

ATTACHMENT G

MITIGATION MONITORING AND REPORTING PROGRAM

**FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2016021105**

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MITIGATION MONITORING AND REPORTING PROGRAM**McClellan-Palomar Airport Master Plan Update
Carlsbad, California
SCH # 2016021105**

Mitigation measures have been identified in the Final Program Environmental Impact Report for the McClellan-Palomar Airport Master Plan to reduce or eliminate potential environmental impacts. The County of San Diego (County) is required to implement all adopted mitigation measures. To ensure compliance, the following mitigation monitoring and reporting program has been formulated. This program consists of a matrix containing detailed descriptions of the mitigation measures and providing a checklist to ensure that they are carried out.

These airport improvements will benefit the community by enhancing operations and safety at the airport, and accommodating future demand for aviation services on a local, regional, and national basis.

A mitigation checklist has been prepared for the project. Table 1 summarizes the mitigation measures for the McClellan-Palomar Airport Master Plan. Information contained within the checklist clearly identifies the mitigation measure, delineates the monitoring schedule, and defines the conditions required to verify compliance. Following is an explanation of the eight columns that constitute the checklist.

- Column 1** **Impact:** An inventory of each impact is numbered and provided with a brief description.
- Column 2** **Mitigation Measure:** Each measure is numbered and provided with a brief description of mitigation to reduce the impact to a below a level of significance.
- Column 3** **Monitoring Activity:** Identifies the County department or other public agency that is responsible for determining compliance with the mitigation measure and for informing DPW about compliance.
- Column 4** **Timing:** The monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Timing" column. Instead, scheduling describes a logical succession of events (e.g., prior to construction, annual) and if necessary, delineates a follow-up program.
- Column 5** **Responsibility:** Party responsible for ensuring the mitigation measure is completed within the correct timing period.
- Column 6** **Initial:** The monitor verifies completion of the particular mitigation measure by initialing and dating in this column. Where the "Timing" column indicates annual or other ongoing mitigation measures, verification of compliance may not occur until completion of the project. Provision of all required initials within the Verification of Compliance column signifies conclusion of the monitoring program.
- Column 7** **Date:** The monitor dates the completion of the mitigation measure, which is the same date that Column 6 is initialed.
- Column 8** **Remarks:** The status of ongoing and cumulative mitigation measures is to be documented during each visit. The space provided for remarks is obviously too small for the inclusion of the remarks. It is intended that this space be used to

indicate whether there are specific comments pertaining to the status of the mitigation measure. If there are additional comments they are to be attached to the checklist. Progress reports are required for the revegetation program. Information provided within progress reports will be helpful in the development of future mitigation programs.

This program is to be adopted by the lead and responsible agencies upon formulation of findings in order to comply with the requirements set forth by Assembly Bill 3180 (Public Resources Code Section 21081.6)

**Table 1
Mitigation Checklist**

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
Aesthetics							
AE-1. Introduction of a retaining wall along the southern slope at eth Airport's east end would contrast with the existing visual character and quality of the Proposed Project site along Palomar Airport Road, which would be considered a significant impact.	M-AE-1. Detailed engineering design plans would be developed once funding is identified for the project-specific element regarding the extension of Taxiway A. The future retaining wall would be designed in consideration of the <i>City of Carlsbad Scenic Corridor Guidelines</i> to the degree feasible since any modification of the inactive landfill slopes would require coordination and oversight by applicable State and local agencies (i.e., County Landfills Management Unit, Local Enforcement Agency [LEA], and Regional Water Quality Control Board [RWQCB]). Due to the rules and restrictions of these agencies, it is anticipated that future aesthetic treatments would be potentially limited to the façade of the future retaining wall.	The Department of Public Works (DPW) will ensure that the retaining wall is designed to the City of Carlsbad Guidelines Scenic Corridor Guidelines to the extent feasible.	Prior to project construction	DPW Project Manager and Project Engineer			
Biological Resources							
BI-1. The Proposed Project would impact coastal California gnatcatcher occupied habitat resulting in the potential to impact California gnatcatcher nests. This would be considered a significant direct and indirect impact.	<p>M-BI-1a. If the NC MSCP is adopted at the time project impacts would occur, mitigation for impacts to coastal California gnatcatcher (<i>Polioptila californica californica</i>) habitat (Diegan coastal sage scrub) shall occur at a 2:1 ratio in accordance with the adopted NC MSCP and mitigation strategy described in a joint letter from USFWS and CDFW (2011 Hardline letter). Mitigation will be provided through the preservation of southern maritime chaparral on County-owned lands on or contiguous with the eastern parcel (Assessor's Parcel Number [APN] 209-050-25), or at another location deemed acceptable by the County and Wildlife Agencies. This would result in the preservation of 6.2 acres of southern maritime chaparral. The 2011 Hardline letter confirmed this mitigation strategy is adequate assuming adoption of the North County Multiple Species Conservation Program (NC MSCP).</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, take authorization for impacts to coastal California gnatcatcher would require approval of either an Habitat Loss Permit (HLP) from the County or Section 7 (or 10) permit from USFWS.</p>	<ul style="list-style-type: none"> • If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter. • If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure the Habitat Loss Permit is prepared is prepared and approved by the Wildlife Agencies. • DPW will ensure that removal of habitat that may support active nests occurs outside of the breeding season (February 15 to August 31) or that 	<ul style="list-style-type: none"> • Prior to project construction • Prior to project construction • Prior to project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist 			

