to the Agua Hedionda Lagoon planning area, an LCP Amendment is undergoing review with the CCC to allow for such, which could be applicable to offsetting PWP/TREP impacts.	With approval of the City's LCPA extending the City's certified Agricultural Conversion Mitigation Fee program to the Agua Hedionda Land Use planning area, all four build alternatives would be consistent. No Build alternative would be consistent. Refer to the analysis of the Coastal Act below.
Oceanside General Plan		
Land Use Element **1.14 Noise Control:** Objective: To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise levels.	Caltrans is not a land use planning agency, and therefore has no authority on land use designation or limiting incompatible land uses adjacent to a highway. However, Caltrans proposes to construct noise barriers at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative would be consistent.
Circulation Element **Goals:** (1) Provide an integrated transportation network that provides safe and efficient movement of people and goods within and through the City of Oceanside with minimal disruption to the environment; (2) Consider all modes of transportation, including motor vehicle, mass transit, and non-motorized transportation; (3) Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	In addition, the proposed project would increase HOV capacity for carpooling and transit and include community enhancement features designed to create pedestrian linkages throughout the community.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent due to reduced opportunity for HOV/Managed Lanes users.
Recreational Trails Element **Mission Statement:** To provide a safe and efficient system of bicycle, equestrian, and pedestrian trails throughout the City, creating a non-motorized connection to recreational and commuting destinations.	The proposed alternatives would not impact existing access to trails nor physically disrupt existing trails, and would not preclude construction of future trails.	All four build alternatives would be consistent. No Build alternative would be consistent.
Noise Element **Goal:** To minimize the effects of excessive noise in the City of Oceanside.	Caltrans proposes to construct noise barriers at various locations along the I-5 corridor, where feasible and reasonable, to abate for highway traffic noise; the location, height, materials, and other design features are discussed in *Section 3.15.3*.	All four build alternatives would be consistent. No Build alternative is potentially inconsistent, since no noise abatements are proposed and traffic noise is expected to increase with projected increased in traffic volume.
Environmental Resource Management Element **Goal:** Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.	The proposed project would include encroachments that would result in the loss of natural resources adjacent to the existing I-5 right-of-way. However, these encroachments would be small and would not affect the overall recreational or biological value of the open space lands. Furthermore, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to biological resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
Appendix B – Local Coastal Program **Policies:** (7) The bike path along Highway 76 shall be extended under I-5 and the railroad track to the river mouth on the south side of the San Luis Rey River if and when funds are available to do so.	Implementation of the proposed alternatives would not preclude extension of the bike path along SR-76.	All four build alternatives would be consistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans		
San Dieguito River Park Concept Plan		
The San Dieguito River Park Concept Plan was developed to create an open space park within the San Dieguito River Valley to protect its unique resources while providing compatible recreational opportunities. The San Dieguito River Park Concept Plan provides guidance for the preservation of open space, protection of natural and cultural resources, creation of a scenic trail system, and the establishment of appropriate recreational areas.	The proposed project would include encroachments that would take land within the San Dieguito River Park. However, these encroachments would be small and would not affect the overall biological value of the San Dieguito River Park. Furthermore, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to environmental resources would be minimized and/or mitigated to the maximum extent practicable. Potential impacts to environmental resources within the San Dieguito River Park, and related mitigation measures are described in *Sections 3.3*, and *3.17* through *3.22* of the EIR/EIS (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
San Elijo Lagoon Area Enhancement Plan		
The San Elijo Lagoon Area Enhancement Plan provides ownership, planning, and jurisdictional information for San Elijo Lagoon. The primary goal of the San Elijo Lagoon Area Enhancement Plan is to recommend methods to preserve and augment a gradient of self-sustaining habitats that range from salt marsh in the west basin to freshwater marsh in the east basin. The long-range plan for this area is to continue to provide for the habitat needs of wildlife while maximizing passive recreational and educational opportunities for the public.	Implementation of the proposed project would result in minor acquisitions of land in the San Elijo Lagoon Ecological Reserve. However, these acquisitions would not affect the function of San Elijo Lagoon Ecological Reserve. Additionally, Caltrans has coordinated (and would continue to coordinate) with the City and/or wildlife agencies as required to ensure that potential impacts to biological resources at San Elijo Lagoon Ecological Reserve would be minimized and/or mitigated to the maximum extent practicable.	All four build alternatives would be consistent. No Build alternative would be inconsistent, since assistance with restoration efforts would not occur.
Agua Hedionda Land Use Plan		
The Agua Hedionda Land Use Plan was developed as a revision to the Agua Hedionda Specific Plan and proposes land uses and environmental controls for a 445-hectare (1,100-acre) segment of the Carlsbad Coastal Zone, including the 93.08 ha (230-ac) Agua Hedionda Lagoon and adjacent marsh, upland habitats and wetland areas. The plan combines relevant requirements of the Coastal Act and Carlsbad General Plan as they apply to this segment of the 445-ha (1,100-acre) segment of the Carlsbad Coastal Zone.	Implementation of the proposed project would result in minor acquisitions of land and open water within Agua Hedionda Lagoon. However, these acquisitions would not affect the function of Agua Hedionda Lagoon. Additionally, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to biological resources at Agua Hedionda Lagoon would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in this Final EIR/EIS).	All four build alternatives would be consistent. No Build alternative would be consistent.
California Coastal Act		
Coastal Act Section 30231 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	The proposed project would include encroachments that would result in the loss of natural resources adjacent to the existing I-5 right-of-way; including wetlands, lagoon lands and open waters, and other coastal waters. These encroachments would be small and would not affect the overall recreational or biological value of the affected lands or affect the functions of the lagoons. Furthermore, Caltrans has coordinated with the wildlife agencies as required to ensure that potential impacts to biological resources would be minimized and/or mitigated to the maximum extent practicable (see discussion of the project REMP in *Section 3.17* of this Final EIR/EIS). As discussed in *Section 3.10* of the EIR/EIS, the project would preserve existing vegetation outside the work areas, stabilize slopes with vegetative cover, and keep the total paved area to a practical minimum. Minimization measures implemented during construction at waterway crossings include restricting equipment, material storage, and staging to disturbed areas; restricting changing oil and/or refueling to designated areas; and temporarily diverting water around work areas. Once completed, the proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The proposed project would include construction of treatment basins, bioswales, and other design features to control runoff, erosion, and sedimentation to the extent practicable. These design features and appropriate temporary and permanent mitigation measures are described in *Section 3.10.4* of the EIR/EIS. There would be a water quality improvement with the build alternative(s) over the No Build alternative because of the opportunity to implement “treatment” BMPs throughout the *I-5 NCC Project* limits. These BMPs would “treat” water to remove targeted design constituents from existing impervious area as well as the impacts from future traffic volumes, which would not occur under No Build conditions.	All four build alternatives would be consistent. No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30233 Limited Allowance for Wetland Fill (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland. (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas. (7) Restoration purposes. (8) Nature study, aquaculture, or similar resource dependent activities. (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems. (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the California Department of Fish and Wildlife, including, but not limited to, the l9 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division. For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where such improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities. (d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.	Though several project elements integral to the *I-5 NCC Project* would enhance lagoon water quality and wetland resources (i.e., bridge optimization), the existing location of I-5 necessitate the proposed improvements occur in areas containing wetlands. It is therefore infeasible to avoid all fill impacts to wetland areas during construction of the proposed project. I-5 improvements include roadway expansions that would increase the capacity of the subject transportation facilities and, therefore, potentially fall outside of the incidental public service improvement provision of Section 30233, which allows for wetland fill under Section 30233(a)(4). As such, improvements resulting in direct impacts to wetlands and found not to constitute incidental public services are potentially inconsistent with the limited uses permitted in wetlands as required by Section 30233 of the Coastal Act. Alternatives: Section 30233 allows wetland fill consistent with the provisions of that policy only where there is no feasible less environmentally damaging alternative to the proposed project. Alternatives to the project as proposed must be considered prior to finding that a project satisfies this provision of Section 30233. In allowing wetland fill, it must be demonstrated that feasible mitigation measures would be applied to minimize the adverse impacts of the proposed project as described in *Section 3.18.4.* In addition, *Section 3.17* describes all compensatory mitigation measures. On December 31, 2012, the USFWS provided the Formal Section 7 Consultation and Conference for the Interstate 5 North Coast Corridor Project, San Diego County, California to FHWA. The biological and conference opinion concluded that after reviewing the current status of the gnatcatcher, rail, goby, manzanita; designated critical habitat for the gnatcatcher; proposed critical habitat for the goby; the environmental baseline for the action area; effects of the proposed action; and the cumulative effects, it is the USFWS biological and conference opinion that the proposed action is not likely to jeopardize the continued existence of these species and is not likely to result in the destruction or adverse modification of designated critical habitat for the gnatcatcher or proposed critical habitat for the goby. The USFWS also concurred with the determination that the proposed project is not likely to adversely affect the federally endangered least Bell's vireo, southwestern willow flycatcher, and California least tern; the federally threatened western snowy plover; designated critical habitat for the vireo and flycatcher; and proposed critical habitat for the flycatcher.	All four build alternatives are inconsistent. No Build alternative would be consistent. A policy conflict would require an amendment to all affected and applicable certified LCPs to ensure consistency of the project. The standard of review for amendments to all certified LCPs would be Section 30233 of the Coastal Act. Should the project be considered inconsistent with Section 30233, denial of the project (No Build) or approval of a different project would also constitute a significant conflict with the Coastal Act. Adopting the project is the approach that, on balance, is the most protective of significant coastal resources because it would result in benefits to: • expanded coastal access; • improved water quality treatment; • support to and implementation of lagoon restoration efforts; • implementation of coastal habitat restoration and creation; • meeting multimodal transportation corridor needs; • improved community connectivity; and • enhanced recreational coastal recreational opportunities. Maintenance of existing, as well as restoring or improving dredged depths would occur as part of project design in several lagoon locations. The above benefits would not occur with the No Build alternative. Together with the provision of the proposed REMP, including all compensatory mitigation measures, approval of the proposed project is more protective of coastal resources than would be denial or modification to eliminate all impacts to wetlands. The identified REMP and mitigation measures are necessary to ensure that adverse impacts to coastal resources are avoided, minimized or mitigated to the extent feasible; and they ensure the benefits of the project for coastal resource enhancement are fully realized. Therefore, approval of the proposed project is most protective of coastal resources for purposes of the conflict resolution provisions of Coastal Act Section 30007.5.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30240 (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	The proposed project improvements would result in direct impacts to environmentally sensitive habitat areas (ESHA). Section 30240 of the Coastal Act mandates that only resource-dependent uses be allowed in ESHA. A number of proposed trail improvements and contemplated habitat restoration plans may be considered resources-dependent uses and, therefore, are permitted uses in ESHA; however, the majority of the proposed project improvements consist of public facility improvements and, therefore, are not allowed to occur in ESHA. The proposed project improvements would be located adjacent to ESHA, parks and recreation areas and, therefore, also could potentially result in indirect impacts to ESHA and special-status species.	The four build alternatives are inconsistent. A policy conflict would require an amendment to all affected and applicable certified LCPs to ensure consistency of the project. The standard of review for amendments to all certified LCPs would be Section 30240 of the Coastal Act. Should the project be considered inconsistent with Section 30240, denial of the project (no build conditions) or approval of a different project would also constitute a significant conflict with the Coastal Act. Adopting the proposed project is the approach that, on balance, is the most protective of significant coastal resources because it would result in benefits to: • expanded coastal access; • improved water quality treatment; • support to and implementation of lagoon restoration efforts; • implementation of coastal habitat restoration and creation; • meeting multimodal transportation corridor needs; • improved community connectivity; and • enhanced recreational coastal recreational opportunities. The above benefits would not occur with the No Build alternative. Together, with the provision of the proposed REMP, including all compensatory mitigation measures, approval of the proposed project is more protective of coastal resources than would be denial or modification to eliminate all impacts to ESHA. The identified REMP and mitigation measures are necessary to ensure that adverse impacts to coastal resources are avoided, minimized, or mitigated to the extent feasible; and they ensure the benefits of the project for coastal resource enhancement are fully realized. Therefore, the No Build alternative would not be most protective of coastal resources for purposes of the conflict resolution provisions of Coastal Act Section 30007.5.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30241 The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following: (a) By establishing stable boundaries separating urban and rural areas including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban uses. (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands. (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality. (f) Assuring that all divisions of prime agricultural lands, except those conversions pursuant to subdivision (b) of this section, and all development adjacent to the prime agricultural lands shall not diminish the productivity of such prime agricultural lands. **Coastal Act Section 30250** (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.	The proposed highway improvements within Del Mar, Solana Beach, and Oceanside would not result in encroachment or edge impacts along the existing I-5 highway corridor to designated or active agricultural lands. Impacts to agricultural lands from proposed highway improvements would occur in the cities of Encinitas and Carlsbad, affecting Prime Farmland, non-Prime Farmland identified as Unique Farmland, and lands currently in agricultural production but not designated as Important Farmland. Also since circulation of the Draft EIR/EIS, impacts to agricultural properties in the City of San Diego have been eliminated. The proposed San Elijo Multi-use Facility and DAR at Manchester Avenue within Encinitas under the refined 8+4 Buffer alternative would affect approximately 8.4 acres of a 30.5-acre property designated as Prime Farmland that is actively farmed and often cultivated with strawberries and flowers. Coordination with the landowner is under way to determine the possibility of continuing agricultural operations and/or purchase of the property (or partial purchase) for habitat restoration purposes. Proposed highway improvements would also affect a small area along the western edge of Unique Farmland properties that house greenhouse and nursery operations located east of, and adjacent to, I-5 at Union Street. The project encroachments would affect the edge of the facilities and would not preclude agricultural activities in the greenhouse or nursery on the remainder of the parcel. Proposed highway improvements in the City of Carlsbad would directly affect agricultural land currently in cultivation for strawberries and/or flowers. This parcel, which is designated as Prime Farmland and Farmland of Statewide Importance, is located south of Agua Hedionda Lagoon. Eliminating the proposed DAR at Cannon Road reduced impacts to agricultural land with Carlsbad from 16 to 2.3 acres with the refined 8+4 Buffer alternative. The impact is along the western edge of the property and would not bisect or preclude continued agricultural operation of the larger parcel. Because the project is directly adjacent to or within agricultural lands and/or operations along I-5, it is infeasible to avoid all impacts to agricultural resources during construction of the proposed improvements. Also, temporary, construction-related impacts to agricultural resources throughout the corridor could result from conversion of important agricultural lands or other disruption of agricultural activities due to construction/assembly and construction staging areas that may be proposed within an area currently used for agricultural production. In addition, Caltrans is currently pursuing opportunities to acquire properties in the corridor to help restore, enhance, and expand coastal wetlands, freshwater wetlands, and upland areas. Potential sites could include properties designated, currently, or previously used for agricultural purposes, which could affect agricultural resources. Coastal Act Section 30241 allows the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. Section 30250, in turn, allows development located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it. The proposed improvements are contiguous with or in close proximity to existing developed areas and are wholly consistent with Section 30250 of the Coastal Act.	The four build alternatives are potentially inconsistent. A policy conflict would require an amendment to the affected and applicable certified LCPs within Carlsbad and Encinitas to ensure project consistency. The standard of review for amendments to these certified LCPs would be Sections 30241 and 30242 of the Coastal Act. Should the project be considered inconsistent with Sections 30241 and 30242, denial of the project (No Build) or approval of a different project would also constitute a significant conflict with the Coastal Act. Adopting the proposed project is the approach that, on balance, is the most protective of significant coastal resources because it would result in benefits to: • expanded coastal access; • improved water quality treatment; • support to and implementation of lagoon restoration efforts; • implementation of coastal habitat restoration and creation; • meeting multimodal transportation corridor needs; • improved community connectivity; and • enhanced recreational coastal recreational opportunities. The above benefits would not occur with the No Build alternative. Together with the provision of feasible mitigation measures discussed below, substantial adverse impacts would be minimized to agricultural resources. Impacts to active coastal agricultural lands within the cities of Encinitas and Carlsbad have been minimized through ongoing design refinement, and unavoidable impacts would be addressed pursuant to a tiered approach, with the highest priority being implementation of an in-kind, project-specific school or community garden within the affected jurisdiction. The next priority would be for payment of an in-lieu fee under an approved Agricultural Conversion Mitigation Fee program, such as that currently implemented within the City of Carlsbad. The purpose and intent of the Fee program would be to contribute to additional efforts to support and maintain agricultural lands and practices within the North

