

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
CITY OF CARLSBAD ORION CENTER PROJECT
CITY OF CARLSBAD, CALIFORNIA



Prepared for:



City of Carlsbad
Public Works, Fleet & Facilities Department
1635 Faraday Avenue
Carlsbad, CA 92008

Prepared by:

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Introduction

CEQA requires local government agencies, prior to acting on projects over which they have discretionary approval authority, to consider the environmental consequences of such projects. This Draft Initial Study/Mitigated Negative Declaration (IS/MND) is the public document designed to provide the public and applicable responsible/trustee agencies, special districts, and local and state governmental agency decision-makers with an analysis of the potential environmental consequences of project implementation to support informed decision-making.

Pursuant to Section 15367 of the State CEQA Guidelines, the Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City of Carlsbad is serving as the Lead Agency for the proposed project and is also responsible for implementing this program. As the Lead Agency, the City of Carlsbad has the authority for project approval and adoption of the accompanying environmental documentation.

Executive summary

The city's Orion Center Project would redevelop much of the existing 8.5-acre fleet maintenance facility and storage yard and adjacent vacant land bordered by Orion Street, Orion Way, and the existing city Safety Center. The project includes development of a 41,900 square foot (SF), two-story office building, three warehouse/shop buildings totaling 25,690 SF, and a 92,300 SF, four-story parking structure. Other project improvements include new storage areas, including a large covered outdoor storage area, an improved and repurposed materials storage yard, remodel of the existing fleet maintenance building, the addition of a shade canopy and new fuel dispensers at the existing fueling station. The project borders but would not impact adjacent habitat preserve to the north and east.

A conditional use permit is required for the project. The project site is designated Public (P) in the General Plan and zoned as Open Space (OS). The zoning allows "public and quasi-public office buildings and accessory utility buildings and facilities" with a conditional use permit approved by the Planning Commission at a noticed public hearing. At the hearing, the Commission will consider adoption of the IS/MND along with project approval.

Summary of findings

The IS/MND indicates that while the project could have environmental impacts, modifications and/or mitigation has been incorporated into the project to reduce its adverse impacts, thereby enabling the project to qualify for an MND (State CEQA Guidelines Section 15070). This is demonstrated in the summary list below and by both the attached Mitigated Negative Declaration and detailed Initial Study checklist.

Summary list of environmental impacts:

- The project would have no impact on agriculture and forest resources; mineral resources; population and housing; public services; and recreation.
- The project would have a less than significant impact on aesthetics, air quality; cultural resources, energy; greenhouse gas emissions; hydrology and water quality; land use and planning; noise; transportation; utilities and service systems; and wildfire.
- The project would have less than significant impact with mitigation incorporated on biological resources; geology and soils; hazards and hazardous materials; tribal cultural resources; and mandatory findings of significance.

These findings do not mean the city's decision on the project's environmental impacts is final. The IS/MND is subject to modification based on comments received by interested agencies and the public.

Identification of Mitigation Measures

See Attachment A.

IS/MND availability

The IS/MND is on file in the Planning Division at 1635 Faraday Avenue, Carlsbad, California 92008, and available online at: <https://www.carlsbadca.gov/departments/community-development/planning/agendas-minutes-notice>

Public comment period

The public comment period of the IS/MND is January 27, 2023 to February 26, 2023.

How to submit comments

During the public comment period, written comments on the IS/MND may be submitted via mail or email to:

- Izzak Mireles, Associate Planner
1635 Faraday Avenue
Carlsbad, CA 92008
- Izzak.mireles@carlsbadca.gov

Attachments

- A: List of Mitigation Measures
- B: Mitigated Negative Declaration
- C: Initial Study

List of Mitigation Measures

Biological Resources

BIO-1: Mitigation for Impacts to Coastal California Gnatcatcher

The following mitigation measures would be required should activities such as construction occur during the coastal California gnatcatcher breeding season (February 15 through August 15) within 500 feet of potential coastal California gnatcatcher breeding habitat (i.e., coastal sage scrub):

- A qualified biologist will conduct a single pre-construction survey in appropriate habitat within 500 feet of project activities no more than 3 days before the start of construction.

If coastal California gnatcatcher is not identified, then no further species-specific mitigation would be required. If coastal California gnatcatcher is identified during the survey, the following additional mitigation measures would be required during the coastal California gnatcatcher breeding season:

- The City will be notified immediately if coastal California gnatcatcher or other listed species is located during the pre-construction survey.
- Fencing or other measures will be installed within a buffer of at least 500 feet from active nests. No work would be conducted within the buffer until the nest is no longer active or noise attenuation measures can be implemented to ensure that construction noise would not impact nesting success (see following measure).
- During the breeding season, construction noise will be measured regularly to maintain a threshold at or below 60 A-weighted decibels hourly average noise level [dB(A) L_{eq}] within 500 feet of breeding habitat occupied by the coastal California gnatcatcher. If noise levels supersede the threshold, the construction array will be changed or noise attenuation measures will be implemented (City of Carlsbad 2008).

BIO-2: Mitigation for Impacts to Raptors and Nesting Birds

The following mitigation measures would be required should activities such as vegetation removal or grading occur during the general bird breeding season (February 15 through August 31), which includes Cooper's hawk and southern California rufous-crowned sparrow:

- A qualified biologist will conduct a survey for active nests within appropriate habitat for nesting raptors and birds in the project site as well as an additional 500-foot survey buffer within three days of vegetation removal or construction.
- If nests of federally or state listed birds, raptors, or other sensitive species are located, a protective buffer will be established around the nest by a qualified biologist. Buffer width for raptors and listed species will be 500 feet. Buffer width for other nesting species will be determined by a qualified biologist on a case by case basis. All construction activity will be prohibited within this area until the young have successfully fledged and the nest is no longer active.

Geology And Soils

GEO-1: Geotechnical Recommendations

The project would be required to implement the geotechnical recommendations presented in the Updated Geotechnical Investigation. These include, but are not limited to, recommendations related to potentially compressible fill, cut/fill transitions, expansive soils, and difficult excavations. The geotechnical engineer should review project plans and specifications prior to bidding and construction to check that the intent of the recommendations in the Updated Geotechnical Investigation have been incorporated. Observations and tests should be performed during construction. If the conditions encountered during construction differ from those anticipated based on the subsurface exploration program, the presence of the geotechnical engineer during construction would enable an evaluation of the exposed conditions and modifications of the recommendations in the Updated Geotechnical Investigation or development of additional recommendations in a timely manner.