	<p>If grubbing or clearing of occupied Diegan coastal sage scrub must occur during the breeding season of the coastal California gnatcatcher (February 15–August 31), a pre-construction survey shall be conducted to determine whether gnatcatchers occur within the impact area(s). The pre-construction survey shall consist of three site visits with each site visit occurring seven days apart.</p> <p>If there are no gnatcatchers nesting (includes nest building or other breeding/nesting behavior) within that area, grading and clearing shall be allowed to proceed. If, however, any gnatcatchers are observed, but no nesting or breeding behaviors are noted, additional surveys for breeding/nesting behaviors shall be conducted weekly. If any gnatcatchers are observed nesting or displaying breeding/ nesting behavior during the pre-construction survey or additional weekly surveys within the area, construction within 300 feet of any location at which birds have been observed shall be postponed until all nesting (or breeding/nesting behavior) has ceased or until after August 31. (See M-BI-1b for mitigation for indirect noise effects.)</p> <p>M-BI-1b. If operation of construction equipment occurs during the breeding season for the coastal California gnatcatcher (February 15–August 31), pre-construction survey(s) shall be conducted by a qualified biologist as appropriate to determine whether gnatcatcher occur within the areas potentially impacted by noise. If it is determined at the completion of pre-construction surveys that active nests belonging to this species are absent from the potential impact area, construction shall be allowed to proceed. If pre-construction surveys determine the presence of active nests belonging to this species, then construction shall: (1) be postponed until a qualified biologist determines the nest(s) is no longer active or until after the respective breeding season; or (2) not occur until a temporary noise barrier or berm is constructed at the edge of the development footprint and/or around the piece of equipment to ensure that noise levels are reduced to below 60 A-weighted decibels (dBA) or ambient, whichever is greater. Decibel output will be confirmed by a County-approved noise specialist and intermittent monitoring by a qualified biologist to ensure that conditions have not changed will be required. All grading permits,</p>	<p>preconstruction nesting bird surveys are conducted.</p> <ul style="list-style-type: none"> • DPW will ensure that operation of construction equipment occurs outside of the breeding season (February 15 to August 31) or that preconstruction nesting bird surveys are conducted. 	<ul style="list-style-type: none"> • Prior to project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist 			
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	improvement plans, and the final map shall state the same.						
BI-2. The Proposed Project would impact 3.1 acres of Diegan coastal sage scrub (including disturbed). This would be considered a significant impact to the sensitive vegetation community.	<p>M-BI-2. If the NC MSCP is adopted at the time project impacts would occur, mitigation for impacts to 3.1 acres of Diegan coastal sage scrub shall occur at a 2:1 ratio (if not otherwise mitigated as part of M-BI-1a) in accordance with the adopted NC MSCP and the mitigation strategy described in a joint letter from USFWS and CDFW (2011 Hardline letter). Mitigation will be provided through the preservation of 6.2 acres of southern maritime chaparral on County-owned lands on or contiguous with the eastern parcel (APN 209-050-25), or at another location deemed acceptable by the County and Wildlife Agencies.</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, mitigation for impacts to Diegan coastal sage scrub shall also occur at a 2:1 ratio pursuant to habitat mitigation ratios applied for areas outside of approved MSCP Plans as defined by the County Guidelines for Determining Significance for Biological Resources dated September 15, 2010.</p>	<ul style="list-style-type: none"> • If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter. • If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure that necessary permits are obtained prior to the start of construction. • DPW will ensure that a Conceptual Mitigation Plan is prepared and approved by the appropriate regulatory agencies. 	<ul style="list-style-type: none"> • Prior to project construction • Prior to project construction • Prior to project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist 			
BI-3. The Proposed Project would impact approximately 0.36 acre of area mapped as vernal pool habitat. This would be considered a significant impact to the sensitive vegetation community.	<p>M-BI-3. If the NC MSCP is adopted at the time project impacts would occur, mitigation for impacts up to 0.36 acre of areas mapped as vernal pool habitat shall occur at a minimum 1:1 ratio in accordance with the adopted NC MSCP and mitigation strategy described in a joint letter from USFWS and CDFW (2011 Hardline letter). Mitigation will be provided through vernal pool creation/restoration on County-owned lands on or adjacent to the eastern parcel (APN 209-050-25), or at another location deemed acceptable by the County and other regulating agencies, as applicable.</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, then mitigation for impacts to vernal pools shall occur at a 5:1 ratio pursuant to habitat mitigation ratios as defined by the County Guidelines for Determining Significance for Biological Resources dated September 15, 2010. As required by the regulating agencies, including the U.S. Army Corps of Engineers (USACE) and RWQCB, impacts to vernal pools may require issuance of a Clean Water Act (CWA) Section 404 permit and either a CWA Section 401 Water Quality Certification or State Porter-Cologne Water Quality Control Act Waste</p>	<ul style="list-style-type: none"> • If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter. • If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure that necessary permits are obtained prior to the start of construction. • DPW will ensure that a Conceptual Mitigation Plan is prepared and approved by the appropriate regulatory agencies. 	<ul style="list-style-type: none"> • Prior to project construction • Prior to project construction • Prior to project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist 			