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30250 (cont.)	If the *I-5 NCC Project* is found inconsistent with the Coastal Act's agricultural resource protection policies due to the impacts to agricultural lands described above, the project may, nonetheless, be approved through the conflict resolution provision of Coastal Act Section 30007.5. In this case, it must be demonstrated that no other feasible, less-damaging alternative exists for the project components that would result in unavoidable impacts to agricultural resources, and that feasible measures have been included to minimize substantial adverse impacts to agricultural resources.	Coast Corridor Coastal Zone, such as purchasing agricultural lands or improving agriculture in ways that would aid in continuing agricultural production within the North Coast Corridor Coastal Zone. Other efforts include committing to specific activities that support "urban agriculture," such as farm to school programs, farm to fork restaurants, farm to grocery stores, vertical farming, farmers markets, innovative approaches to "urban agriculture" that help to create a demonstration project, re-tooling existing agricultural operations to allow for vertical farming, innovative approaches to farming, or substantial reduction in water usage, and/or endowments to programs of study in agricultural sciences in the North Coast Corridor Coastal Zone. Also, if determined feasible and desirable by the County of San Diego, another effort could involve coordinating with the County to establish a fund that would be used to assist in supporting agricultural resources and offsetting the lack of state subvention funds for the Williamson Act. For potential temporary construction related impacts, project design requires any temporarily affected agricultural areas or operations to be fully returned to pre-existing agricultural use after project construction is completed, without long-term reduction in productivity or conversion of the subject lands to non-agricultural use that could result in a significant economic loss to the county's agricultural economy. Potential loss of income and/or agricultural production from temporary construction-related impacts would be addressed as outlined above. The project also requires that plans for habitat restoration on properties supporting existing agricultural uses be prepared and submitted with the applicable notice of impending development (NOID) for restoration activities, and that the plans would include information that specifies and quantifies any important agricultural resource areas that could be affected by restoration activities. If the CCC determines that proposed restoration activities would adversely affect prime agricultural land, measures consistent with the above tiered approach would be implemented.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30250 (cont.)		Approval of the proposed project is more protective of coastal resources than would be denial or modification to eliminate all impacts to coastal agricultural resources. The identified mitigation measures are necessary to ensure that adverse impacts to coastal resources are avoided, minimized, or mitigated to the extent feasible; and they ensure the benefits of the project for coastal resource enhancement are fully realized. Therefore, approval of the proposed project is most protective of coastal resources for purposes of the conflict resolution provisions of Coastal Act Section 30007.5.
Coastal Act Section 30241.5 (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements: (1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program. (2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program. For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program. (b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.	See discussion above.	The four build alternatives are potentially inconsistent. Potential measures to achieve consistency with build alternatives include the measures summarized above and the following: • An economic feasibility study should be conducted for any proposed specific project that would result in permanent impacts to agricultural resources in order to determine whether or not continued agricultural production would be possible after the project-related impacts have occurred. See also Project Consistency discussion of Coastal Act Section 30241 and 30250, above. As noted, should the project be considered inconsistent with Sections 30241 and 30242, denial of the project (No Build) or approval of a different project also would constitute a significant conflict with the Coastal Act.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30242 All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless: (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.	The proposed project improvements would affect a maximum of approximately 11 ac of prime farmland and non-prime farmland, areas identified as unique farmland, and lands currently in agricultural production. Coastal Act Section 30242 allows the conversion of agricultural land where such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Section 30250, in turn, allows development located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it. The proposed improvements are contiguous with or in close proximity to existing developed areas and are wholly consistent with Section 30250 of the Coastal Act. The proposed improvements would not create a conflict between agricultural and urban land uses. If the *I-5 NCC Project* is found inconsistent with the Coastal Act's agricultural resource protection policies due to the impacts to agricultural lands described above, the project may, nonetheless, be approved through the conflict resolution provision of Coastal Act Section 30007.5. In this case, it must be demonstrated that no other feasible, less-damaging alternative exists for the project components that would result in unavoidable impacts to agricultural resources, and that feasible measures have been included to minimize substantial adverse impacts to agricultural resources.	The four build alternatives are potentially inconsistent. In addition, potential measures for consistency include the measures summarized above. See also Project Consistency discussion of Coastal Act Section 30241 and 30250, above. As noted, should the project be considered inconsistent with Sections 30241 and 30242, denial of the project (No Build) or approval of a different project would also constitute a significant conflict with the Coastal Act.
Coastal Act Section 30244 Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	All archaeological sites that have been identified within or immediately adjacent to the *I-5 NCC Project* cultural resources Area of Potential Effect (APE) fall outside the project's area of direct impacts and, therefore, would not be directly affected by the proposed highway improvements. An ESA Action Plan has been developed to prevent impacts to cultural resources located adjacent to, but outside project construction activities. Also, through additional design and selection of the Preferred Alternative, two prehistoric archaeological sites, CA-SDI-12670 and CA-SDI-17928, would no longer be affected by the previously planned soundwalls. Impacts to paleontological resources could occur during earthwork activities involving sensitive geologic formations that could damage paleontological resources directly, or expose fossils to long-term surface erosion and/or uncontrolled specimen collection. Measures would be implemented to mitigate impacts.	The four build alternatives are consistent. In addition, measures for consistency include: • A qualified Native American monitor and archaeologist, or paleontologist, as applicable, should be present at all times during ground-disturbing activities occurring in areas of known or suspected archaeological and/or paleontological significance • An ESA Action Plan should be developed and implemented for construction activities located in the vicinity of eligible archaeological sites • The construction contract should contain language related to unanticipated discoveries during construction, including diverting activities away from such finds until an archaeologist can assess their nature and significance • A paleontological mitigation program should be developed and implemented during construction activities in areas of paleontological sensitivity No Build alternative would be consistent.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30251 The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	Changes to the existing highway facilities would generally be expansions or reconfigurations of existing facilities involving limited expansion of vertical mass beyond what currently exists. Views to the coast were considered and project elements such as soundwalls were eliminated where possible. Transparent barriers also are being considered for west-facing views. As a result, project facilities would not result in substantial visual contrasts or changes to the dominant, overall form characterizing the I-5 North Coast Corridor with regard to views westerly from I-5. Similarly, views within the larger coastal area would not be affected by project design elements located with the restricted right-of-way of this linear feature. Where impacts to sensitive or key coastal visual resources would occur, the PWP/TREP includes various policies, guidance strategies, and implementation measures to avoid or minimize potential impacts to coastal visual resources. Refer to *Section 3.7* of this Final EIR/EIS, the *I-5 NCC Project Design Guidelines*, and PWP/TREP implementation measures for additional details on how project design and development would minimize impacts to the visual quality of the corridor consistent with Section 30251 of the Coastal Act.	The four build alternatives are consistent. As indicated, measures for consistency include: • Installing a soundwall with a gap to maintain a coastal view, where visual access to the ocean, the San Dieguito River Valley, and Del Mar Racetrack would have been obscured for southbound travelers between Via de la Valle and Lomas Santa Fe Drive in Solana Beach • Utilization of low profile (e.g., Caltrans Type 60S) or see-through (e.g., Caltrans Type 80) safety barriers (where feasible and unless noise abatement is necessary for protected bird species) in areas where standard height barriers would diminish views of scenic resources from the highway • Applying design and development strategies which generally include minimizing grading, landform alteration, and vegetation removal; providing landscape treatments such as trees, shrubs, and groundcover; addressing potential night lighting impacts by limiting, shielding and directing lights to only that required for operations and safety; and implementing native revegetation efforts for areas disturbed by grading activities No Build alternative would be consistent.
Coastal Act Section 30253 New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	The proposed project would be designed and constructed to withstand seismic events and geologic hazards in compliance with current standards; therefore, as discussed in *Section 3.11.3* of the EIR/EIS, no effect on safety due to seismic events or geologic hazards would occur. Proposed design measures to minimize geologic hazards include the addition or replacement of retaining walls in areas that are either relatively steep or have right-of-way limitations. The proposed project would include construction of treatment basins, swales, and other design features to control runoff, erosion, and sedimentation to the extent practicable. These design features and appropriate temporary and permanent mitigation measures are described in *Section 3.10.4* of the EIR/EIS. The proposed project would be consistent with the SANDAG RTP and RTIP. By reducing congestion and vehicular emissions, the project would improve air quality. Energy consumption and vehicle miles traveled would be reduced by the proposed project through the reduction in congestion and encouragement of alternative modes of travel for single occupancy vehicles, leading to more efficient use of fuel and reduced idling times. In addition, the proposed project includes portions of the NC Bike trail, and connections to bike paths and pedestrian improvements that would	All four build alternatives would be consistent. No Build alternative would be inconsistent, because this alternative would not be consistent with the RTP and RTIP, and improvements in congestion and air quality would not occur.

Table 3.1.1 (cont.): Project Consistency with Local Plans and Policies

Relevant Key Goals	Project Considerations	Project Consistency
Lagoon Management Plans (cont.)		
California Coastal Act (cont.)		
Coastal Act Section 30253 (cont.)	facilitate non-motorized circulation throughout the corridor, further reducing vehicle miles traveled, energy consumption, and emissions. The proposed project would help protect special communities and neighborhoods by focusing the transportation facility widening on the existing I-5 corridor, reducing the demand for new parallel roads or parallel road expansions in the coastal zone.	