PAL-1: Paleontological Resources Monitoring

Implementation of a paleontological mitigation program, in the form of paleontological monitoring, is recommended for earthwork at the project site that will directly impact previously undisturbed strata mapped as the Lusardi Formation (or unmapped strata of the Point Loma Formation, if present). The paleontological mitigation program would include the following measures:

- a. **Pre-construction (personnel and repository):** Prior to the commencement of construction, a qualified Principal Paleontologist shall be retained to oversee the mitigation program. The City defines a Principal Paleontologist as a person with a graduate degree in paleontology, geology, or related field, and who has at least one year of prior experience as a principal investigator. In addition, a regional fossil repository shall be designated to receive any discovered fossils. Because the project is in San Diego County, the recommended repository is the San Diego Natural History Museum.
- b. **Pre-construction (meeting):** The Principal Paleontologist should attend the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.
- c. **Pre-construction (training):** The Principal Paleontologist shall conduct a paleontological resource contractor awareness training workshop to be attended by earth excavation personnel.
- d. **During construction (monitoring):** A paleontological monitor (working under the direction of the Principal Paleontologist) should be on-site on a full-time basis during all original cutting of previously undisturbed deposits mapped as the Lusardi Formation (moderate paleontological potential) and/or Point Loma Formation (high paleontological potential) to inspect exposures for unearthed fossils. Monitoring is recommended during earthwork that exceeds the depth of fill in the vicinity of the proposed general services building and general services warehouse/shop (southern portion of the site), which ranges from 2 to 11.5 feet thick, and during earthwork extending at least 1 foot below existing grade elsewhere within the site, including for the proposed parking structure (eastern portion of the site).

- e. **During construction (fossil recovery):** If fossils are discovered, the Principal Paleontologist (or paleontological monitor) should recover them. Bulk sedimentary matrix samples may also be collected for stratigraphic horizons that appear likely to contain microscopic fossil remains. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large skeleton) may require an extended salvage period. In these instances, the Principal Paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.
- f. **Post-construction (treatment):** Fossil remains collected during monitoring and salvage should be prepared (including washing of sediments to recover microfossils), repaired, sorted, and cataloged as part of the mitigation program.
- g. **Post-construction (curation):** Prepared fossils, along with copies of all pertinent field notes, photos, and maps, should be deposited (as a donation) in the designated fossil repository. Donation of the fossils shall be accompanied by financial support for initial specimen storage.
- h. **Post-construction (final report):** A final summary paleontological mitigation report should be completed that outlines the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of catalogued fossils, and significance of recovered fossils.

Hazards And Hazardous Materials

HAZ-1: Phase II Environmental Site Assessment

The City will retain a qualified environmental professional to perform a Phase II Environmental Site Assessment (ESA) consistent with ASTM standards to ascertain the extent of soils contamination. The City will subsequently consult with County DEH to determine appropriate measures to avoid or minimize health risk associated with soils contamination. Based on the findings of the Phase II ESA and recommendations of the County DEH, subsequent investigations such as additional soils sampling or health risk assessment and remediation measures such as soils extraction, including soils extraction, groundwater pumping and treatment, or soil vapor extraction, may be required. Upon completion of soils investigations and any necessary remediation and prior to the issuance of a grading permit, the City Engineer will review and approve a Construction Plan that avoids or minimizes health risks associated with soils contamination.

HAZ-2: Soils Disposal

Prior to soils investigations outlined in mitigation measure HAZ-1, The City will verify through contract obligations, transportation manifests, disposal receipts, or applicable other means that any soils extracted from the project site including, but not limited to soils extraction for activities such as borings or samplings will be transported and disposed of consistent with State Administrative Manual (SAM) procedures for hazardous materials. Consistent with subsequent recommendations by the environmental professional performing the Phase II ESA required under HAZ-1 and County DEH, the City will also verify through contract obligations, transportation manifests, disposal receipts, or applicable other means that potentially

contaminated soils extracted during soils investigations or soils remediation are transported and disposed of consistent with SAM procedures for hazardous materials.

Tribal Cultural Resources

TCR-1: Tribal Cultural Resources Monitoring

Prior to the commencement of any ground disturbing activities, the project developer shall:

- a. Retain the services of a qualified archaeologist who shall be on-site for ground-disturbing activities. In the event cultural material is encountered, the archaeologist is empowered to temporarily divert or halt grading to allow for coordination with the Luiseño Native American monitor, or other Traditionally and Culturally Affiliated Luiseño tribe (“TCA Tribe”), and to determine the significance of the discovery. The archaeologist shall follow all standard procedures for cultural materials that are not Tribal Cultural Resources.
- b. Enter into a Pre-Excavation Agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement, with the San Luis Rey Band of Mission Indians (SLRBMI) or other Luiseño tribe that meets all standard requirements of the tribe for such Agreements. This agreement will address provision of a Luiseño Native American monitor and contain provisions to address the proper treatment of any tribal cultural resources and/or Luiseño Native American human remains inadvertently discovered during the course of the project. The agreement will outline the roles and powers of the Luiseño Native American monitors and the archaeologist and may include the following provisions. In some cases, the language below may be modified in consultation with San Luis Rey Band of Mission Indians if special conditions warrant.
- c. A Luiseño Native American monitor shall be present during all ground-disturbing activities. Ground-disturbing activities may include, but are not limited to, archaeological studies, geotechnical investigations, clearing, grubbing, trenching, excavation, preparation for utilities and other infrastructure, and grading activities.
- d. Any and all uncovered artifacts of Luiseño Native American cultural importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated, unless ordered to do so by a federal agency or a court of competent jurisdiction.
- e. The Luiseño Native American monitor shall be present at the project’s preconstruction meeting to consult with grading and excavation contractors concerning excavation schedules and safety issues, as well as to consult with the archaeologist PI (principal investigator) concerning the proposed archaeologist techniques and/or strategies for the project.
- f. Luiseño Native American monitors and archaeological monitors shall have joint authority to temporarily divert and/or halt construction activities. If tribal cultural resources are discovered during construction, all earth-moving activity within and around the immediate discovery area must be diverted until the Luiseño Native American monitor and the archaeologist can assess the nature and significance of the find.

- g. If a significant tribal cultural resource(s) and/or unique archaeological resource(s) are discovered during ground-disturbing activities for this project, the San Luis Rey Band of Mission Indians or other Luiseño tribe shall be notified and consulted regarding the respectful and dignified treatment of those resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological and tribal cultural resources. If, however, the Applicant is able to demonstrate that avoidance of a significant and/or unique cultural resource is infeasible and a data recovery plan is authorized by the City of Carlsbad as the lead agency, the San Luis Rey Band of Mission Indians shall be consulted regarding the drafting and finalization of any such recovery plan.
- h. When tribal cultural resources are discovered during the project, if the archaeologist collects such resources, a Luiseño Native American monitor must be present during any testing or cataloging of those resources. If the archaeologist does not collect the tribal cultural resources that are unearthed during the ground-disturbing activities, the Luiseño Native American monitor may, at their discretion, collect said resources and provide them to the San Luis Rey Band of Mission Indians for dignified and respectful treatment in accordance with their cultural and spiritual traditions.
- i. If suspected Native American human remains are encountered, California Health and Safety Code Section 7050.5(b) states that no further disturbance shall occur until the San Diego County Medical Examiner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. Suspected Native American remains shall be examined in the field and kept in a secure location at the site. A Luiseño Native American monitor shall be present during the examination of the remains. If the San Diego County Medical Examiner determines the remains to be Native American, the Native American Heritage Commission (NAHC) must be contacted by the Medical Examiner within 24 hours. The NAHC must then immediately notify the "Most Likely Descendant" about the discovery. The Most Likely Descendant shall then make recommendations within 48 hours and engage in consultation concerning treatment of remains as provided in Public Resources Code 5097.98.
- j. In the event that fill material is imported into the project area, the fill shall be clean of tribal cultural resources and documented as such. Commercial sources of fill material are already permitted as appropriate and will be culturally sterile. If fill material is to be utilized and/or exported from areas within the project site, then that fill material shall be analyzed and confirmed by an archaeologist and Luiseño Native American monitor that such fill material does not contain tribal cultural resources.
- k. No testing, invasive or non-invasive, shall be permitted on any recovered tribal cultural resources without the written permission of the SLRBMI or any other Luiseño Native American consulting tribe.