	Discharge Requirements (WDRs). Federally listed species have not been detected in onsite vernal pools, thus take authorization under the Endangered Species Act (ESA) is not anticipated to be required.						
BI-4. The Proposed Project would impact 0.2 acre of granitic chamise chaparral. This would be considered a significant impact to the sensitive vegetation community.	<p>M-BI-4. If the NC MSCP is adopted at the time project impacts would occur, mitigation for impacts to 0.2 acre of chamise chaparral shall occur at a 2:1 ratio in accordance with the adopted NC MSCP and mitigation strategy described in a joint letter from USFWS and CDFW (2011 Hardline letter). Mitigation will be provided through the preservation of 0.4 acre of southern maritime chaparral on County-owned lands on or contiguous with the eastern parcel (APN 209-050-25), or at another location deemed acceptable by the County and Wildlife Agencies.</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, then mitigation for impacts to granitic chamise chaparral shall occur at a 0.5:1 ratio pursuant to County guidelines and habitat mitigation ratios applied for areas outside of approved MSCP Plans.</p>	<ul style="list-style-type: none"> • If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter. • If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure that necessary permits are obtained prior to the start of construction. • DPW will ensure that a Conceptual Mitigation Plan is prepared and approved by the appropriate regulatory agencies. 	<ul style="list-style-type: none"> • Prior to project construction • Prior to project construction • Prior to and during project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist 			
BI-5. The Proposed Project would impact approximately 0.36 acre of area mapped as vernal pool habitat that could be determined to be wetlands regulated pursuant the CWA during future coordination with USACE and applicable jurisdictional agencies. If these vernal pools are determined to be wetlands, this would be considered a significant impact.	<p>M-BI-5. On-site vernal pools impacted by future individual projects would be mitigated at a minimum 1:1 ratio per mitigation measure M-BI-3. If the NC MSCP is not adopted at the time project impacts would occur, then mitigation for impacts to vernal pools shall occur at a 5:1 ratio pursuant to habitat mitigation ratios as defined by the County Guidelines for Determining Significance for Biological Resources dated September 15, 2010. As required by the regulating agencies, including the USACE and RWQCB, impacts to vernal pools may require issuance of a CWA Section 404 permit and either a CWA Section 401 Water Quality Certification or State Porter-Cologne Water Quality Control Act WDRs. Federally listed species have not been detected in onsite vernal pools, thus take authorization under the Endangered Species Act is not anticipated to be required.</p>	If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure that necessary permits are obtained prior to the start of construction.	Prior to project construction	DPW Project Manager and Project Biologist			
BI-6. Construction activities may result in impacts to migratory birds or active migratory bird nests and/or eggs protected under the Migratory	M-BI-6. If grubbing, clearing, or grading must occur during the general avian breeding season (February 15 – September 15), a pre-construction survey shall be conducted by a qualified biologist no more than	DPW will ensure that removal of habitat that may support active nests occurs outside of the breeding	Prior to project construction	DPW Project Manager and Project Biologist			