Figure 3-1.1: Study Area Communities

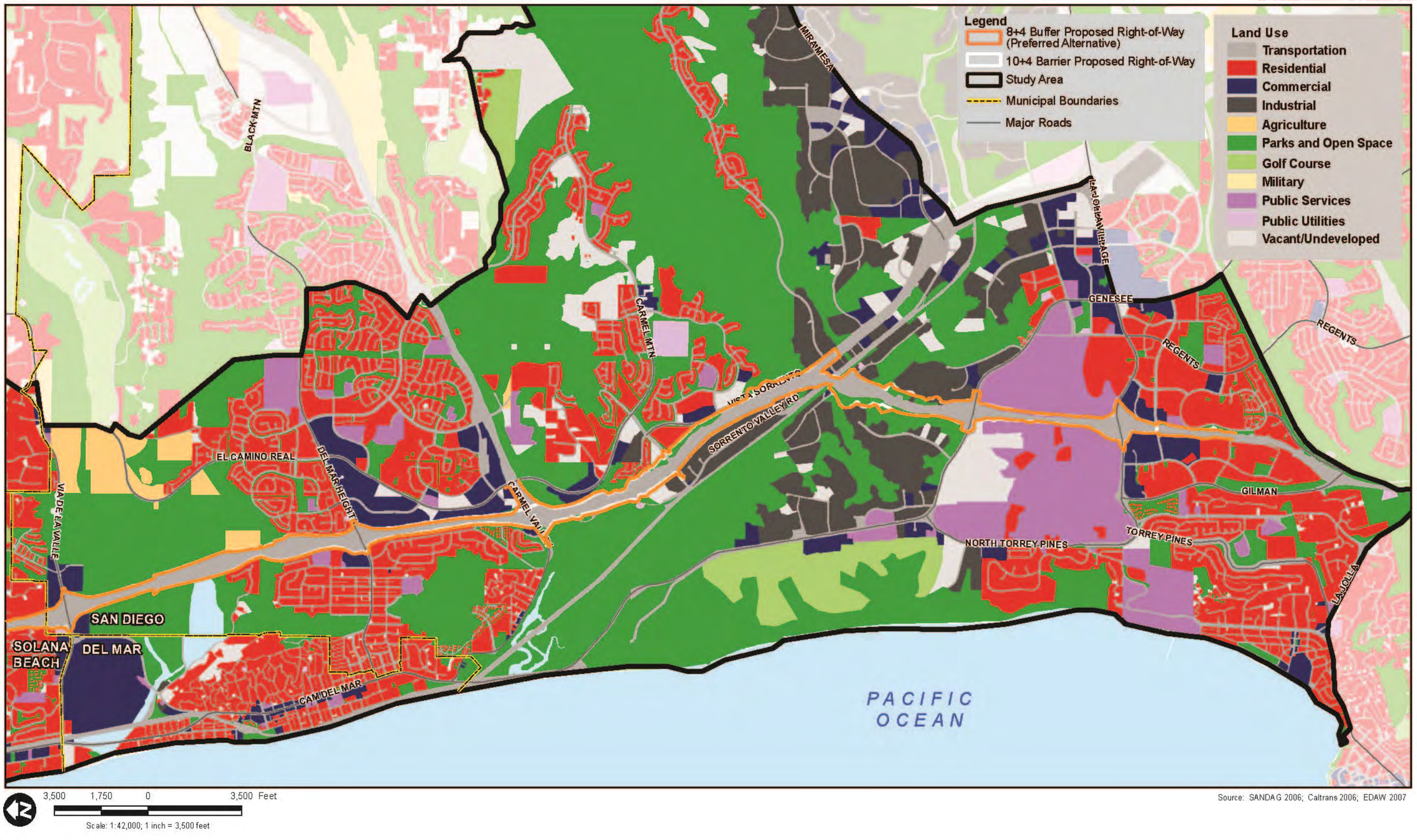

Figure 3-1.2: San Diego/Del Mar Existing Land Use

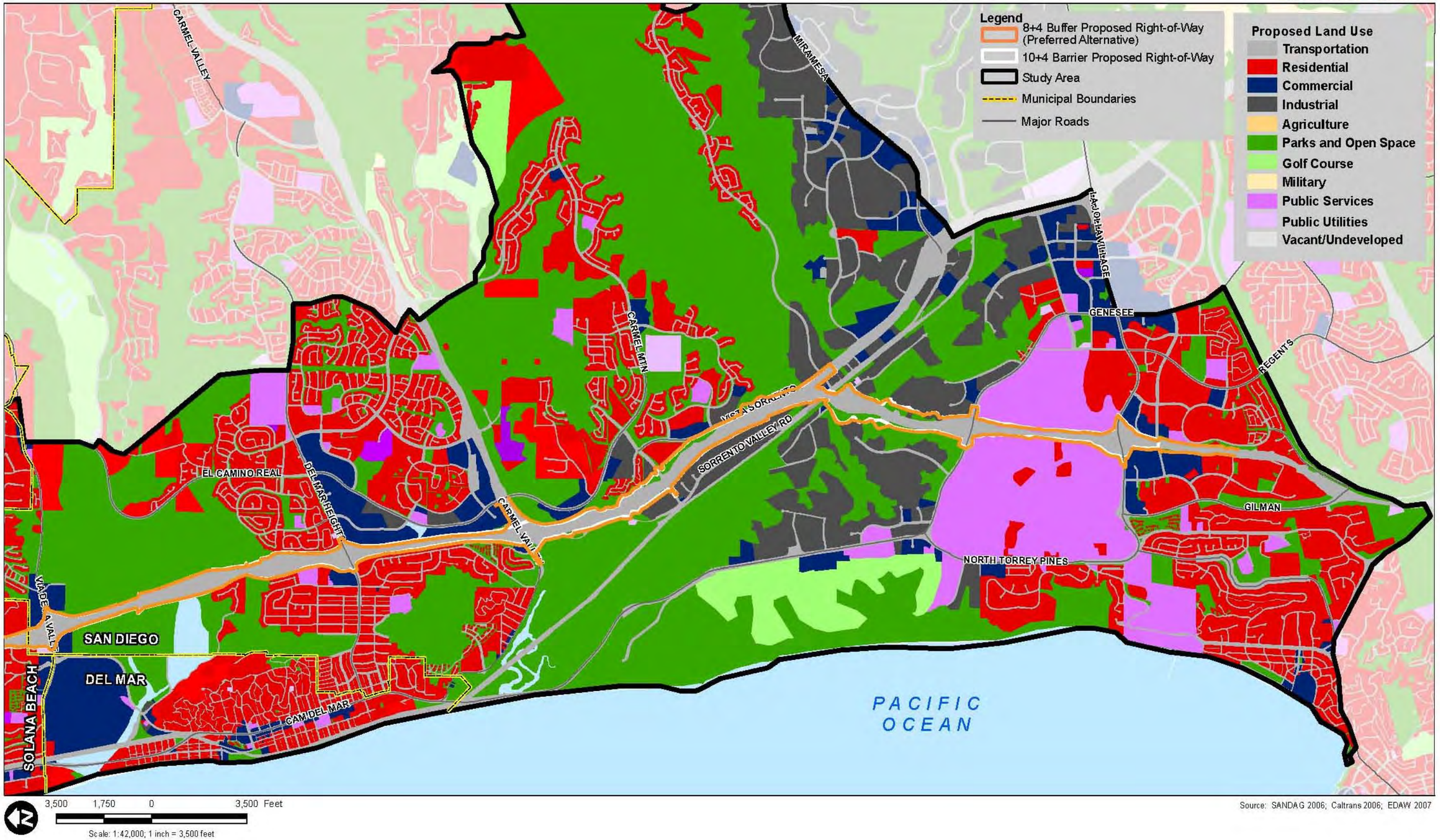

Figure 3-1.3: San Diego/Del Mar Planned Land Use

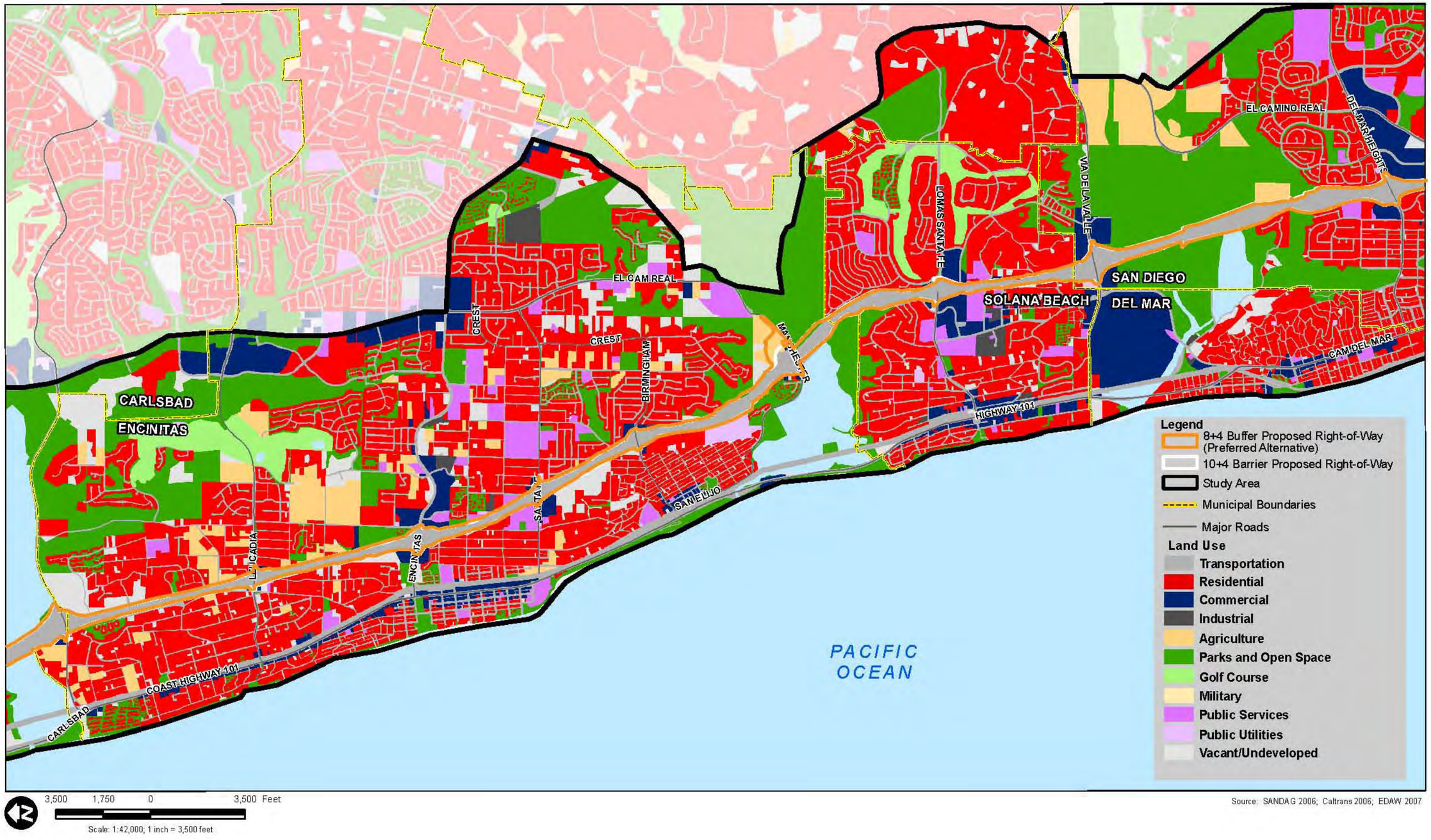

Figure 3-1.4: Solana Beach/Encinitas Existing Land Use

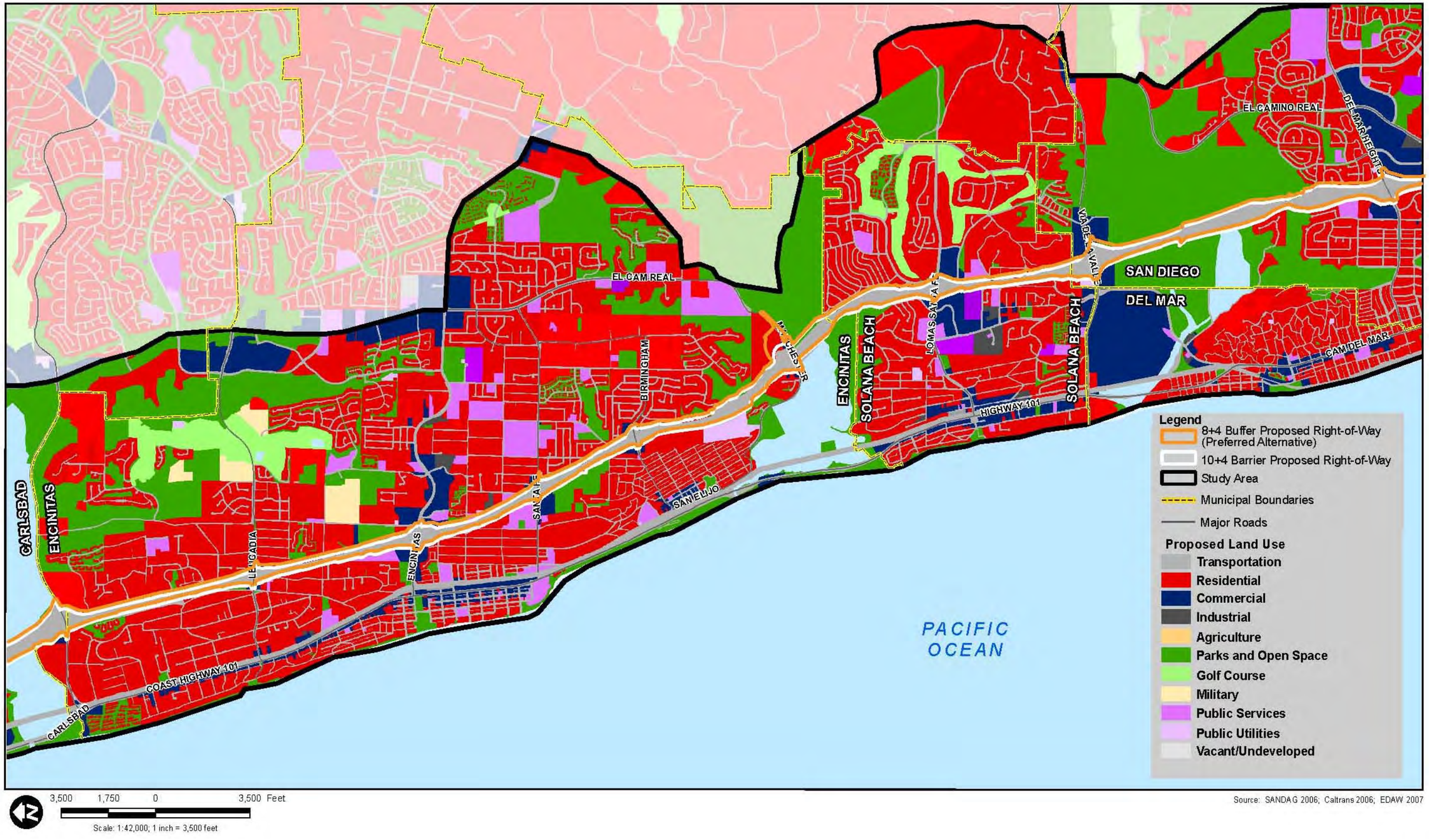

Figure 3-1.5: Solana Beach/Encinitas Planned Land Use

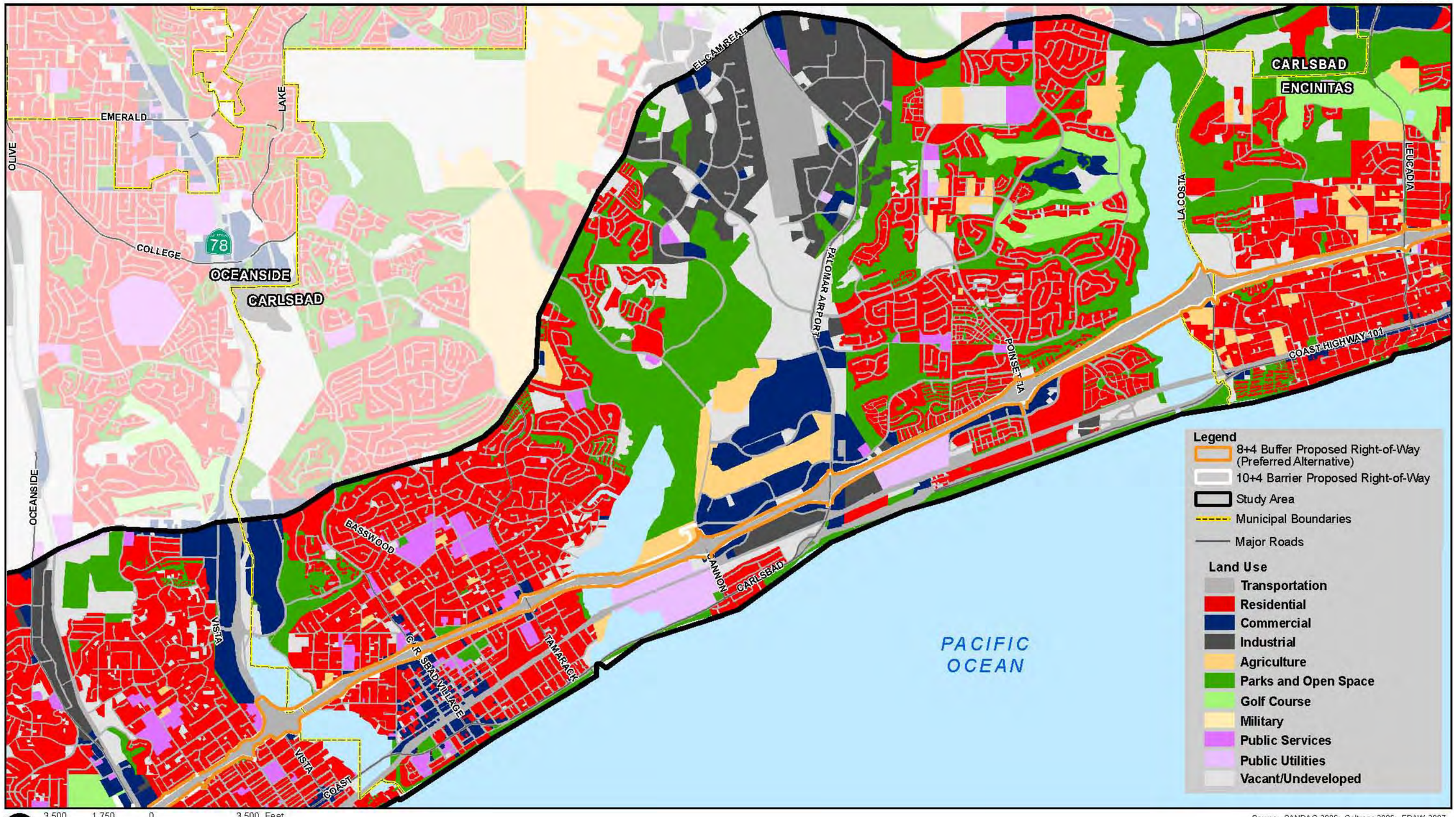

Figure 3-1.6: Carlsbad Existing Land Use

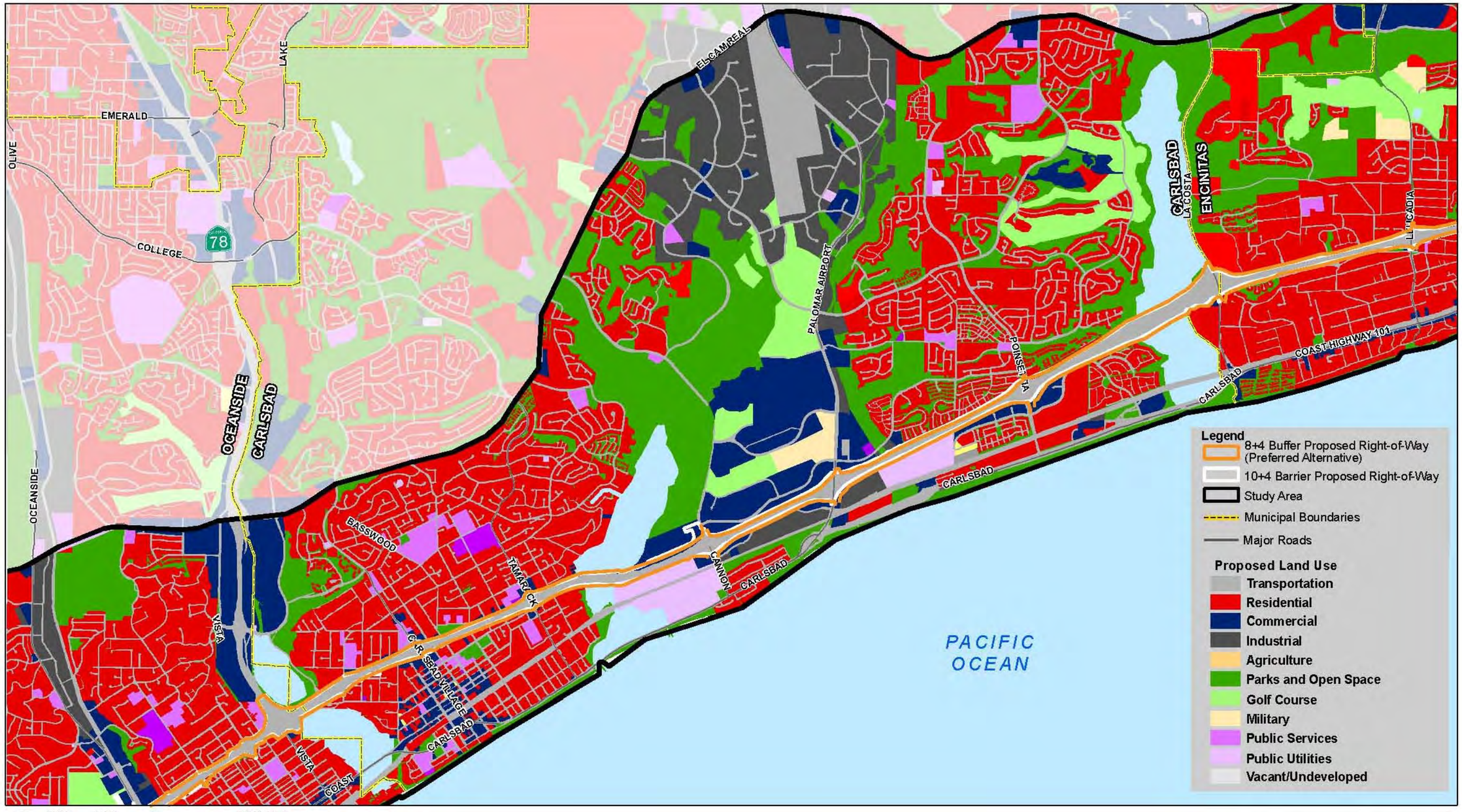

Figure 3-1.7: Carlsbad Planned Land Use

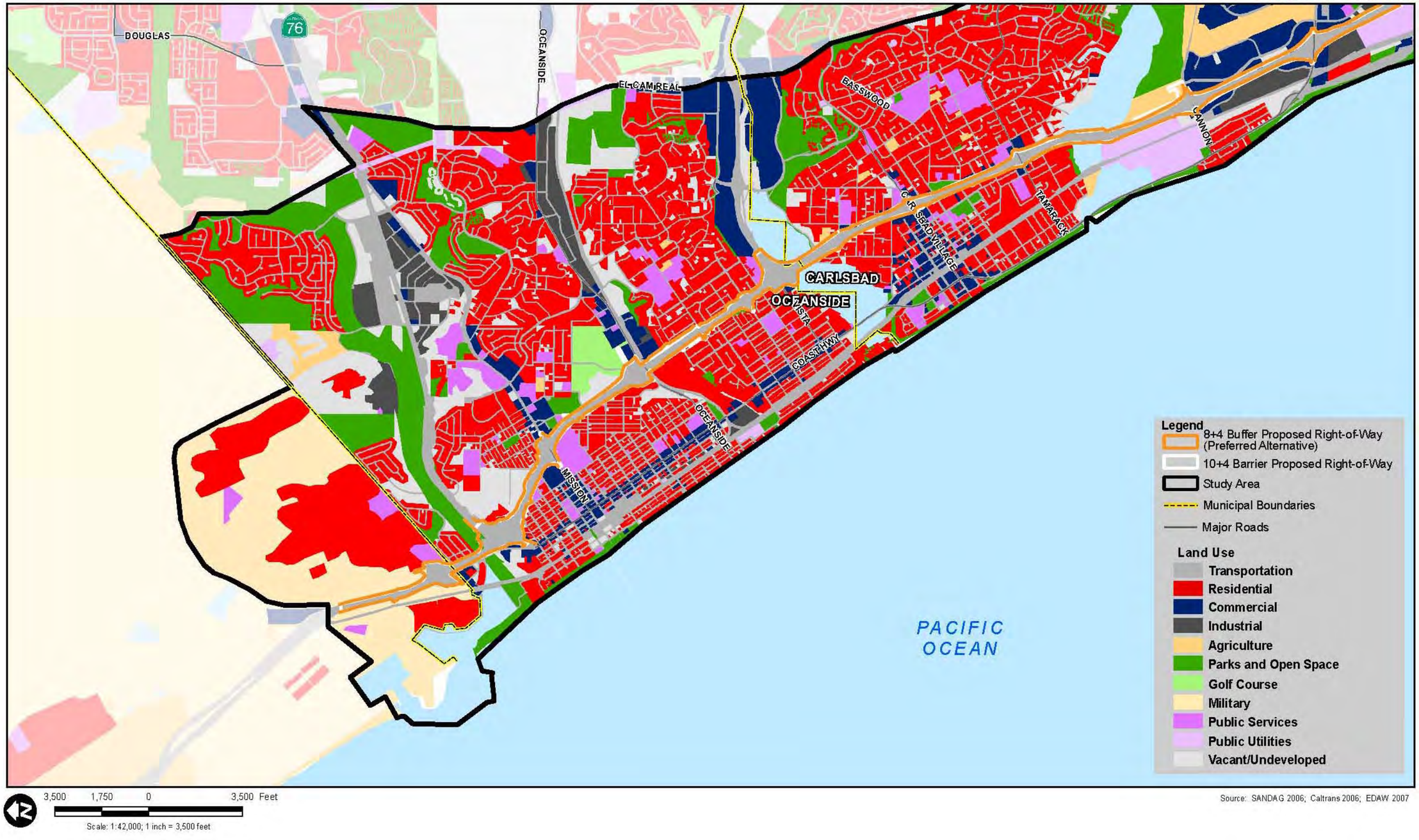

Figure 3-1.8: Oceanside Existing Land Use

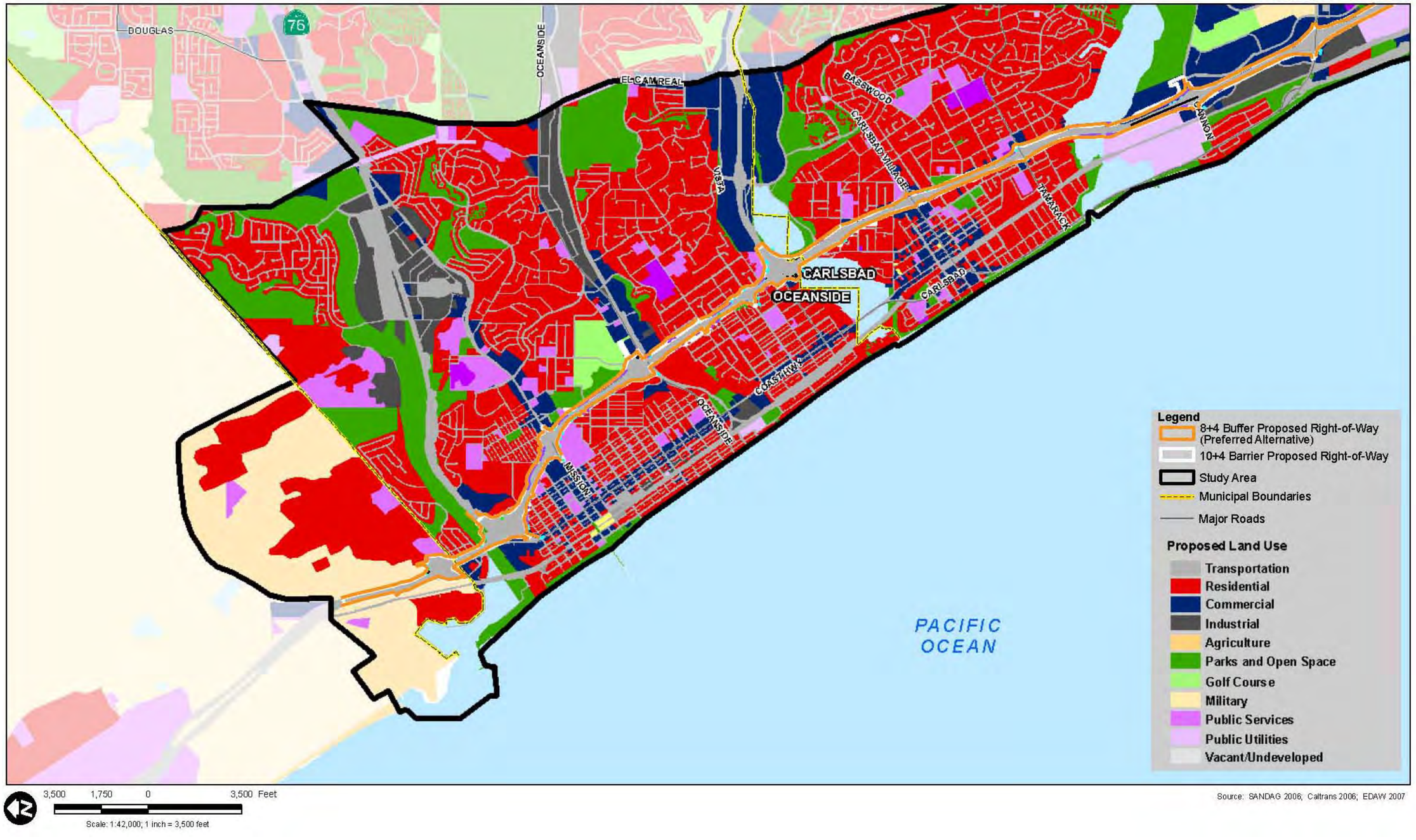

Figure 3-1.9: Oceanside Planned Land Use

3.1.3 Park and Recreational Facilities

This section is based largely the October 2007 CIA technical report prepared for the proposed project and Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f) for the I-5 North Coast Corridor Project, San Diego, California.

3.1.3.1 Regulatory Setting

The California Public Park Preservation Act of 1971 (Public Resources Code [PRC] § 5400 et seq.) provides that a public agency that acquires public parkland for non-park use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland of comparable characteristics.

In addition, Caltrans addresses Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, which declares that "…it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Appendix A addresses the resources that were evaluated relative to the requirements of Section 4(f).

Section 4(f) specifies that the Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use; or
- consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on a Section 4(f) property.

3.1.3.2 Affected Environment

The six municipalities within the project area contain parklands and/or recreational facilities. The full range of park and recreational facilities is listed in Appendix A, Table 1. Eight resources are depicted on *Figure 3-1.10* at the end of this section.