TCR-2: Tribal Cultural Resources Monitoring and/or Evaluation Report

Prior to the completion of project construction, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the monitoring program shall be submitted by the Project Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Carlsbad for approval, and shall be submitted to the South Coastal Information Center. Said report shall be subject to confidentiality as an exception to the Public Records Act and will not be available for public distribution.



MITIGATED NEGATIVE DECLARATION

PROJECT NAME: City of Carlsbad Orion Center Project
PROJECT NO: CUP 2018-0022 (PUB17Y-0018)
PROJECT LOCATION: 2600 Orion Way, Carlsbad, CA

PROJECT DESCRIPTION: The City of Carlsbad’s (city’s) Orion Center Project would redevelop much of the existing 8.5-acre fleet maintenance facility and storage yard and adjacent vacant land bordered by Orion Street, Orion Way, and the existing city Safety Center. The project includes development of a 41,900 square foot (SF), two-story office building, three warehouse/shop buildings totaling 25,690 SF, and a 92,300 SF, four-story parking structure. Other project improvements include new storage areas, including a large covered outdoor storage area, an improved and repurposed materials storage yard, remodel of the existing fleet maintenance building, the addition of a shade canopy and new fuel dispensers at the existing fueling station. The project borders but would not impact adjacent habitat preserve to the north and east.

A conditional use permit is required for the project. The project site is designated Public (P) in the General Plan and zoned as Open Space (OS). The zoning allows “public and quasi-public office buildings and accessory utility buildings and facilities” with a conditional use permit approved by the Planning Commission.

DETERMINATION: The City of Carlsbad has conducted an environmental review of the above described project pursuant to the Guidelines for Implementation of the California Environmental Quality Act and the Environmental Protection Ordinance of the City of Carlsbad. As a result of said review, the Initial Study identified potentially significant effects on the environment, and the City of Carlsbad finds as follows:

- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project.
- The proposed project MAY have “potentially significant impact(s)” on the environment, but at least one potentially significant impact 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. (Mitigated Negative Declaration applies only to the effects that remained to be addressed).
- Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, nothing further is required.

A copy of the Initial Study documenting reasons to support the Mitigated Negative Declaration is attached, on file in the Planning Division at 1635 Faraday Avenue, Carlsbad, California 92008, and available online at <https://www.carlsbadca.gov/departments/community-development/agendas-minutes-notice-18045>.

ADOPTED: _____

ATTEST:

Eric Lardy
City Planner

Initial Study

1. **PROJECT NAME:** City of Carlsbad Orion Center Project
2. **PROJECT NO:** CUP 2018-0022 (PUB17Y-0018)
3. **LEAD AGENCY:**
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008
4. **PROJECT APPLICANT:**
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008
5. **LEAD AGENCY CONTACT PERSON:** Izzak Mireles
Associate Planner, City of Carlsbad
(442) 339-2693 or izzak.mireles@carlsbadca.gov
6. **PROJECT LOCATION:** 2600 Orion Way, Carlsbad, California
7. **GENERAL PLAN LAND USE DESIGNATION:** (P) Public
8. **ZONING:** (OS) Open Space
9. **PROJECT DESCRIPTION:** The City of Carlsbad Orion Center Project (project) is located at 2600 Orion Way, in the City of Carlsbad, California. Figure 1 provides the regional location of the project site and Figure 2 shows the project location on a United States Geographic Survey (USGS) topographic map. The project site is zoned Open Space (OS) and the General Plan land use designation is Public (P). The 8.5-acre project site is predominately asphalt paved, with several islands with ornamental trees scattered throughout. Existing development on the site includes a fleet maintenance building at the northwest corner, an open-air vehicle washing and refueling station near the center of the project site, and a central equipment plant that houses a cooling tower, boiler, and generator at the southeast corner of the project site. The site is currently used for fleet maintenance, parking, and outdoor storage of vehicles, equipment, and materials. The project site and surrounding land uses are shown in Figure 3.

The existing site orientation, including the vehicle washing and fueling station and parking areas, was not strategically planned; rather, features were added individually over the past 40 years. The goal of the project is to construct a new operations master planned facility that would efficiently accommodate existing and future needs of the: (1) Construction Management and Inspection Division; (2) Public Works Fleet & Facilities Division (Street, Storm Drain, Facilities and Fleet Maintenance and Facilities Engineering); (3) Public Works Utilities Division (Water, Recycled Water, Wastewater Collection and Operations, Utilities Engineering and Asset Management); and (4) Parks & Recreation Department (Parks and Tree Maintenance). The proposed facility would accommodate 143 staff members from these existing facilities. The project would free up three existing sites in the city for redevelopment: The Public Works Utilities Division at 5950 El Camino Real, the Public Works Fleet & Facilities Division at 405 Oak Avenue, and the Parks and Tree Maintenance Division of the Parks & Recreation Department at 1166 Carlsbad Village Drive. However, these three abandoned sites would remain vacated and unchanged until redevelopment were proposed and approved as separate actions independent of this project. The City's Real Estate Strategic Plan, adopted 2017, and

its latest update for the period January – December 2020, do not identify any specific future use for the two Public Works properties and instead report the following:

- Public Works Utility Division at 5950 El Camino Real: When the property is no longer needed due to completion of the Orion Center, the plan recommends the city issue a competitive request for proposal (RFP) for lease of the property.
- Public Works Fleet & Facilities Division at 405 Oak Avenue: When the property is no longer needed due to completion of the Orion Center, the plan recommends the city release a competitive RFP and enter a long-term land lease of the property.

The Parks and Tree Maintenance Division of the Parks and Recreation Department at 1166 Carlsbad Village Drive is not addressed by the Real Estate Strategic Plan. It is part of the overall existing City Hall complex, which also has been identified as the location for a new City Hall by City Council action on Aug. 16, 2022. Based on this action, the city can start the process of planning for a rebuilt City Hall and library, including updated cost estimates and timelines.