<p>Bird Treaty Act. This would conflict with the policies of the Migratory Bird Treaty Act and be considered a significant impact.</p>	<p>three days prior to the commencement of the activities to determine if active bird nests are present in the affected areas. If there are no nesting birds (includes nest building or other breeding/ nesting behavior) within this area, clearing, grubbing, and grading shall be allowed to proceed. Furthermore, if construction activities are to resume in an area where they have not occurred for a period of seven or more days during the breeding season, an updated survey for avian nesting will be conducted. If active nests or nesting birds are observed within the area, the biologist shall flag the active nests and construction activities shall avoid active nests until nesting behavior has ceased, nests have failed, or young have fledged.</p>	<p>season (February 15 to September 15) or that preconstruction nesting bird surveys are conducted.</p>					
<p>BI-7. The Proposed Project would impact 0.3 acre of southern maritime chaparral. This would be considered a significant impact to the sensitive vegetation community.</p>	<p>M-BI-7. If the NC MSCP is adopted at the time project impacts would occur, mitigation for impacts to 0.3 acre of southern maritime chaparral shall occur at a 3:1 ratio in accordance with the adopted NC MSCP and mitigation strategy described in a joint letter from USFWS and CDFW (2011 Hardline letter). Mitigation will be provided through the preservation of 0.9 acre of southern maritime chaparral on County-owned lands on or contiguous with the eastern parcel (APN 209-050-25), or at another location deemed acceptable by the County and Wildlife Agencies.</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, mitigation for impacts to southern maritime chaparral shall also occur at a 3:1 ratio pursuant to habitat mitigation ratios applied for areas outside of approved MSCP Plans as defined by the County Guidelines for Determining Significance for Biological Resources dated September 15, 2010.</p>	<p>If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter.</p>	<p>Prior to project construction</p>	<p>DPW Project Manager and Project Biologist</p>			
<p>BI-8. The Proposed Project would impact 0.3 acre of non-native grassland. This would be considered a significant impact to the sensitive vegetation community.</p>	<p>M-BI-8. If NC MSCP is adopted at the time project impacts would occur, mitigation for impacts to non-native grassland shall occur at the applicable ratio defined in the NC MSCP. The aforementioned joint letter from USFWS and CDFW (2011 Hardline letter) did not identify impacts or mitigation to non-native grassland.</p> <p>If the NC MSCP is not adopted at the time project impacts would occur, mitigation for impacts to non-native grassland shall occur at a 0.5:1 ratio pursuant to habitat mitigation ratios applied for areas outside of approved MSCP Plans as defined by the County Guidelines for Determining Significance for Biological Resources dated September 15, 2010. Mitigation for impacts to 0.3 acre of non-native grassland would occur through the preservation of 0.15 acre of non-native grassland on County-owned lands on or</p>	<ul style="list-style-type: none"> • If the NC MSCP is adopted at the time project impacts would occur, DPW will ensure mitigation will occur in accordance with the 2011 Hardline letter. • If the NC MSCP is not adopted at the time of the project impacts would occur, DPW will ensure that necessary permits are obtained prior to the start of construction. 	<ul style="list-style-type: none"> • Prior to project construction • Prior to project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Biologist • DPW Project Manager and Project Biologist 			