San Dieguito River Park

The San Dieguito River Park (SDRP) is located within the jurisdiction of five cities and the County of San Diego as it extends from San Dieguito Lagoon adjacent to the Pacific Ocean east along the San Dieguito River to Ironside Spring on Volcan Mountain just north of Julian. Within the coastal area, it is located within the Cities of San Diego and Del Mar. The SDRP is administered by the San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA), which is working to create a regional open space greenway and park system by preserving and restoring land along the length of the San Dieguito River watershed. This open space greenway and park system is being integrated by a regional walking, equestrian, and bicycle trail that would extend from the Pacific Ocean to Volcan Mountain. Called the Coast to Crest Trail, it is currently two-thirds complete.

The Coastal Area of the SDRP is bisected by I-5, is located entirely within the coastal zone, and is located within the incorporated boundaries of the Cities of Del Mar and San Diego, as noted above. The Coastal Area of the SDRP encompasses approximately 440 ac at the western end of the San Dieguito River Valley and is surrounded by the Pacific Ocean to the west, El Camino Real to the east, Via de la Valle to the north, and the northern edge of the Carmel Valley planning area to the south. This area includes San Dieguito Lagoon, which encompasses approximately 200 ac of estuarine open water and wetland habitat.

Access to the Coastal Area of the SDRP is primarily along the lagoon segment of the Coast to Crest Trail from El Camino Real to Jimmy Durante Boulevard. Other public trails in the coastal area include the Riverpath Del Mar, located near the Del Mar Public Works Yard, along Jimmy Durante Boulevard and the Dust Devil Nature Trail off of El Camino Real (previously called the Mesa Loop Trail).