Figure 4 presents the proposed site plan. The project includes the following development components:

- One 41,900-square-foot (SF) two-story office operations building;
- Two 9,870 SF warehouse/shop buildings, one for Public Works Utilities and one for Public Works Fleet & Facilities totaling 19,740 SF;
- One 5,950 SF warehouse/shop building for the Parks & Recreation Department;
- One 11,230 SF covered outdoor storage area for Public Works Utilities, Public Works Fleet & Facilities, and Parks & Recreation personnel;
- One 92,300 SF four-story parking structure with 229 vehicle spaces. Within the first floor of the parking structure, 6,500 SF of enclosed conditioned space would be used for evidence storage by the Police Department.
- One 4,050 SF stacked vehicle covered storage area used for vehicles impounded by the Police Department; and
- One 640 SF carwash.

The total proposed new building area described in the bullet list above would be 175,810 SF. The two-story office building would be located near the southwest corner of the project site at the intersection of Orion Street and Orion Way. The first story of the office building would consist of shared office space with a south-facing front entrance oriented toward visitor parking north of Orion Way. The first floor would contain a lobby, offices, conference rooms, locker rooms, break rooms, and restrooms. Two outdoor patio areas would be accessible from the break rooms on the north side of the building. The second floor would consist of office space. At the eastern end of the second floor, a pedestrian bridge would provide a walkway connection to the second story of the proposed parking structure. The project would introduce eight biofiltration basins and two modular wetlands with combined pollutant control and flow control to satisfy hydromodification requirements.

The three warehouse/shop buildings would be located behind the two-story office building, with surface parking available between them. The building for the Public Works Utilities Division would be on the western end of the site. The building for the Public Works Fleet & Facilities Division would be centrally located. The building for the Parks & Recreation Department would be located between the Public Works Fleet & Facilities warehouse building and the four-level parking structure. The first story of the warehouse/shop buildings would contain warehousing area and storage rooms. The second floors of the Public Works Utilities and Public Works Fleet & Facilities buildings would each include a 2,400 SF mezzanine level.

In addition to the new facilities described above, the project would make or consider the following improvements to existing facilities on-site:

- Remodel an existing fleet maintenance building in the northwestern portion of the project site to raise the northeastern portion of the roof to match the building height of the remainder of the building, expand the building by a maximum of 530 SF, and make interior improvements. The remodel was approved administratively in 2018. Since it would be designed and constructed with the Orion Center, the remodel is being considered with it. However, the remodel of the fleet maintenance building and construction of the Orion Center are separate projects and are not dependent on one other.
- Improve and repurpose an existing 20,000 SF materials storage yard within the eastern portion of the project site.
- Add a shade canopy and replace existing fuel dispensers at the existing fueling station.

While the visitor parking would be accessed through Orion Way, employee parking to the north of the office building would be accessed through a gated entrance off the intersection of Orion Street and Impala Drive. The project would extend sidewalks along the northern side of Orion Way in the vicinity of the project site. Consistent with city policies on environmental sustainability, the office building would be designed to achieve equivalence with the Leadership in Energy and Environmental Design (LEED) rating level of silver or higher. Solar photovoltaic (PV) panels would be installed on the roof of the office building and the parking structure to support a goal of reaching a net-zero energy use facility.

The existing western fleet yard would include an upgraded and reoriented vehicle washing and refueling station and uncovered and covered storage areas. The improved vehicle washing and refueling station would be at the same location as the existing station and would include a shade canopy and an improved containment system for runoff of chemicals used for vehicle cleaning.

Proposed features that would be implemented within the existing eastern fleet yard include a 30-stall stacked parking structure, for impounded vehicles, an area for large vehicle parking, and the existing central equipment plant for standby generators, boilers, and cooling towers to support the facility. Whereas the western fleet yard would be primarily shared by the Public Works and Parks & Recreation Departments, most of the eastern fleet yard would support a large materials yard, employee parking for the entire project and a vehicle impound area for the city's Police Department. The eastern fleet yard would be accessed through a gate from the visitor parking lot off Orion Way. Additionally, the project would include the following design features as conditions of approval to avoid environmental impacts.

- Air Quality: As demonstrated in the analysis below, project-generated construction and operational emissions would not exceed the SDAPCD screening thresholds for all criteria pollutants. Additionally, grading and construction emissions would be minimized through standard construction measures, SDAPCD rules and regulations, stormwater pollution prevention plan (SWPPP) requirements, and Best Management Practices (BMPs).
- Energy: The project would be compliant with mandatory building and energy codes, which require water efficient landscaping and plumbing fixtures as well as efficient energy systems. Other energy efficiency measures are discussed with regards to Greenhouse Gas Emissions below.
- Greenhouse Gas Emissions: The project would be compliant with the city's Climate Action Plan ordinances by increasing energy efficiency, installing solar photovoltaic systems, providing electric vehicle parking, and preparing a transportation demand management plan.
- Hydrology and Water Quality: The project would introduce eight biofiltration basins and two modular wetlands with combined pollutant control and flow control to satisfy hydromodification requirements..

One key concern considered while developing site design is preservation of the open space habitat adjacent to the project site at its northern and eastern edges. Here, an existing chain link fence around the perimeter of the fleet yard parking lot separates the mostly asphalt-paved portion of the project site from unpaved portions of the project site north and east of the fence. Beyond the fence are two existing informal viewpoints and an existing access point into the adjacent open space (Carlsbad Oaks North County Preserve). At the northernmost point of the fleet yard, an access gate in the fence opens to an approximately 30-foot stone stairway "trail" that leads up to a viewpoint area with a gravel surface surrounded by disturbed native vegetation. At the northern edge of this area is a wooden railing, beyond which is a steep slope that descends into the preserve. Approximately 180 feet east of this area, there is a second access gate from the existing fenced impound lot adjacent to the fleet yard that leads up an approximately 15-foot stone stairway to a second viewpoint area that also includes a wooden railing along the edge of the canyon slope. West of both of these stairways and viewpoints and leading from the western fleet yard is the existing, informal access point into the Carlsbad Oaks North County Preserve. While the stairways and viewpoints would be preserved with the project, this informal access point would be discontinued.

Project construction would last for approximately 18 months. Construction would begin in fall 2024 at the earliest. All aspects of the project, including the remodel of the existing fleet maintenance building, are anticipated to be constructed in a single phase.

10. ENVIRONMENTAL SETTING/SURROUNDING LAND USES: The project site is bounded by Orion Street to the west, Carlsbad Oaks North County Preserve to the north and east, the Public Safety Center (Police Department and Fire Administrative Department) to the southeast, and the Safety Training Center to the south. The northwestern boundary of the project site includes the existing 10,520 SF vehicle fleet maintenance building at 2480 Impala Drive. Nearby uses include Catholic Charities La Posada Shelter for homeless men to the northwest, Palomar Transfer Station to the south, and industrial uses to the west. The project site is zoned Open Space (OS) and has a General Plan land use designation Public (P). The properties to the east and south are zoned Planned Industrial (P-M)/Industrial (M)/Open Space (OS) and have a General Plan land use designations of Planned Industrial (P-I) and Open Space (OS). The properties to the west are zoned Industrial (M) with a Qualified Development Overlay Zone (Q) and have a General Plan land use Designation of Planned Industrial (P-I). The McClellan-Palomar Airport is 0.5 mile southwest of the project site.