	contiguous with the eastern parcel (APN 209-050-25), or at another location deemed acceptable by the County and Wildlife Agencies.	<ul style="list-style-type: none"> DPW will ensure that a Conceptual Mitigation Plan is prepared and approved by the appropriate regulatory agencies. 	<ul style="list-style-type: none"> Prior to project construction 	<ul style="list-style-type: none"> DPW Project Manager and Project Biologist 			
Hazards and Hazardous Materials							
HZ-1. Grading or excavation on the site may disturb an underlying inactive landfill presenting a potential hazard to the public or the environment.	M-HZ-1. Prior to grading or excavation over the inactive landfill units or other areas of known contaminated soil and/or groundwater, a Soil Management Plan (or equivalent remediation plan) shall be prepared in accordance with applicable federal, state, and local requirements for the purpose of removing, treating, or otherwise reducing potential contaminant concentrations to below human or ecological health risk thresholds. The Soil Management Plan (or equivalent remediation plan) shall outline methods for characterizing and classifying soil for off-site disposal, as needed, during site development. Due to a possible vapor encroachment condition at the Airport for petroleum, hydrocarbon and non-petroleum hydrocarbon contaminants, the Soil Management Plan (or equivalent remediation plan) shall also include a Tier 2 vapor encroachment condition assessment according to ASTM E 2600-10. The timing of this mitigation measure's implementation will vary depending on the timing, available funding, and priorities of individual project elements under the Airport Master Plan Update; however, this mitigation measure would be implemented prior to or at the time of impact.	DPW will ensure that a Soil Management Plan is prepared.	Prior to project construction or during project construction	DPW Project Manager			
HZ-2. Grading or excavation on the site may disturb contaminated soil and/groundwater, presenting potential health risks to personnel during construction.	M-HZ-2. Refer to M-HZ-1.	DPW will ensure that a Soil Management Plan is prepared.	Prior to project construction or during project construction	DPW Project Manager and Project Engineer			
Noise							
N-1. General construction noise during project elements 2, 5, and 9 would be significant.	M-N-1. Noise levels from project-related demolition, grading, and construction activities shall not exceed the noise limit specified in San Diego County Code Sections 36.408 and 36.409 of 75 dBA (8-hour average), when measured at the boundary line of the property where the noise is located or any occupied property where noise is being received. A Demolition and Construction Management Plan that describes the measures included on the construction plans to	<ul style="list-style-type: none"> DPW will ensure that a Demolition and Construction Management Plan is prepared. 	<ul style="list-style-type: none"> Prior to project construction 	<ul style="list-style-type: none"> DPW Project Manager and Project Engineer 			