San Elijo Lagoon Ecological Reserve

The San Elijo Lagoon Ecological Reserve is located between the Cities of Encinitas and Solana Beach and extends inland to the community of Rancho Santa Fe. The reserve is surrounded by the Pacific Ocean to the west, and a mix of residential and undeveloped land to the east, north, and south. The approximately 1000-ac lagoon is primarily a shallow-water estuary fed by a 77-square-mi watershed with two main tributaries, Escondido Creek and Orilla Creek, and is divided into basins by Highway 101, the railway, and I-5. The boundary of the reserve is contiguous with Caltrans right-of-way where I-5 bisects the two basins. It contains a diverse habitat with six plant communities including coastal strand, salt marsh, freshwater marsh, riparian scrub, CSS, and mixed chaparral. The habitat supports a variety of plant and wildlife species.

The San Elijo Lagoon Ecological Reserve includes over five mi of public hiking trails. These trails can be reached from the north end of Rios Avenue, Santa Carina Drive, and Santa Helena Drive on the south side of the lagoon in Solana Beach, and along El Camino Real at Orilla Creek in the community of Rancho Santa Fe at the east end. The only Reserve trail connecting the east and west basins is just south of Manchester Avenue in Caltrans right-of-way underneath the I-5 overcrossing. The trailheads in Solana Beach lead to hiking trails, and the trailhead at Orilla Creek is a joint hiking/equestrian facility. The joint trail system is restricted to the east basin as the riprap slope protection under the I-5 Bridge at Manchester Avenue prevents equestrian passage into the west basin. The Nature Center, located at 2710 Manchester Avenue in Encinitas on the northwest side of the reserve, provides County ranger offices, a parking lot, restrooms, drinking water, and a one-mi loop trail.

Paul Ecke Sports Park and YMCA

The Paul Ecke Sports Park and YMCA, located in Encinitas, is an approximately 9.3-ac park located at 278 Saxony Road north of the intersection of Encinitas Boulevard and I-5. The Park is owned by the YMCA, which leases the park to the City of Encinitas. The Paul Ecke family donated land to the YMCA between 1968 and 1985, and dedicated the land in 1992. There is a 25-year lease agreement ending in 2014 (with option to renew for an additional 10 years), under which the park is operated by the City of Encinitas. The Park consists of three lighted baseball fields. These fields are used for baseball, little league baseball, and adult softball, and the outfields are also used for soccer and flag football. The fields are used mainly for organized sports leagues, but the fields are also open to non-league uses when league play is not in

action. The Park is open from 8:00 a.m. to 11:00 p.m. The western edge of the park abuts the existing Caltrans right-of-way.

Hall Property Community Park

The Hall Property (now named Encinitas Community Park) along the I-5 right-of-way is a park planned for construction by the City of Encinitas. The Hall Property Community Park Final EIR was certified by the City in 2008 (EDAW 2008). The City of Encinitas purchased the approximately 44-ac site for park development in May 2001. The park plan includes a mixture of active and passive uses. Active uses would include softball/baseball fields, a basketball court, multi-use turf fields, a teen center, a dog park, an amphitheatre, a skate park, and possibly an aquatic facility. Passive uses would include gardens, picnic areas, trails, and a scenic overlook. Phase one, including the skate park, the dog park, the soccer fields, ball fields and the softball field, was put out to bid by the City in April 2012, with completion anticipated for 2014.

Caltrans and the City of Encinitas agreed to an easement dedication of land that would provide Caltrans with the right-of-way needed to improve I-5. Per 23 CFR 774.11(i), this right-of-way was formally reserved for a future transportation facility at the same time planning for Hall Property Community Park was underway. The joint planning effort relating to the development of the *I-5 NCC Project* and the park results in project-related impacts not being considered a use as defined in Section 774.17. Therefore, no acquisition or use of lands planned for this Community Park would be required and this facility is not further discussed below.

Agua Hedionda Lagoon and CDFW Reserve

Agua Hedionda Lagoon, located in Carlsbad, is an approximately 400-ac, human-made water body that was constructed in 1954. The Agua Hedionda Lagoon is surrounded by the Pacific Ocean to the west, undeveloped land to the east, the Encina Power Plant to the south, and residential development to the north. Agua Hedionda Lagoon is connected to the Pacific Ocean through an inlet channel and to Agua Hedionda Creek and its tributaries in the inner lagoon. Agua Hedionda Lagoon is owned by Cabrillo Power II, a privately owned corporation, who leases the lagoon to the City of Carlsbad to manage recreational and commercial uses. The City of Carlsbad allows boating and water skiing on the lagoon and the YMCA operates a canoeing center. A white seabass research facility, jointly managed by Hubbs/Seaworld and CDFW, is located at the lagoon, as is a commercial mussel growing facility.

CDFW manages a 186-ac Ecological Reserve consisting of wetlands located at the eastern end of the lagoon.

Holiday Park

Holiday Park is a 5.9-ac public park, located along the east side of the I-5, on the corner of Chestnut Avenue and Pio Pico Drive. This park is owned by the City of Carlsbad and features horseshoe pits, a picnic area, a tot lot play area, restrooms, and large shade trees. Parking is currently available within three small parking lots (90 spots total), as well as off site along the majority of the surrounding streets. Field reconnaissance at the park was conducted on two separate occasions to determine whether parking was an existing constraint. During both visits, parking lots were observed to be at approximately half capacity, with ample off-site street parking available.

Oak Park

Oak Park consists of a 0.18-acre lot located between the Carlsbad Village off-ramp from I-5 and Pio Pico Drive, just south of a gas station. The park is situated less than 0.01 mile from I-5 and features several trees and a picnic table. There are open existing views of abutting I-5 lanes from the park.

Pio Pico Park

Pio Pico Park is a 0.80-acre passive park located immediately east of Pio Pico Drive adjacent to single-family residential uses fronting Gregory Drive and Cynthia Lane. The park is less than 0.01 mile east of I-5 and contains landscaping and picnic tables, with open views to existing I-5.

Trails

The proposed project would provide improved connections to existing and planned pedestrian and bike trails located in the cities crossed by I-5 (see *Chapter 2,* discussion of the I-5 NC Bike Trail). Existing trails associated with recreational and preserve facilities discussed in this section are primarily addressed within the facility discussions above.

A primary east-west trail in the North Coast Corridor is the Coast to Crest Trail. The overall goal of the Coast to Crest Trail is to create a multi-use trail system for hikers, bicyclists, and horseback riders that will extend from the ocean at Del Mar to the San Dieguito River's source on Volcan Mountain, just north of Julian. The Coast to Crest Trail would extend a distance of approximately 55 miles. The lagoon segment of the Coast to Crest Trail exists from Jimmy Durante Boulevard to El Camino Real, a portion of which is parallel to and under I-5. The portion that crosses underneath I-5, within Caltrans right-of-way, is within a revocable easement granted by Caltrans. East of this undercrossing, the trail turns north along the I-5 corridor before again trending east toward El Camino Real.

3.1.3.3 Environmental Consequences

San Dieguito River Park

Implementation of the proposed project would not impede the ability of the park to function as a publicly owned open regional open space park. Access to the park would not be impeded temporarily or permanently. Specifically in the lagoon trail area, the trailheads for Riverpath Del Mar and Boardwalk would continue to be accessible from Jimmy Durante Boulevard, and access to trail segments east of I-5 would be accessible from the kiosk at the end of San Andres, even during times when the trail underneath I-5 may be affected by construction activities. Access to trailheads for other trails within the SDRP, such as Crest Canyon Trail and Dust Devil Nature Trail, would not be affected by the *I-5 NCC Project*. The portion of the Coast to Crest Trail that crosses underneath I-5, within Caltrans right-of-way, is within a revocable easement granted by Caltrans and is not subject to Section 4(f) protections (see additional discussion under “Trails,” below).

The visual character of the park would be unchanged; the coastal area of the SDRP is already bisected by the I-5, which is a major transportation facility and comprises a primary element in views toward it from the park. Impacts would occur within a disturbed area adjacent to the existing I-5 bridge. The additional lanes constructed as part of the *I-5 NCC Project* would not substantially alter views, which would continue to see this large facility in profile. The horizontal expansion of the bridge and roadway across the lagoon would not be particularly notable to

viewers looking at it from points east or west, and below the facility. Increases in noise levels would not be noticeable to park users because the increases, typically ranging between 2 to 3 dBA, are not generally perceptible to the human ear. Areas of natural vegetation disturbed through construction would be restored with native plant species. Since circulation of the Draft EIR/EIS, all alternatives have been refined to avoid permanently impacting land within the SDRP, except for providing a connection to and from the I-5 NC Bike Trail. None of the alternatives would impact the recreational nature of the park, and the trail connection would support recreational activity. No park land would be acquired as part of the proposed project, consistent with the California Public Park Preservation Act of 1971 (PRC § 5400 et seq). With regard to Section 4(f), Caltrans received an email on May 22, 2013 (*Figure 5-5.1*) noting that the SDRP administrator (the JPA) concurs that the "impact" associated with connecting the trails would be beneficial in nature and is therefore exempt from Section 4(f) per 23 CFR 744.13(g). Please see Appendix A of this Final EIR/EIS for additional specifics.

San Elijo Lagoon Ecological Reserve

Implementation of the proposed project would not impede the ability of the San Elijo Lagoon Ecological Reserve to function as a reserve. Access to existing trailheads and designated trails would be unaffected, and after project implementation would be enhanced. The visual character of the Reserve would remain consistent with the existing condition which already includes the highly visible I-5 freeway. The very small quantity of disturbed upland vegetation removed adjacent to the existing trail would be mitigated. Increases in traffic-related noise would not be noticeable to park users and would not impair the wildlife habitat functions of the Reserve. Potential impacts to the Reserve would vary by alternative, with impacts identified for the 10+4 Barrier (1.05 ac), 10+4 Buffer (0.92 ac), 8+4 Barrier (0.98 ac) and 8+4 Buffer (Preferred Alternative; 0.79 ac). It is not expected that the permanent use of up to 1.05 ac (approximately 0.11 percent of the total Reserve land) would impact any of the activities, features, or attributes of the Reserve, including trails or other activity areas that are officially designated as a part of the Reserve or the Nature Center. The Preferred Alternative, the smallest of the build alternatives, would permanently use 0.79 ac (approximately 0.08 percent) of the total Reserve land. This undeveloped land with a trail (in disturbed upland) is west of I-5 and south of the lagoon. This area does not possess any unique features or perform any vital functions that, if lost, would affect the Reserve's ability to function as a Section 4(f) resource. Concurrence in a Section 4(f) *de minimis* finding was received from the CDFW on August 30, 2013 (*Figure 5-5.2*), from the County of San Diego on September 10, 2013 (*Figure 5-5.3*), and from the San Elijo Lagoon Conservancy on August 12, 2013 (*Figure 5-5.4*). Please see Appendix A of this Final EIR/EIS for additional specifics. As noted above, if the refined 8+4 Buffer alternative (Preferred Alternative) is chosen for construction, the impact would be 0.79 ac, or approximately 0.08 percent (less than one tenth of one percent) of the Reserve. The small purchase of Reserve property would trigger the need for compensation sufficient to acquire substantially equivalent substitute parkland under the California Public Park Preservation Act of 1971, as described in *Section 3.1.3.1*. This is anticipated as part of project design. The project would comply with PRC §5400 et seq.

Paul Ecke Sports Park and YMCA

Implementation of any of the project build alternatives would not result in impacts to the park property. Access to the existing park and the visual character would be unaffected. Increases in traffic-related noise would not be noticeable to park users. Under the build alternatives, no permanent impacts would occur to the property, and therefore there is also not a Section 4(f) use. As no purchase of lands would occur, protection under the California Public Park

Preservation Act of 1971 would not be triggered and the project would comply with PRC §5400 et seq.

A potential temporary construction easement to build a retaining wall that avoids permanent impacts to the park is exempt from Section 4(f) per 23 CFR 774.13(d), because the impact would be minimal and would not cause permanent adverse physical impacts, nor would it interfere with the activities or purpose of the resource. Should the temporary construction easement be necessary, work would occur on a slope planted with ornamental vegetation and would not affect recreational use area. Caltrans received an email from the City of Encinitas on September 16, 2013 concurring that the temporary construction easement to build a retaining wall that avoids permanent impacts to the park constitutes temporary occupancy of the land, and that this project action is exempt from Section 4(f) per 23 CFR 774.13(d) because the impact would be minimal and would neither cause permanent adverse physical impacts nor interfere with the activities or purpose of the resource.

Agua Hedionda Lagoon

Implementation of the proposed project would not impede the ability of the 400-ac lagoon to support recreational boating, water skiing, and canoeing. Nor would it affect the 186-ac CDFW Ecological Reserve, which is located approximately 3,000 ft east of the proposed project. Public and private access to the lagoon would not be affected. The proposed project would not interfere with existing or planned trails. The visual character of the lagoon would be unchanged; the use of small amounts of City leasehold land would simply extend the Caltrans right-of-way boundary outward slightly and ultimately result in a view of the area adjacent to I-5 very similar to the existing condition. Freeway-adjacent slope areas of natural vegetation disturbed through construction would be restored with native plant species. Minor uses of open water and undeveloped land would occur at the lagoon's boundary with I-5. Potential impacts to the lagoon would vary by alternative, with impacts identified for the as follows: 10+4 Barrier (3.54 ac), 10+4 Buffer (2.0 ac), 8+4 Barrier (2.36 ac) and 8+4 Buffer (Preferred Alternative; 1.59 ac). It is not expected that the use of up to 3.54 ac (approximately 0.89 percent of the total area) of the lagoon would impact any of the recreational activities, features, or attributes of the resource. If the 8+4 Buffer alternative (Preferred Alternative), the smallest of the build alternatives, is chosen for construction, the impact would drop to 1.59 ac, approximately 0.4 percent of the total area. These minor land uses are not expected to impact the lagoon, because it is such a small percentage of the facility, and this undeveloped land does not possess any unique features or perform any vital functions that, if lost, would affect its ability to function as a Section 4(f) resource. Concurrence in a Section 4(f) *de minimis* finding was received from the City of Carlsbad (May 6, 2013; *Figure 5-5.5*). Each of the alternatives would require the use of park property, and would trigger the need for compensation sufficient to acquire substantially equivalent substitute parkland under the California Public Park Preservation Act of 1971, as described in *Section 3.1.3.1*. This is anticipated as part of project design. The project would comply with PRC §5400 et seq.