- 11. OTHER REQUIRED AGENCY APPROVALS** (e.g., permits, financing approval or participation agreements):
This Initial Study (IS)/Mitigated Negative Declaration (MND) is intended to serve as the primary environmental document for all actions associated with the project, including all discretionary approvals requested or required to implement the project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the project.

The actions and/or approvals that the city needs to consider for the project include but are not limited to the following:

- Issuance of a Conditional Use Permit by the Planning Commission, in accordance with the findings, conditions, and development standards and special regulations contained in Carlsbad Municipal Code Chapter 21.42.
- Subsequent approvals (which would require separate processing through the city) would include a grading permit, building permits, street improvement plans, and utility plans.

As for permits from other agencies, the city has obtained a Part 77 determination from the Federal Aviation Administration that the project would pose no hazard to air navigation. Otherwise, no other permits or approvals from other agencies are required.

12. CALIFORNIA NATIVE AMERICAN TRIBES CONSULTATION.

- a. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to public resources code section 21080.3.1?
 Yes No
- b. If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
 Yes No

13. PREVIOUS ENVIRONMENTAL DOCUMENTATION: Earlier analyses may be used where, pursuant to the tiering, program environmental impact report (EIR), or other California Environmental Quality Act (CEQA) process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. The following documents were used in the analysis of this project and are on file in the City of Carlsbad Planning Division located at 1635 Faraday Avenue, Carlsbad, California, 92008.

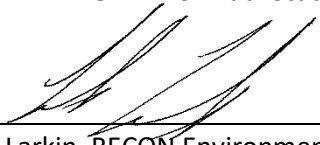
1. *City of Carlsbad General Plan*, City of Carlsbad Planning Division, September 2015.
2. *Final Master Environmental Impact Report for the City of Carlsbad General Plan & Climate Action Plan* (State Clearing House #2011011004), City of Carlsbad Planning Division, June 2015.
3. *City of Carlsbad Municipal Code*, as updated.
4. *Habitat Management Plan for Natural Communities in the City of Carlsbad*, City of Carlsbad Planning Division, November 2004.
5. *McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP)*, San Diego County Airport Land Use Commission. Amended December 2011.

14. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use & Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population & Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

15. PREPARATION: The Initial Study for the subject project was prepared by:



Nick Larkin, RECON Environmental, Consultant

January 18, 2023

Date

16. DETERMINATION: (to be completed by Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact(s)" on the environment, but at least one potentially significant impact 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described herein. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, nothing further is required.

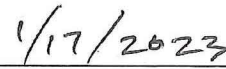
17. ENVIRONMENTAL DETERMINATION: The initial study for this project has been reviewed and the environmental determination, indicated above, is hereby approved.


Eric Lardy, City Planner

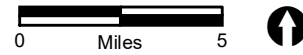
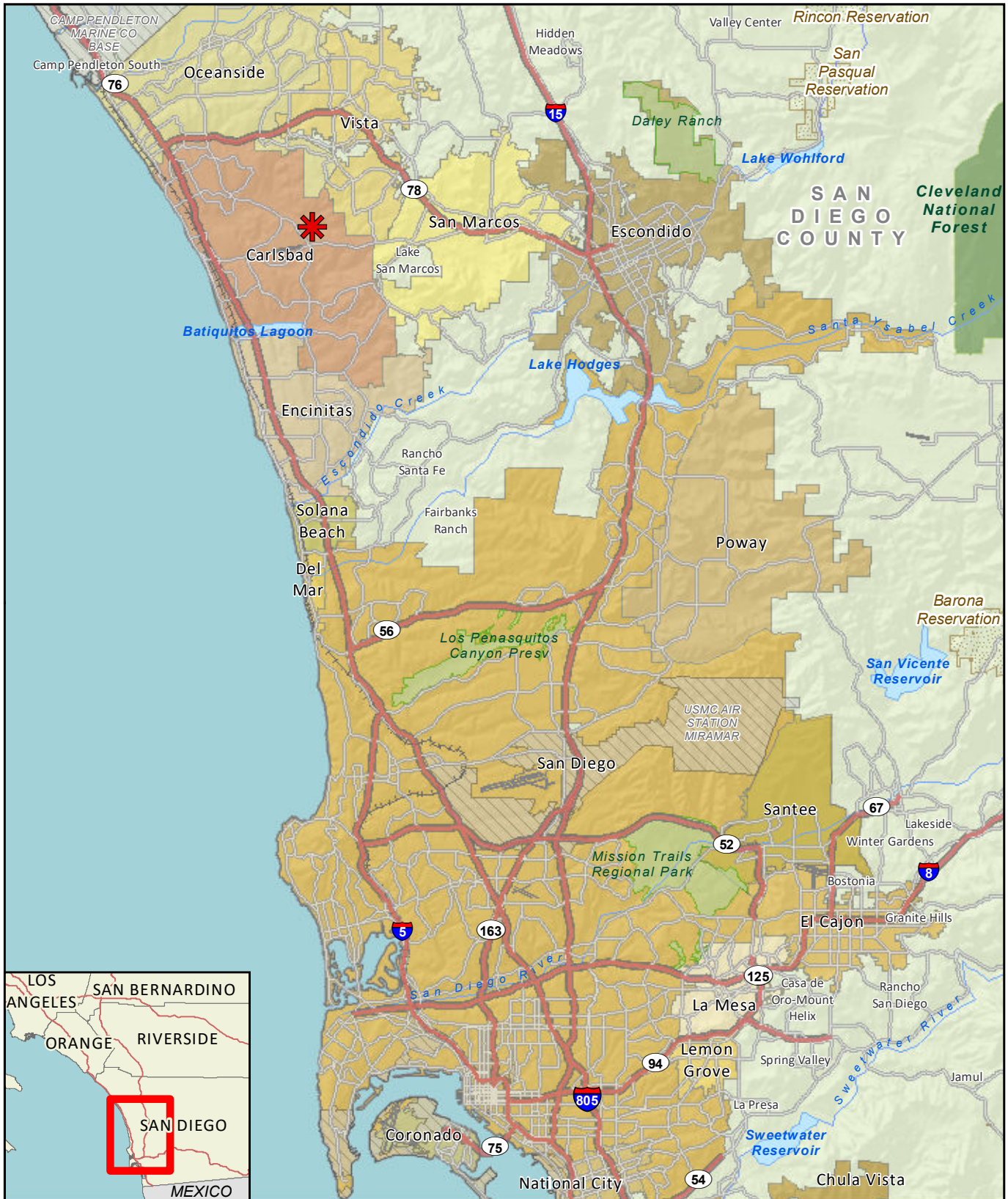

Date

18. APPLICANT CONCURRENCE WITH MITIGATION MEASURES: This is to certify that I have reviewed the mitigation measures in the Initial Study and concur with the addition of these measures to the project.