	<p>ensure compliance with the noise limit shall be prepared. The following measures may be included to reduce construction/demolition noise:</p> <ul style="list-style-type: none"> • Construction equipment to be properly outfitted and maintained with manufacturer-recommended noise reduction devices. • Diesel equipment to be operated with closed engine doors and equipped with factory-recommended mufflers. • Mobile or fixed “package” equipment (e.g., arc-welders and air compressors) to be equipped with shrouds and noise control features that are readily available for that type of equipment. Electrically powered equipment to be used instead of pneumatic or internal-combustion powered equipment, where feasible. • Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) to be prohibited. • Material stockpiles and mobile equipment staging, parking, and maintenance areas to be located as far as practicable from noise sensitive receptors. • The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. • No project-related public address or music system shall be audible at any adjacent sensitive receptor. • Temporary sound barriers or sound blankets may be installed between construction operations and adjacent noise-sensitive receptors. A sound wall at least 10 feet in height above grade, located along the northern airport boundary line between the North Apron and neighboring offices would mitigate noise levels to within acceptable levels. To reduce noise levels effectively, the sound barrier should be constructed of a material with a minimum weight of two pounds per square foot with no gaps or perforations and remain in place until the conclusion of demolition, grading, and construction activities. • The County shall notify businesses within 100 feet of the construction area in writing within one week of any construction activity such as demolition, hard rock handling, concrete sawing, asphalt removal, and/or heavy grading operations. The notification shall describe the activities anticipated, provide dates and hours, 	<ul style="list-style-type: none"> • DPW will ensure that the measures are followed during project construction. 	<ul style="list-style-type: none"> • During project construction 	<ul style="list-style-type: none"> • DPW Project Manager and Project Engineer 			
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	<p>and provide contact information with a description of a complaint and response procedure.</p> <ul style="list-style-type: none"> The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the affected resident shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor. 						
<p>N-2. Construction noise associated with pavement crushing during project elements 2, 5, 9, 12, 13, and 14 would be significant.</p>	<p>M-N-2. If an on-site use of a crusher at the north apron staging area is required, it should be located at the furthest safely feasible point from nearby offices, where it will have minimal impact on occupied buildings. A temporary sound barrier shall be placed around the rock crusher to shield receivers to the north. All barriers should stand at least as tall as the highest part of the crusher, with a minimum of 8 feet. In addition to the construction hours mandated by the County Noise Ordinance, pavement crushing shall not occur Monday through Friday after 6 p.m., or on Saturday before 8 a.m. In the event construction is required at night or Sundays, County Airport staff shall consult with the County Noise Officer, who has the discretion to grant a Noise Variance Permit in accordance with the County Noise Ordinance Section 36.423.</p>	<ul style="list-style-type: none"> DPW will ensure that a temporary sound barrier is placed around the rock crusher. DPW will ensure that the measures are followed during project construction pavement crushing shall not occur Monday through Friday after 6 p.m., or on Saturday before 8 a.m. 	<ul style="list-style-type: none"> During project construction During project construction 	<ul style="list-style-type: none"> DPW Project Manager and Project Engineer DPW Project Manager and Project Engineer 			
Transportation/Traffic							
<p>TR-1. Addition of the Proposed Project traffic combined with cumulative traffic to the intersection of Palomar Airport Road/Camino Vida Roble would increase the delay by 4.8 seconds (PM peak hour). This is greater than the significance threshold of more than 2.0 seconds over existing conditions for Level of Service (LOS) E/F, and is therefore considered a significant cumulative impact.</p>	<p>M-TR-1. Cumulative impacts would be mitigated below the level of significance by financially contributing to a fair-share payment to the City of Carlsbad towards the installation of signal improvements along Palomar Airport Road, alternative improvements such as adding a southbound right-turn overlap phase, or other Transportation System Management strategy to improve signal operations. Based on the Proposed Project's traffic contribution, this would equate to an estimated fair-share payment of 10.7 percent of the cost to implement signal improvements or other Transportation System Management strategy in consultation with the City.</p> <p>Mitigation Measure M-TR-1 would not be required to be implemented until the number of Airport enplanements incrementally produce a cumulative traffic impact at the intersection of Palomar Airport Road/Camino Vida Roble.</p>	<p>DPW will ensure that a fair-share payment is made to the City of Carlsbad to improve signal operations.</p>	<p>When the Airport reaches 1,260 daily enplanements</p>	<p>DPW Project Manager</p>			

<p>TR-2. Addition of the Proposed Project traffic combined with cumulative traffic to the intersection of Palomar Airport Road/ El Camino Real would increase the delay by 2.7 seconds (AM peak hour) and 4.8 seconds (PM peak hour). These are greater than the significance threshold of more than 2.0 seconds over existing conditions for LOS E/F, and is therefore considered a significant cumulative impact.</p>	<p>M-TR-2. Cumulative impacts would be mitigated below the level of significance by financially contributing a fair-share payment to the City of Carlsbad towards the installation of signal improvements along Palomar Airport Road or other Transportation System Management strategy to improve signal operations. Based on the Proposed Project's traffic contribution, this would equate to an estimated fair-share payment of 7.5 percent of the cost to implement signal improvements or other Transportation System Management strategy in consultation with the City.</p> <p>Mitigation Measure M-TR-2 would not be required to be implemented until the number of Airport enplanements incrementally produce a cumulative traffic impact at the intersection of Palomar Airport Road/El Camino Real.</p>	<p>DPW will ensure that a fair-share payment is made to the City of Carlsbad to improve signal operations.</p>	<p>When the Airport reaches 670 daily enplanements</p>	<p>DPW Project Manager</p>			
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