Holiday Park

Implementation of the proposed project would not result in any footprint impacts to Holiday Park; however, implementation of the 10+4 Barrier alternative would require the use of an up to 0.73-ac strip of the existing and abutting Pio Pico Drive. Currently, parking is allowed on the east side of Pio Pico Drive. The loss of this existing street right-of-way would stretch approximately 800 ft along Pio Pico Drive and displace on-street parking. Based on an assumption of one parking space equaling 20 ft, the loss of 800 ft of available parking could

result in a loss of 40 available parking spaces. A solution to this loss of general off-site, on-street parking was proposed by Caltrans to the City of Carlsbad. The proposed solution consisted of the conversion of Pio Pico Drive to a one-way street, which would allow angled parking spaces to be added along the edge of the road. The average angled parking space is nine ft wide, allotting a maximum of 88 new parking spaces within the 800 ft stretch. The City of Carlsbad declined this proposal, opting for the loss of on-street parking with the continuation of a two-way street. The loss of parking along Pio Pico Drive would not substantially reduce parking available for Holiday Park. Access patterns would change slightly with the loss of on-street parking, but adequate parking would remain available in the immediate vicinity. As such, it is not expected that the loss of 40 available parking spaces along Pio Pico Drive would impact any of the activities, features, or attributes of the resource that allow it to function as a Section 4(f) resource. The 10+4 Barrier alternative is the only build alternative that would impact street parking along Pio Pico Drive next to Holiday Park, and there is ongoing coordination with the City of Carlsbad regarding the City's parking concerns. As no purchase of park lands would occur for any build alternative, protection under the California Public Park Preservation Act of 1971 would not be triggered and the project would comply with PRC §5400 et seq.

Oak Park

The park is situated less than 0.01-mile from I-5 and features several trees and a picnic table. Potential impacts to this park would vary by alternative, with 10+4 Barrier (0.12 ac), 10+4 Buffer (0.04 ac), and 8+4 Barrier (0.11 ac) alternatives all physically impacting the park in vegetated area. The refined 8+4 Buffer alternative (Preferred Alternative) would impact the park by 0.04 ac. Access to the park would not change; it would still be accessible from Pio Pico Drive. Views of the proposed project similar to existing views of abutting I-5 lanes would be available from the park. Vegetation, wildlife, air quality, and water quality would remain similar to the existing environment. An email received from the City of Carlsbad on February 21, 2013 concurs that this facility is considered a Special Use Area, without significant recreational use. As such, potential project use of this property would not trigger Section 4(f). The small purchase of this City property would trigger the need for compensation sufficient to acquire substantially equivalent substitute parkland under the California Public Park Preservation Act of 1971, as described in *Section 3.1.3.1*. This is anticipated as part of project design. The project would comply with PRC §5400 et seq.

Pio Pico Park

Pio Pico Park is less than 0.01 mile east of I-5 and contains landscaping and picnic tables. There are no potential impacts to this park under any alternative. Access to the park would not change; it would still be accessible from Pio Pico Drive. Existing views of the freeway would be shielded by this recommended soundwall regardless of build alternative. Vegetation, wildlife, air quality, and water quality would remain similar to the existing environment. An email received from the City of Carlsbad on February 21, 2013 concurs that this facility is considered a Special Use Area, without significant recreational use. As such, potential project use of this property would not trigger Section 4(f). As no purchase of park lands would occur, protection under the California Public Park Preservation Act of 1971 would not be triggered and the project would comply with PRC §5400 et seq.

Trails

For all build alternatives, the Coast to Crest Trail would be maintained in its existing placement. The portion of the trail that crosses underneath I-5 and that would be subject to temporary closures during construction activities is within a revocable easement granted by Caltrans and is, therefore, not subject to Section 4(f). In any case, every reasonable effort would be made to maintain the continuity of existing and designated trails, including providing detours when trail access would be temporarily disrupted and implementing the shortest feasible construction period where physically affecting the trail.

Construction of a retaining wall to avoid permanent use of the Coast to Crest Trail may require a temporary construction easement for the footing of the retaining wall for the 10+4 Barrier, 10+4 Buffer, and 8+4 Barrier alternatives within the SDRP, but not for the refined 8+4 Buffer alternative. If an alternative other than the Preferred Alternative is selected and a temporary construction easement is requested to avoid permanent impacts to the SDRP, then FHWA/Caltrans would coordinate with the JPA regarding a temporary construction easement.

As noted, the portion under I-5 within Caltrans right-of-way is subject to a revocable easement granted by Caltrans and is not subject to Section 4(f). A temporary closure of short duration may occur during construction activities, but no permanent use of any portion of the trail would occur. As such, no purchase of park land would be required. As no purchase of park lands would occur, protection under the California Public Park Preservation Act of 1971 would not be triggered and the project would comply with PRC §5400 et seq.

3.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

The proposed project has been designed to minimize impacts, where possible, by reducing the amount of right-of-way and limiting the grading footprint to minimize impacts to natural resources while still meeting project objectives. Disturbed CSS and non-native grassland to be acquired by the proposed project would be mitigated via habitat restoration/creation at ratios agreed upon by the resource agencies as a part of the overall mitigation plan for the proposed project, as detailed in *Section 3.17, Natural Communities*. Throughout *Chapters 3* and *4*, additional mitigation is discussed (e.g., for aesthetics in *Section 3.7*, water quality in *Section 3.10*, and air quality in *Section 3.14*) that would also minimize existing effects within the corridor and associated parks.

Caltrans has continued to refine the proposed project design to further reduce the direct impacts to the individual facilities since public circulation of the Draft EIR/EIS and has coordinated this effort with the property owners and/or officials with jurisdiction for recreational areas. A liaison has been appointed to coordinate with the property owners and officials. For example, Caltrans has agreed to appoint the Project Manager for the *I-5 NCC Project* to work as a liaison with SDRP JPA staff during the engineering design of the project, particularly where the freeway interfaces with the trail and park, as well as to establish procedures for construction notifications and other construction issues in order to avoid unanticipated impacts to the recreational facility.

Caltrans would consult with the property owners and/or officials with jurisdiction over recreational areas during project design for potential aesthetic options, as applicable. During the design process, shareholder interaction will continue, guidelines will become more and more specific, locally oriented design details will be added, and a design palette of specific features and products will be developed.

Where purchase of park lands is required, compensation in accordance with the California Public Park Preservation Act of 1971 and PRC §5400 et seq. is assumed as part of project design. For the 0.79 to 1.05 ac purchase of park property from San Elijo Lagoon Ecological Reserve, and for the 1.59 to 3.54 ac purchase of land from Agua Hedionda Lagoon, a variety of options may be available. For example, Caltrans on behalf of FHWA is coordinating with the San Elijo Lagoon Conservancy, CDFW, and County of San Diego Department of Parks and Recreation regarding the possible right-of-way exchange at San Elijo Lagoon Ecological Reserve, which may take the place of acreage purchase. For the 0.04 to 0.12 ac purchase of property from Oak Park, funds would be provided to the City of Carlsbad to either purchase equivalent park land or to enhance the facility, as they determine appropriate.

The above measures required as part of project design would adequately compensate for project-related impacts to parks.

Source: DigitalGlobe 2008, SanGIS 2008, MCB Camp Pendleton 2004

Figure 3-1.10: Park and Recreational Facilities

3.2 Growth

This section discusses whether the proposed project would result in otherwise unforeseen direct, indirect, or secondary growth, or would otherwise influence growth. This section is based on the CIA prepared for the *I-5 NCC Project*, October 2007, and the Barrio Carlsbad Community Cohesion Report, June 2008. It has also been updated with more recent data from SANDAG. These separate technical studies were prepared for the proposed project and are incorporated into this document by reference.

The 8+4 Buffer alternative has been refined since the Draft EIR/EIS was publically circulated in 2010. This alternative was presented as the locally preferred alternative (LPA) in the August 2012 Supplemental Draft EIR/EIS, and has now been identified as the Preferred Alternative. The refined 8+4 Buffer alternative has the least amount of impact of any build alternative and also meets purpose and need.

3.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

3.2.2 Affected Environment

The proposed project traverses a highly urbanized portion of mid to northwest San Diego County. The coastal areas typically consist of higher-density and small lot residential developments. Northeastern San Diego County has experienced development at a slower (and later) pace, due in part to an early lack of necessary infrastructure and other needs. More recently, San Diego County has been experiencing urbanization of its rural areas, especially on the fringe of the larger urban cities. Development in the eastern parts of the County is in the form of low-density residential developments on larger lots, with ample open space. East of I-5, particularly in Oceanside and Carlsbad (two of the larger jurisdictions in the study area), development of vacant land is ongoing and is anticipated to continue into the future.

The majority of the CIA study area, which includes the Cities of San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside, is considered to be nearly at build-out with urban uses. Few vacant developable parcels of land are remaining in the immediate vicinity of I-5. As of 2004, an estimated 91 percent of mid to northwestern San Diego County was considered developed, with 5 percent of land available for development and the remaining 4 percent

undevelopable (SANDAG 2004b). In general, the coastal area of San Diego County is developed with higher-density residential and other uses, and the main form of growth would likely be in the form of redevelopment and infilling on vacant lots. The eastern parts of the study area, however, have more available vacant developable land, and growth would be in the form of larger-scale residential and commercial developments. *Table 3.2.1* shows the remaining developable acres in each of the six jurisdictions and the proportion of that land slated for residential development. Oceanside and Carlsbad, which are similar in total area, have an estimated eight and six percent of available developable land, respectively. Del Mar and Solana Beach have very little land available for future development, and nearly all of that is reserved for residential uses. It is worth noting that while only 5 percent of available land in San Diego is considered suitable for development, it is expected to absorb 35 percent growth from the region as a whole.

Table 3.2.1: Remaining Developable Acres as of 2008

Jurisdiction	Total ac	Remaining Developable Land	Proportion Planned Residential
Oceanside	26987	2275 (8%)	1118 (49%)
Carlsbad	25041	1581 (6%)	851 (54%)
Encinitas	12529	871 (7%)	697 (80%)
Solana Beach	2183	37 (2%)	28 (76%)
Del Mar	1141	40 (3%)	32 (79%)
San Diego	218388	10285 (5%)	5651 (55%)
TOTAL	**286269**	**15089 (5%)**	**8377 (56%)**

Source: SANDAG Data Warehouse July 2012

Population forecasts published by SANDAG through 2040 suggest that population growth and its associated development would continue in the study area and region. As shown in *Table 3.2.2,* the population within each of the six jurisdictions in the CIA study area is expected to increase, with growth estimates ranging from 17 percent to 31 percent over the 30-year period from 2010 to 2040. San Diego, Carlsbad, and Oceanside are expected to experience the most growth, with 31, 23, and 20 percent, respectively. Del Mar, Solana Beach, and Encinitas, have the lowest projected population growth at 14, 17, and 17 percent, respectively. In comparison, the population of San Diego County, as a whole, is projected to increase by 29 percent over that same period of time.

Table 3.2.2: Population Growth Projections for Jurisdictions within the Study Area

Jurisdiction	1970	2010	2040	Change: 1970 to 2010	Change: 2010 to 2040
Oceanside	40,494	179,105	207,237	342%	20%
Carlsbad	14,944	103,491	127,434	593%	23%
Encinitas	17,210	64,599	75,446	275%	17%
Solana Beach	5,744	13,338	15,619	132%	17%
San Diego *(NCC only)*	23,315	160,290	209,744	587%	31%
Del Mar	3,956	4,455	5,059	13%	14%
Corridor Travel Shed	**105,663**	**525,278**	**647,832**	**397%**	**23%**
San Diego County	1,357,854	3,224,432	4,163,688	137%	29%

Sources: SANDAG 2050 RTP[1] (Chapter 3), October 2011; Caltrans/SANDAG Series 12 Model, September 2011

[1] On December 20, 2012, the San Diego Superior Court entered a judgment finding that the EIR for the 2050 RTP is legally inadequate with regard to greenhouse gas emissions. Although the judgment may be overturned on appeal, this Final EIR/EIS has been drafted to avoid the narrow alleged deficiencies found by the Court. Where this Final EIR/EIS relies upon 2050 RTP information, that information has not been challenged and is not part of the current lawsuit.

Regional and local planning departments have developed growth management programs and policies to address future growth. SANDAG is the regional agency responsible for preparing population, housing, and employment projections for the San Diego region. SANDAG develops annual demographic estimates and long-range forecasts approximately every four years. The forecasts are based on General and Community Plans of each of the region's 19 jurisdictions. The proposed project is located mainly within an area identified by SANDAG as the North County West Major Statistical Area (MSA), which includes Oceanside, Carlsbad, Encinitas, and Del Mar. The southern portion of the study area is located within the North City MSA, which includes Solana Beach and San Diego.

While the 2040 Regional Growth Forecast Update examines growth from a regional perspective, each of the six jurisdictions has their own individual growth management plans or policies (or variation thereof), often contained within the General Plan, which are summarized below.

City of San Diego

Specific goals related to growth within San Diego are provided in the 10 elements of the 2008 General Plan, with the overall vision summarized in the Strategic Framework Element. The overarching public policy for the distribution of future land use, both public and private in the General Plan, is based on a "City of Villages" strategy. The strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. It was developed through an intensive process of public collaboration over a three-year period and calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to a regional transit system. The strategy is designed to sustain the long-term economic, environmental, and social health of the City and its many communities. Implementation of the City of Villages growth strategy is recognized to be dependent upon close coordination of land use and transportation planning.

Del Mar

Due to the small size and built-out nature of Del Mar, the City does not identify specific policies or goals related to growth management. Future growth within Del Mar would be mainly in the form of redevelopment of existing developed parcels and infill development, and substantial population growth is not anticipated.

Solana Beach

Due to the relatively small size and built-out nature of Solana Beach, the City does not identify specific policies or goals related to growth management. Future growth within Solana Beach would be mainly in the form of redevelopment of existing developed parcels and infill development, and substantial population growth is not anticipated.

Encinitas

As with the majority of coastal cities in southern California, Encinitas has grown at a relatively rapid pace over the last several decades. Accordingly, the Land Use Element of the General Plan addresses Growth Management and states policies and guidelines so that the City should manage slower, more orderly growth in accordance with a long-term plan that protects and enhances community values. Policy 2.3 states that growth within Encinitas would be managed in a manner that does not exceed the ability of the City, special districts, and utilities to provide a desirable level of facilities and services. Encinitas has identified the need to ensure that new development does not occur at the expense of the natural environment or existing development, or before adequate infrastructure and services are in place.

Carlsbad

In 1986, Carlsbad established a Growth Management Program to link future development with the provision of public facilities and services by establishing performance standards and a maximum growth potential (54,600 dwelling units), planning facilities to meet future demand, linking development to performance, and monitoring development. The Growth Management Plan set maximum numbers of units in four established quadrants, defined by the intersections of Palomar Airport Road and El Camino Real.

Oceanside

Oceanside housing Policy 1.16C is designed to ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services. In addition, land use policy 1.11B indicates that the City of Oceanside would monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

3.2.3 Environmental Consequences

Build Alternatives

Implementation of the proposed project consists of improvements to an existing highway that serves an urban area. The proposed project aims to increase vehicular capacity along the project area and maintain or improve existing and future traffic operations along I-5. This would, in turn, improve the safe and efficient regional movement of people and goods throughout the region, as forecasted for the year 2035. The proposed project does modify accessibility with DARs.