Signature

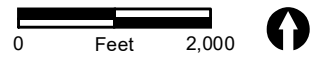
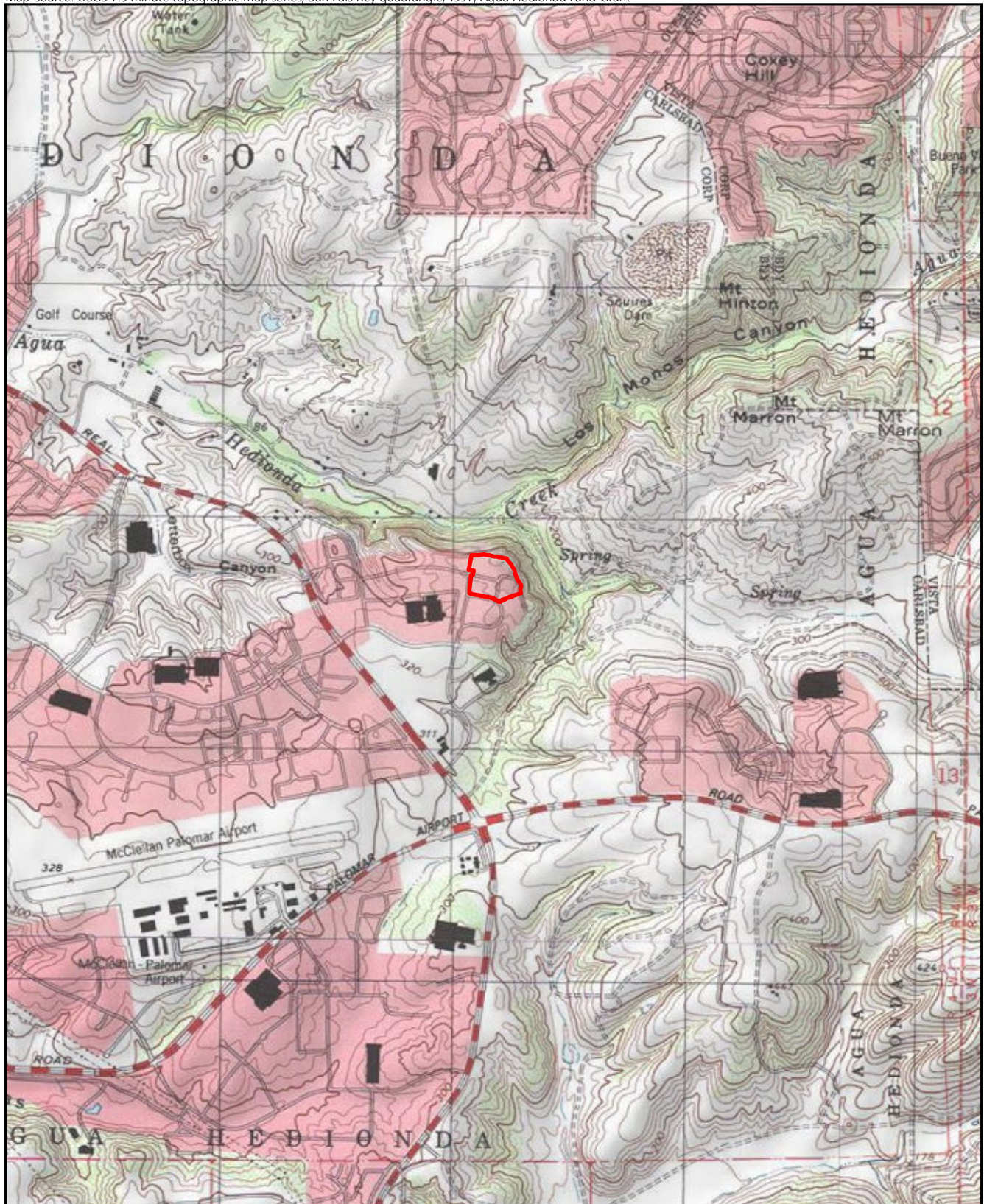

Date


Steven Stewart, Municipal Projects Manager



 Project Location

FIGURE 1
Regional Location



 Project Boundary



 Project Boundary

FIGURE 3
Project Location on Aerial Photograph

PROJECT SUMMARY

OPERATIONS OFFICE BUILDING: 41,900 GSF
 UTILITIES WAREHOUSE/SHOP: 9,870 GSF
 GENERAL SERVICE WAREHOUSE/SHOP: 9,870 GSF
 PARKS WAREHOUSE/SHOP: 5,950 GSF
 TO AL: 67,590 GSF

SHADE STRUCTURES: 11,230 SF
 FUELING STATION STORAGE: 2,300 SF
 FUELING STATION CANOPY: 4,050 SF
 POLICE COVERED STORAGE TO AL: 17,580 SF

4-LEVEL PARKING STRUCTURE TO AL: 92,300 SF
 TOTAL: 92,300 SF

PARKING

REQUIRED	PROVIDED
STAFF PARKING	177
OPERATIONAL VEHICLE STD.	91
OPERATIONAL VEHICLE O/S	23
CULC	125
VEHICLE/GUEST	12
TOTAL:	428