Due to the urbanized nature of the study area and limited availability of developable land, there are no known projects in the vicinity that are dependent on implementation of the proposed project. As such, it can be inferred that further growth in the project area and surrounding region is planned and would most likely occur with or without implementation of the proposed project.

As shown in *Table 3.2.1,* only seven percent of land within the six jurisdictions in the study area is considered available for future development, nearly half of which is planned for residential uses. Upon review of the few undeveloped properties within the project area, it was determined that much of the vacant land surrounding I-5 is infill redevelopment projects, approved projects, or open space. Jurisdictions within the CIA study area have identified growth forecasts and the anticipated maximum build-out of each city, and the proposed project would have little to no influence on this planned growth. The existing I-5 corridor currently experiences severe congestion during peak hours and the proposed project would increase the capacity of this portion of the highway to relieve both existing and future congestion, through the project design year, with all improvements constructed by 2035. The ultimate design of the project was based on coordination with regional growth forecasts, and because of the cost-effective nature of the project and other environmental constraints, it is not designed with excess capacity that could induce substantial unplanned growth during the design period. The built-out land use pattern, policies controlling future growth, and costs associated with redevelopment has a low effect on growth related impacts.

The potential for moderate growth in the project vicinity is inevitable and consistent with local land use plans and current trends. First-cut screening analysis indicates that project-related growth is not considered reasonably foreseeable. The reduction in congestion and improved

safety associated with the proposed project would not substantially affect the location, rate, type, or amount of growth in the project vicinity, due to other limits on growth, including land use controls within local and regional plans and policies and the highly urbanized nature of the surrounding land uses. The proposed transportation project would have little to no influence on growth, and there would be no growth-related impacts attributable to the project. Therefore, no adverse effects associated with growth would be anticipated with implementation of any of the alternatives.

No Build Alternative

The No Build alternative would not reduce congestion. The potential for moderate growth in the project vicinity is inevitable and consistent with local land use plans and current trends. First-cut screening analysis indicates that project-related growth is not considered reasonably foreseeable. Therefore, no adverse effects associated with growth would be anticipated with implementation of any of the alternatives.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

As discussed above, growth within the project area would most likely occur without the proposed project or under any of the project alternatives. Growth is considered an indirect issue related to the proposed project that could not be minimized through alternate project features or design. Mitigation measures would not be required.

3.3 Farmlands / Agricultural Lands

The 8+4 Buffer alternative has been refined since the Draft EIR/EIS was publically circulated in 2010. This alternative was presented as the locally preferred alternative (LPA) in the August 2012 Supplemental Draft EIR/EIS, and has now been identified as the Preferred Alternative. The refined 8+4 Buffer alternative has the least amount of impact of any build alternative and also meets purpose and need.

3.3.1 Regulatory Setting

NEPA and the Farmland Protection Policy Act (FPPA) (7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as the FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of Statewide or local importance.

CEQA requires the review of projects that would convert Williamson Act contract land to nonagricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

The California Coastal Act (Coastal Act) specifies California's coastal zone management program for purposes of complying with the Federal Coastal Zone Management Act (CZMA) of 1972 (16 U.S.C. 1451, et seq.). The California Coastal Commission (CCC) ensures that projects conform to prime agricultural land standards specified in Section 30241 of the Coastal Act, and therefore the CZMA.

3.3.2 Affected Environment

This section is based on the Community Impact Assessment (CIA), a separate technical study that was prepared for the proposed project and is incorporated by reference.

For the purposes of analyzing potential impacts to farmlands and agricultural lands, the study area encompasses a 0.5-mi radius from the centerline of the existing I-5 roadway. The assessment of potential impacts to farmland from corridor-type projects is completed on form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects, which rates impacts based on a point scale from 0 to 260. The form reflects coordination with NRCS, which administers the FPPA. The form completed for this project was signed and dated by NRCS on August 1, 2007, and is attached as Appendix E. Ratings of 0 to 160 do not need to be further considered for protection under the FPPA, while those receiving ratings of 160 to 200 may be required to undergo further evaluation or alternatives analysis. Any sites rated at over 200 are considered to result in an adverse effect. The NRCS-CPA-106 form is based on a soil inventory of important farmland soils and does not exclude those important soils that are developed with urban or other uses. The discussion below focuses on acreage that could be impacted by the project that are currently undeveloped or in agricultural uses.

City of San Diego

A limited amount of agricultural activity occurs within the City of San Diego, the majority of which is located within the northern and eastern parts of the City. As shown on *Figure 3-3.1a (*located at the back of this section), the southernmost portion of a parcel of farmland of Statewide importance currently used for agricultural production is located in the area of direct impacts adjacent to the east side of I-5, south of San Dieguito Lagoon. The protection and value of agricultural land in San Diego are discussed in the Conservation Element of the General Plan. Agricultural lands represent a valuable resource; however, it is recognized that agricultural lands are also a prime target for urbanization within the rapidly growing region. The City of San Diego General Plan addresses agricultural resources within the Conservation Element. While it states its goal as "retention of premium agriculturally productive lands" within the City, it acknowledges that urbanization pressures within the City may require conversion of productive lands.

Del Mar

There are currently no designated agricultural lands in Del Mar. Though Del Mar once contributed to the agricultural production of the region, rapid growth has led to the subsequent development of these agricultural lands for residential uses.

Solana Beach

Although Solana Beach has a very small amount of greenhouse and nursery agriculture, there are no designated Farmland Mapping and Monitoring Program (FMMP) agricultural lands in Solana Beach. Though Solana Beach once contributed to the agricultural production of the region, rapid growth has led to the subsequent development of these agricultural lands for residential uses.

Encinitas

As compared to other cities in the North Coast Corridor, a relatively large amount of land within Encinitas is devoted toward some form of agricultural production, some of which lies adjacent to I-5. The majority of agricultural operations within Encinitas are in the form of nurseries or greenhouses. Several such operations are located adjacent to the existing I-5 corridor and are designated as unique farmland (California Department of Conservation [CDC] 2004).

As shown in *Figure 3-3.1b*, east of I-5 at Manchester Avenue is a parcel of active agricultural land designated as prime farmland, which is often cultivated with strawberries and flowers. Anderson's La Costa Nursery and West Coast Nurseries are designated as unique farmland and are located south of Batiquitos Lagoon, approximately 220 ft west of I-5 north of La Costa Avenue. This land, however, is designated for residential uses of 2.01 to 3.00 du/ac by the City. Four garden/nursery businesses are also designated unique farmland, and are all located east of I-5 in the quadrant north of Leucadia Boulevard. These include Weidners' Gardens, Samia Rose Topiary, Leucadia Nursery, and Emerald M. Growers. Two unique farmland parcels that house greenhouse and nursery operations (Florabunda and Pacific Verde Nursery) are located east of, and adjacent to, I-5 at Union Street. Paul Ecke Ranch, the world's largest poinsettia producer, consists of unique, prime, and Statewide farmland, as well as lands under Williamson Act Contracts. It is located 0.25 mi east of I-5 south of Puebla Street. Sunshine Gardens, a nursery and greenhouse operation designated as unique farmland, is located 0.25 mi east of I-5 at Encinitas Boulevard.

Three greenhouse operations located near the proposed project are not designated as important farmland. These include the Cal Pacific Orchid Farm west of I-5 on Orpheus Avenue, the Jungle Music Nursery immediately west of I-5 on Ocean View Avenue, and a greenhouse located north of Puebla Street.

In recent years, much of this agricultural land has been lost due to development, and remaining agricultural lands may still be under pressure to develop. The protection of agricultural lands in Encinitas is outlined in the Resource Management Element of the General Plan and the Encinitas Ranch Specific Plan. Goal 11 of the Resource Element recognizes the important contribution of agricultural and horticultural land uses in the local economy and places emphasis on the need to maintain these activities. Goal 12 states the City would encourage the preservation of "prime" agricultural lands within the Encinitas Ranch Planning Area west of El Camino Real.

The Encinitas Ranch Specific Plan (last updated in 2010) is intended to preserve and promote agricultural uses by establishing Section 6.2, the Agricultural Zone. The Agricultural Zone identifies permitted uses within the 130 agriculturally designated acres east of I-5. Much of the agricultural land in the planning area and Encinitas is maintained for greenhouse flower production, which supplies a large portion of the Statewide market for cut flowers.

Carlsbad

A sizeable quantity of agricultural land occurs within Carlsbad. As shown in *Figure 3-3.1b*, two greenhouse and agricultural operations designated as unique farmland are located in north Carlsbad. East of I-5 and south of Jefferson Street is a greenhouse and agricultural operation, south of Buena Vista Lagoon. Approximately 0.4 mi east of I-5 is the Miles Pacific Nursery, which is located north of Carlsbad Village Drive.

Larger parcels of agricultural land in Carlsbad are located south of Agua Hedionda Lagoon. The Flower Fields is located 0.25 mi east of I-5 between Legoland and the Carlsbad Company Stores. The Flower Fields cover approximately 50 ac and is open seasonally for tourism. The Flower Fields is notable in that it is the only Williamson Act reserve in Carlsbad and is designated as prime and unique farmland by the CDC (2002). A contiguous section of agricultural land is located south of Agua Hedionda Lagoon bound by I-5 to the west, Cannon Road to the south, and open space to the east. This portion of land is used primarily for strawberries but also supports flower production. It is designated as prime farmland and farmland of Statewide importance (CDC 2004). Adjacent to the west side of I-5 along Avenida Encinas is a parcel of farmland of local importance, which houses greenhouses and some agricultural uses.

Policies in the General Plan and the Local Coastal Program (LCP) support existing agriculture resources while planning for possible future transition of land to more urban uses. The LCP includes an Agricultural Mitigation Fee Program and Coastal Agricultural Overlay Zone, which designate certain properties within the Coastal Zone as subject to a mitigation fee if the agricultural land is converted to urban uses. This is designed to prevent premature conversion of agricultural resources by enforcing mitigation measures, establishing guidelines for determining agricultural feasibility, and creating agricultural conversion mitigation fees. While agricultural lands and their economic viability are an important resource in Carlsbad, it is noted that the projected development trends may limit the amount of lands required for economic agricultural operations.

Oceanside

There are no designated agricultural lands in the study area within Oceanside. However, the entire northeast corner of Oceanside is designated for agricultural uses. The agriculture industry in Oceanside is valued at approximately $12 million annually, which accounts for approximately 10 percent of San Diego County's agricultural output. Major crops within Oceanside, as well as the region, include tomatoes, avocadoes, citrus, and nursery stock.

There are two primary areas of large agricultural production in Oceanside: Morro Hills and Rancho del Oro. The Morro Hills agricultural area is the location of a master planned community and golf course located near Vandegrift Boulevard and Douglas Drive. Avocadoes are the primary crop and production contributes to the North County avocado output of over 90 percent of all avocadoes in California. Rancho del Oro, also the location of a master planned community, is located between Mission Avenue and Oceanside Boulevard. Planting began here in 1967, and it now contains the largest lime grove in California numbering more than 10 percent of the State's total lime plantings. There are also large numbers of lemons, oranges, tangelos, and avocadoes. In total, there are over 41,500 trees on 2,200 ac at Rancho del Oro.

The protection and value of agricultural land in Oceanside are discussed in the Land Use and Environmental Resource Management Elements of the 2002 City General Plan. The Land Use Element defines agricultural areas as being characterized by their primary function to farm, graze, or conduct animal husbandry. Agricultural areas typically involve large contiguous tracts of agricultural land uses with little intrusion of nonagricultural uses.

Land Use Policy 2.5A in the Oceanside General Plan states that residential development is permitted in agricultural areas, provided it does not interfere with existing agricultural operations, and that the open space character of the area remains intact.

Coastal Zone Management Act/California Coastal Act

As noted above, the Coastal Act specifies California's coastal zone management program for purposes of complying with the CZMA of 1972 (16 USC 1451, et seq.). The coastal zone is depicted on *Figures 3-3.2a* through *2e*. In addition to local jurisdiction planning policies related to agriculture noted above, the CCC ensures that projects conform to prime agricultural land standards specified in Section 30241 of the Coastal Act, and therefore the CZMA. In accordance with prime agricultural land standards per Coastal Act Section 30241, farmland within the coastal zone must meet one of the following in order to be defined as prime agricultural land: (1) soil classification (Class I or II soils as defined by the NRCS); (2) Storie Index Rating of 80 through 100; (3) ability to support livestock (at least one animal-unit per acre as defined by the U.S. Department of Agriculture [USDA]); and/or (4) planted with fruit- or nut-bearing trees, vines, bushes, or crops that meet fallow/bearing and annual commercial return requirements. None of the parcels abutting I-5 meet the definition of prime agricultural land under Coastal Act Section 30241.

Even if agricultural properties do not meet the requirements of Coastal Act Section 30241, Coastal Act Section 30242 requires that the maximum amount of agricultural land be maintained in agricultural production, and that conflicts between urban and agricultural land uses be minimized. Minimization can include means such as establishing stable urban-rural boundaries, limiting conversion of agricultural lands on the periphery of urban areas to those lands where the viability of existing agricultural use is already severely limited, permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be

consistent with Section 30250, assuring that public service and facility expansions do not impair agricultural viability (e.g., through increased assessment costs or degraded air and water quality), and assuring that development adjacent to prime agricultural lands does not diminish the productivity of those lands. In addition, Section 30242 of the Coastal Act protects non-prime agricultural lands from conversion to non-agricultural use unless continued agricultural use is not feasible, or the conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Section 30250 allows development "within, contiguous with, or in close proximity to, existing developed areas able to accommodate it." In other words, any permitted conversion of agricultural land is required to be compatible with continued agricultural use on surrounding lands.

3.3.3 Environmental Consequences

Proposed *I-5 NCC Project* improvements within Del Mar, Solana Beach, and Oceanside would not result in encroachment or edge impacts along the existing I-5 highway corridor to designated or active agricultural lands. Therefore, I-5 improvements would not adversely affect the productivity, nor preclude continued agricultural activities, of agricultural lands in these cities. Depending on the alternative, impacts to designated or active agricultural lands from proposed I-5 improvements could occur in the Cities of San Diego, Encinitas, and Carlsbad.

As depicted on *Table 3.3.1, Farmland Conversion Impact Rating,* NRCS conversion impact ratings for the proposed build alternatives ranged from 101.73 to 101.81. All four alternatives rated less than the 160-point threshold established for further evaluation for adverse effects, even before the project was refined between 2010 and 2012. Therefore, effects on farmlands under the FMMP for the four build alternatives are not considered substantial. Impacts to existing farmlands that would occur within each community are discussed in more detail in those individual sections below. No Williamson Act contract lands would be affected by the proposed project.