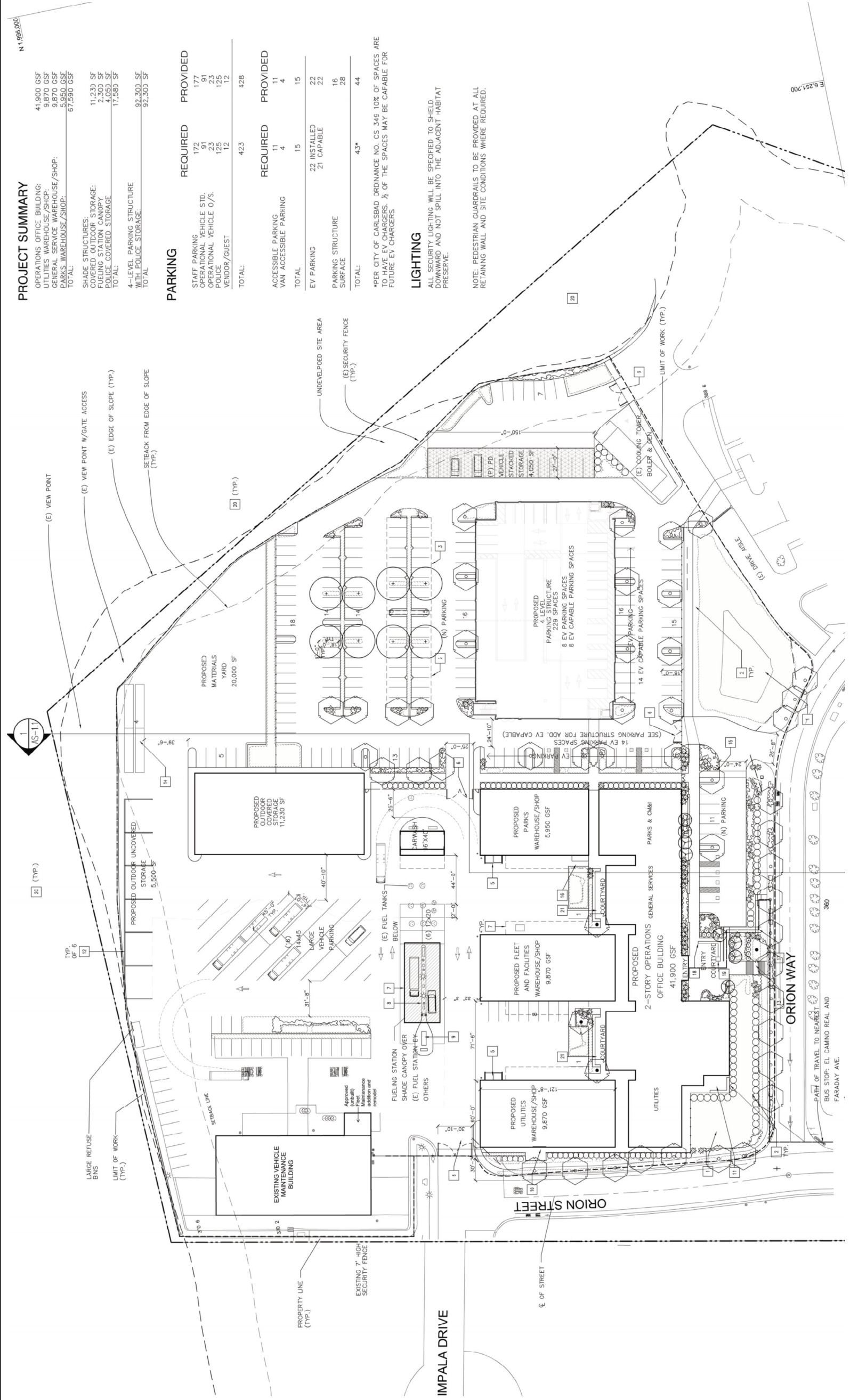
REQUIRED	PROVIDED
ACCESSIBLE PARKING	11
VAN ACCESSIBLE PARKING	4
TOTAL:	15
EV PARKING	22 INSTALLED 21 CAPABLE
PARKING STRUCTURE SURFACE	22 16 28
TOTAL:	43*

*PER CITY OF CARLSBAD ORDINANCE NO. CS 349 10% OF SPACES ARE TO HAVE EV CHARGERS. 1/2 OF THE SPACES MAY BE CAPABLE FOR FUTURE EV CHARGERS.

LIGHTING

ALL SECURITY LIGHTING WILL BE SPECIFIED TO SHIELD DOWNWARD AND NOT SPILL INTO THE ADJACENT HABITAT PRESERVE.

NOTE: PEDESTRIAN GUARDRAILS TO BE PROVIDED AT ALL RETAINING WALL AND SITE CONDITIONS WHERE REQUIRED.



GENERAL NOTES

- A. ALL ITEMS ARE NEW UNLESS NOTED OTHERWISE.
- B. SEE CIVIL DRAWINGS FOR GRADING, DRAINAGE AND UTILITY PLANS.
- C. SEE LANDSCAPE DRAWINGS FOR PLANTING AND LANDSCAPE RESTORATION PLANS.
- D. BUS STOPS: NEAREST BUS STOPS ARE ACROSS THE STR.
- E. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EMERGENCY VEHICLE ACCESS DURING CONSTRUCTION.
- F. CONTRACTOR SHALL PROTECT EXISTING NATIVE TREES AND VEGETATION FROM DAMAGE DURING CONSTRUCTION.
- G. ALL PAVING AND FINISH GRACES SHALL SLOPE AWAY FROM BUILDINGS.

KEY NOTES

- 1 BIOSWALE PLANTER / BASIN. SEE CIVIL DRAWINGS
- 2 RETAINING WALL. SEE CIVIL DRAWINGS
- 3 OPTIONAL PARKING SHADE CANOPIES W/ P.V. SOLAR PANELS
- 4 STORAGE CONTAINERS AFTER RELOCATION
- 5 CMU TRASH ENCLOSURE
- 6 SECURITY GATE
- 7 FUELING STATION CANOPY BY OTHERS
- 8 FUELING STATION TO BE REPLACED BY OTHERS
- 9 BACK-UP GENERATOR
- 10 CONC. LOADING DOCK
- 11 OUTDOOR MEETING DECK
- 12 CIP CONC. MATERIAL ENCLOSURE WALLS
- 13 CIP CONC. STAIRS
- 14 CONTAINERS
- 15 HIDE-SHARE DROP OFF AREA
- 16 LONG-TERM BIKE LOCKER STORAGE
- 17 ACCESSIBLE RAMP
- 18 BIKESCOOTER STORAGE & SEATING AREA

LEGEND

- (N) 6' HIGH SECURITY FENCE
- LIMIT OF WORK
- PATH OF TRAVEL TO NEAREST BUS STOP
- 19 TRANSIT INFORMATION KIOSK
- 20 SENSITIVE HABITAT
- 21 OUTDOOR EMPLOYEE EATING AREA

FIGURE 4
Site Plan

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

9. Tribal consultation, if requested as provided in Public Resources Code Section 21080.3.1, must begin prior to release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Information provided through tribal consultation may inform the lead agency's assessment as to whether tribal cultural resources are present, and the significance of any potential impacts to such resources. Prior to beginning consultation, lead agencies may request information from the Native American Heritage Commission regarding its Sacred Lands File, per Public Resources Code sections 5097.9 and 5097.94, as well as the California Historical Resources Information System administered by the California Office of Historic Preservation.

I. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light and glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact

The Land Use & Community Design Element establishes that oceans and beaches are considered scenic assets that provide opportunities for scenic vistas from nearby streets and buildings. Additionally, views of the City of Carlsbad’s (city’s) three lagoons would also be considered scenic vistas and views of open space and hillsides contribute to the city’s natural scenic character. The project site does not have any views of the ocean, beaches or three lagoons. Therefore, the project would not have the potential to affect scenic vistas associated with these aesthetic resources.

The project site is located in the city’s Public Safety and Public Works complex area, and would propose a two-story office building, three warehouse/shop buildings, an outdoor covered storage area, and a four-story parking structure. This is consistent with the adjacent uses such as the Safety Training Center to the south and the Safety Center to the southeast. The proposed building elevations would not exceed those of the surrounding development.