Table 3.3.1: Farmland Conversion Impact Rating

Alternative	Prime and Unique Farmland (ac)	Percent of Farmland in County	Farmland Conversion Impact Rating
10+4 Barrier	27	1%	101.81
10+4 Buffer	25	1%	101.74
8+4 Barrier	26	1%	101.76
8+4 Buffer	24	1%	101.73

Source: Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor-Type Projects); NRCS August 1, 2007

Temporary construction-related impacts to agricultural resources throughout the North Coast Corridor could result from conversion of important agricultural lands or other disruption of agricultural activities due to construction/assembly and construction staging areas that may be proposed within an area currently used for agricultural production.

City of San Diego

The area of designated farmland of Statewide importance is located directly south of San Dieguito Lagoon and is currently in production. The proposed alternatives could result in encroachment that consists of up to two ac of edge impacts along the existing I-5 corridor, but impacts would be restricted to the western edge of the operation and would not adversely affect the productivity of the site.

Encinitas

All four build alternatives include the proposed San Elijo Multi-use Facility and DAR at Manchester Avenue, which would affect active agricultural fields east of and adjacent to I-5. The multi-use facility would encroach into prime agricultural land that is actively farmed. The prime farmland totals approximately 30.5 ac. The proposed facility could affect up to 18.5 ac on the western portion of the agricultural land. There is potential that the remaining 12 ac, which are located on a more eastern slope of the parcel, could continue agricultural production. Coordination between SANDAG, Caltrans, and the landowner is under way to determine the possibility of continuing agricultural operations and/or purchase of the property (or partial purchase) for habitat restoration purposes. Two unique farmland parcels that house greenhouse and nursery operations (Florabunda and Pacific Verde Nursery) are located east of, and adjacent to, I-5 at Union Street. The west edge of these greenhouses and nurseries would be impacted by the roadway widening, but the encroachments would only affect the edge of the facilities and would not preclude agricultural activities on the remainder of the parcels. No other designated or active farmlands would be impacted by the proposed project. A corner of the growing area of a greenhouse not designated as important farmland would be directly impacted by the roadway but would not preclude continued operations of the business at the site.

Carlsbad

The 10+4 Barrier alternative potentially would directly impact an estimated 16.08 ac of agricultural land within Carlsbad, 13.99 ac of which are prime and 2.06 ac of which are unique. Adjacent to the east side of I-5 south of Jefferson Street and south of Buena Vista Lagoon is a greenhouse and agricultural operation. The west edge of the facility would be directly impacted by the expansion of the roadway, but it is a small portion of the site and would not preclude continued agricultural operations.

South of Agua Hedionda Lagoon, prime farmland and farmland of Statewide importance currently in cultivation for strawberries and/or flowers would be impacted. The impact is linear in nature and does not bisect or preclude continued agricultural operation of the larger parcel.

Adjacent to the west side of I-5 along Avenida Encinas is a parcel of farmland of local importance, which houses greenhouses and some agricultural uses. The proposed project would encroach into the eastern edge of existing agricultural fields. The greenhouses and other structures located to the north of the parcel would not be displaced and agricultural operations could continue on the site.

Policies in the General Plan and the LCP support existing agriculture resources while planning for possible future transition of land to more urban uses. Linear impacts to farmlands and agricultural lands for this project would occur for improvements to the existing I-5 freeway, but would not preclude continued operations of the agricultural businesses on affected sites.

10+4 Barrier

The FMMP impact rating for the 10+4 Barrier alternative is 101.81. This alternative is less than the 160-point threshold for further evaluation to determine adverse effects. Therefore, this alternative would not have an adverse effect on farmlands. Throughout the six municipalities, the 10+4 Barrier alternative would impact a total of 27 ac of farmlands and agricultural lands.

10+4 Buffer

Throughout the six municipalities, the 10+4 Buffer alternative would impact a total of 25 ac of farmlands and agricultural lands. As depicted in *Table 3.3.1*, the NRCS has given a Farmland Conversion Impact rating of 101.74 to the 10+4 Buffer alternative. This rating is less than the 160-point threshold established to determine whether further evaluation of adverse effects is necessary, and is not considered an adverse effect.

8+4 Barrier

Throughout the six municipalities, the 8+4 Barrier alternative would impact a total of 26 ac of farmlands and agricultural lands. As depicted in *Table 3.3.1*, the Farmland Conversion Impact rating for the 8+4 Barrier alternative is 101.76, less than the 160-point threshold established for further evaluation for adverse effects. No adverse impacts to farmlands would occur.

8+4 Buffer (Preferred Alternative)

Throughout the six municipalities, the 8+4 Buffer alternative was projected to impact a total of 24 ac of farmlands and agricultural lands. Based on project refinement since the Draft EIR/EIS was circulated in 2010, 10.9 acres would be impacted (less than half of acreage originally assumed). *Table 3.3.1* depicts the Farmland Conversion Impact rating for the 8+4 Buffer alternative, as determined by the NRCS, as 101.73 points. The refined 8+4 Buffer alternative would have a lower score than this number, with a correspondingly even lesser effect. Even without refinement, this rating is below the 160-point threshold for further determining adverse effects; therefore, no adverse effect is identified.

Within the City of Encinitas, the refined 8+4 Buffer alternative includes the smallest project footprint for I-5 improvements, and, together with redesign of the DAR as an undercrossing, would affect approximately 8.4 ac of the western portion of the prime farmland adjacent to I-5 rather than 18.5 ac. The remaining 22.1 acres, which are located on a more eastern slope of the parcel, could continue in agricultural production. As noted above, coordination is ongoing to determine the possibility of continuing agricultural operations and/or purchase of the property (or partial purchase) for habitat restoration purposes.

Proposed highway improvements also would affect approximately 0.2 ac along the western edge of unique farmland properties that house greenhouse and nursery operations (e.g., Pacific Verde Nursery) located east of, and adjacent to, I-5 at Union Street. Project encroachments would only affect the edge of the facilities and would not preclude agricultural activities in the greenhouses or nursery on the remainder of the parcels.

In the City of Carlsbad, the refined 8+4 Buffer alternative has been modified since public review to eliminate the DAR at Cannon Road as discussed above, and has the smallest build alternative footprint. As a result of these modifications, the *I-5 NCC Project* would directly affect approximately 2.3 ac of agricultural land within Carlsbad, currently in cultivation for strawberries and/or flowers. This parcel, designated as prime farmland and farmland of Statewide

importance, is located south of Agua Hedionda Lagoon and are edged by I-5 to the west, Cannon Road to the south, and open space to the east. These impacts are linear in nature, however, along the western edge of the property, and would not bisect or preclude continued agricultural operation of the larger parcel.

Coastal Zone Management Act/California Coastal Act

As described above, I-5 improvements would affect existing agricultural parcels. Details as to farmland within the coastal zone are shown on *Figures 3-3.2a* through *2e*. Caltrans is also currently pursuing opportunities to acquire properties in the corridor for purposes of implementing a Resource Enhancement Program to help restore, enhance, and expand coastal wetlands, freshwater wetlands, and upland areas. The mitigation sites would be acquired and restored or preserved for purposes of habitat enhancement and/or preservation to offset potential resource impacts of the proposed highway improvements and, where feasible, to improve already degraded resources. Potential biological mitigation sites could include properties designated, or currently or previously used, for agricultural purposes. As noted in *Section 3.3.2*, above, none of the affected agricultural parcels meets Coastal Act Section 30241 standards for prime agricultural land.

As the existing location of the highway facilities requires that some improvements would occur in areas directly adjacent to or within agricultural lands and/or operations, it is infeasible to avoid all impacts to agricultural resources. As stated above, however, none of the identified agricultural parcels meet the Coastal Act standards for prime agricultural land. Coastal Act Section 30241 allows "the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250." Section 30250, in turn, allows development contiguous with, or in close proximity to, existing developed areas; this condition exists along I-5.

Project impacts to agricultural lands may raise potential consistency issues with Sections 30241 and 30242 of the Coastal Act regarding continued agricultural viability at two locations. This includes agricultural lands adjacent to I-5 at Manchester Avenue in Encinitas (approximately 8.4 ac) where approximately 28 percent of the current acreage would be impacted by the Preferred Alternative, and south of Jefferson Street in Carlsbad (approximately 2.3 acres) where approximately 2 percent of the current acreage would be impacted by the Preferred Alternative. Strictly comparing these parcels to the overall County average of parcel size and production viability, the answer of continued agricultural viability is positive. The impacts of the Preferred Alternative would not impair the viability of the parcels to remain in active agricultural production. Determination of profitability would be speculative; however, anecdotal evidence indicates that the grower would remain in production given the fact that historical crop production rotates on the site and that crop production has changed over time consistent with the prevailing trends. Historical evidence also supports the viability of the parcel and products in their proximity to large markets and articulated transportation networks with access to even larger distribution centers.

All impacts to agricultural resources in the corridor would be limited to conversion of agricultural land or operations surrounded by urban uses. The proposed improvements and associated impacts also would be necessary to concentrate and maintain anticipated development growth within and/or contiguous to the existing developed corridor, consistent with Section 30250 of the Coastal Act. Based on this analysis and the minimization as reflected in the refined 8+4 Buffer alternative, the I-5 improvements would provide the least environmentally damaging, feasible highway alternative to avoid or reduce impacts to coastal resources.

Proposed improvements that would directly affect agricultural resources are necessary to maintain a critical coastal access corridor and public service while concentrating and maintaining anticipated development within and/or contiguous with the existing developed facility, consistent with Coastal Act Section 30250. In addition to maintaining the primary coastal access corridors in the North Coast Corridor, the proposed improvements are critical to goods movement, which has a direct effect on the viability of agricultural operations in the region and the State. The majority of agricultural product in California is transported from farms to markets via ground transportation. Because of this, the ability to transport local agricultural commodities via I-5 is also critical to the preservation and continued viability of agricultural operations in the North Coast Corridor and throughout the coastal zone. Moreover, close proximity of I-5 to these agricultural areas reduces costs associated with transport, and the reliability of this transportation corridor is necessary to ensure distribution of agricultural product and associated compensation to producers.

In summary, the *I-5 NCC Project* does not appear to conflict with the Coastal Act's policies regarding agricultural resources.

Should the project be found inconsistent with the Coastal Act's agricultural resource protection policies due to the impacts to agricultural lands described in this section, the Coastal Act's conflict resolution provisions would be implemented. The PWP/TREP is the document prepared for the CCC to support permitting activities within the coastal zone. Details as to the procedural Issues associated with potential conflicts with Sections 30241 and 30242 of the Coastal Act are evaluated in detail in the PWP/TREP (EIR/EIS Appendix R) in Section 5.10, Coastal Act Policy Conflict Resolution.

No Build Alternative

Under the No Build alternative, the proposed improvements to I-5 would not occur. As such, there would be no project-related impact to farmlands and agricultural lands.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Designs of the build alternatives for the proposed project are a result of extensive research, technical studies, and community input. The amount of right-of-way required for each build alternative is a reduced amount of land required to fulfill the purpose and need of the project as well as meet operational requirements of the roadway. Wherever possible, the proposed build alternatives followed the existing I-5 alignment to avoid and/or minimize impacts to farmlands and agricultural lands.

Design detail, including a reduced project footprint throughout the corridor and for the Manchester Avenue DAR, removal of the Cannon Road DAR, and other corridor-wide auxiliary lane reconfigurations and/or removals, reduced overall projected impacts to agricultural lands to 10.9 ac under the refined 8+4 Buffer alternative (Preferred Alternative). Implementation of the refined 8+4 Buffer alternative would avoid all impacts to agricultural lands in the City of San Diego, would reduce potential project impacts from 18.5 to 8.6 ac in Encinitas, and would reduce potential project impacts from 16 to 2.3 ac in Carlsbad.

Coastal Zone Management Act/California Coastal Act

The paragraph immediately above shows the substantial nature of footprint minimization that has occurred during refinement of the 8+4 Buffer alternative (Preferred Alternative).

Temporary impacts to agricultural resources due to construction/assembly and construction staging areas, including temporary conversion of important agricultural lands or other temporary disruption of agricultural activities, would be addressed by returning any affected area to pre-existing agricultural use after project construction is completed. Temporary impacts to agricultural resources due to construction/assembly and construction staging areas should not cause long-term reduction in productivity or conversion of the subject lands to non-agricultural use, which would result in a significant economic loss to the County's agricultural economy.

Additional offset or minimization of adverse agricultural effects is included as part of project description and design to keep effects under the CZMA less than substantial and to ensure that the project remains consistent with Coastal Act provisions for agriculture. This includes the following four provisions:

- Permanent impacts to active coastal agricultural land within the City of Encinitas and City of Carlsbad would be addressed on a site-specific basis, utilizing a tiered approach. The first tier would be for implementation of in-kind, project-specific action located within the affected jurisdiction, and could include specific activities such as implementation of school or community gardens. Should a project within the affected jurisdiction not be feasible, the second tier would be implemented, which includes payment of an Agricultural Resource Impact Mitigation Fee, pursuant to an approved in-lieu fee program. The fee should be based on net acreage of affected coastal agricultural lands and should reflect the approximate cost of preserving coastal agricultural lands elsewhere in the North Coast Corridor Coastal Zone. Fees would be handled by the affected jurisdiction, and expended in the following order of priority:
    - Purchase of agricultural lands and/or agricultural improvements that would aid in continuing agricultural production within the North Coast Corridor Coastal Zone.
    - Committing to specific activities that support "urban agriculture," such as farm to school programs, farm to fork restaurants, buy local, farm to grocery stores, vertical farming, farmers markets, innovative approaches to "urban agriculture" that help to create a demonstration project, re-tooling existing agricultural operations to allow for vertical farming, innovative approaches to farming, or substantial reduction in water usage, and/or endowments to programs of study in agricultural sciences in the North Coast Corridor Coastal Zone.
    - If determined feasible and desirable by the County of San Diego, coordinating with the County to establish a fund to offset loss of Williamson Act subvention funds from the State for 2009/2010.

- Construction staging and phasing plans should be prepared and submitted with each notice of impending development (NOID) for all project-related transportation improvement and associated community enhancement projects and should include information that specifies and quantifies any coastal agricultural resource areas that may be impacted by temporary project construction activities. Analysis of temporary impacts from construction activities should be conducted for each NOID submittal in order to determine any loss of income or coastal agricultural production incurred as a result of the proposed construction activities, and appropriate action/compensation should be applied in the event that impacts are identified.

- Plans for habitat restoration on properties supporting existing coastal agricultural uses should be prepared and submitted with the applicable NOID for restoration activities, and should include information that specifies and quantifies any important coastal agricultural resource areas that may be impacted by restoration activities.

- An economic feasibility study should be conducted for any proposed specific project that would result in permanent impacts to coastal agricultural resources in order to determine whether or not continued coastal agricultural production would be possible after the project-related impacts have occurred.

Figure 3-3.1a: Important Farmlands – South

Figure 3-3.1b: Important Farmlands – North