The city developed Scenic Corridor Guidelines which sought to designate streets within the city as scenic corridors and identify ways to preserve and enhance the character of those streets. One goal of the guidelines is to preserve and enhance the quality of views along the route. Faraday Avenue is the street identified in the Scenic Corridor Guidelines closest to the project site (City of Carlsbad 1988). However, the project is located 0.1mile north of Faraday Avenue and would not affect the scenic quality of the roadway. Similarly, views towards the project site from Faraday Avenue are limited to the area adjacent to the roadways due to topography, intervening structures, and vegetation. The project site is visible from the local roadways and sidewalks, including Orion Street and Impala Drive to the west and Orion Way to the south. Views are generally limited to the area adjacent to the roadways due to topography, intervening structures, and vegetation and there are no designated scenic vistas in the project vicinity. Views of the project site from surrounding developed or developable properties to the north and east are also limited due to topography, distance, intervening structures, and vegetation.

Much of the scenery and views to the east and north from the project site are dominated by natural, preserved open space associated with the Carlsbad Oaks North County Preserve, other preserves, as well as extensive agriculture. However, views from the project site are obstructed by the existing chain link fence, topography, and vegetation and tend to be toward distant hillsides. Furthermore, developed or developable surrounding properties to the north and east and Faraday Avenue are several hundred feet or more from the project site and proposed improvements would appear as a continuation of existing ridgeline development. Therefore, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

b) *Less than Significant Impact*

See response to l(a) above. The project site is not located within a designated scenic corridor. No unique scenic resources such as rock outcroppings or historic buildings are present on-site or in proximity to the project site. There are no state-designated scenic highways near the project site. Although landscaping trees would be removed during construction, there are no city-designated heritage trees or otherwise locally important trees on the site. Existing vegetation on the site consists of ornamental trees on islands scattered through parking areas and is not considered a scenic resource. In addition, this impact (removal of vegetation) would be temporary as a landscape plan is included as part of the project that would provide enhanced landscaping with the new buildings and facilities. Therefore, the project would not substantially damage scenic resources, including within a state scenic highway, and no impact would occur.

c) *Less than Significant Impact*

The Carlsbad Municipal Code, Chapter 21.40, establishes a Scenic Preservation Overlay Zone, which applies to all properties with frontage along El Camino Real. To implement the overlay zone, the city adopted the El Camino Real Corridor Development Standards (February 1984). These guidelines address the El Camino Real corridor and the development that directly fronts El Camino Real, which the project site does not. The intent is to provide an easily identifiable homogenous corridor, with a single design concept that motorists would recognize from any point along the route.

The project site, which is more than one-third mile east of the El Camino Real corridor, currently includes a fleet maintenance building, vehicle washing and fueling station, and parking areas. Current features have limited visual character. The project proposes to develop a new facility, which would include a two-story office building, three warehouse/shop buildings, an outdoor covered storage area, and a four-story parking structure. The visual character of the proposed facility would include landscaping and architectural features that are consistent with the adjacent Safety Center and Safety Training Center. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

d) *Less than Significant Impact*

The existing fleet maintenance facility includes light poles throughout the parking areas. Adjacent facilities such as the Safety Center and the Safety Training Center also have light poles throughout exterior parking areas and adjacent streets such as Orion Street, Orion Way, and Impala Drive have light poles at regular intervals. The proposed facility would include light sources associated with the office building, warehouse/shop buildings, and parking structure and would incorporate light poles throughout the fleet yards for safety and security purposes. The lighting would be directed to on-site facilities and ground areas adjacent to structures; therefore, no direct light would spill into the adjacent open space. The project shall be designed utilizing elements to reduce glare and window bird strikes by incorporating anti-glare window

films or fritted glass at all glazed openings where strikes are possible. Therefore, the project would not create a new source of substantial light and glare, which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

II. AGRICULTURAL AND FORESTRY RESOURCES* Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model-1997 (LESA) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. There are no lands present in Carlsbad that meet the state’s definition of forest land (Public Resources Code section 12220(g)), timberland (Public Resources Code section 4526), or production (Government Code 51104(g)). Therefore, questions related to forestry resources will have no impacts.

a) No Impact

The Department of Conservation “California Important Farmland Finder” classifies the project site as Urban and Built-Up land pursuant to the Farmland Mapping and Monitoring Program (State of California Department of Conservation 2016). The project site does not contain any agricultural operations and has no recent history of agricultural production. Therefore, the project would not result in the conversion of agricultural land or any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b) No Impact

The project site is designated as Public (P) under the General Plan and is zoned Open Space (OS). The project site is not subject to a Williamson Act Contract. Therefore, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

c) No Impact

The project site is zoned Open Space (OS) and has a General Plan land use designation Public (P) and is currently developed with an urban use. All trees on-site consist of ornamental landscaping. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) as no such lands exist on the project site or in the project area. No impact would occur.

d) No Impact

Carlsbad is devoid of any lands that meet the definition of forest land, timberland, or timberland production zone. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) No Impact

The project site currently includes a vehicle washing and fueling station, fleet maintenance building, and parking areas. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

III. AIR QUALITY* Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

* Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations in this section.

Local Air Quality: An area is designated in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) (federal) and/or California Ambient Air Quality Standards (CAAQS) (state). These standards are set by the United States Environmental Protection Agency (U.S. EPA) or the California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. The criteria pollutants of primary concern that are considered in an air quality assessment include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}), lead and toxic air contaminants. Although there are no ambient standards for volatile organic compounds (VOCs) or NO_x, they are important as precursors to O₃.

The San Diego Air Basin (SDAB) is designated as a marginal nonattainment area for the 2008 8-hour NAAQS for O₃. The SDAB is designated in attainment for all other criteria pollutants under the NAAQS with the exception of PM₁₀, which was determined to be unclassified. The SDAB is currently designated nonattainment for O₃ and particulate matter, PM₁₀ and PM_{2.5}, under the CAAQS. It is designated as attainment for CAAQS for CO, NO₂, SO₂, lead, and sulfates.

a) *Less than Significant Impact*

Project consistency is based on whether the project would conflict with or obstruct implementation of the Regional Air Quality Standards (RAQS) and/or applicable portions of the State Implementation Plan (SIP), which would lead to increases in the frequency or severity of existing air quality violations. The RAQS is the applicable regional air quality plan that sets forth the San Diego County Air Pollution Control District's (SDAPCD's) strategies for achieving the NAAQS and CAAQS. The San Diego Air Basin (SDAB) is designated a non-attainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS was most recently updated in 2016.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the General Plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project would be consistent with the Public general plan land use designation. The project site is zoned Open Space, but the proposed land use is allowed by the Zoning Code with the issuance of a Conditional Use Permit by the Planning Commission. Therefore, the project is within the scope of development that was anticipated in the SANDAG growth projections and Carlsbad's General Plan in 2016 used to develop the RAQS and SIP. Furthermore, as described in Section III.b) below, the project would not result in construction or operational emissions in excess of the applicable significance thresholds for all criteria pollutants. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the project would not obstruct or conflict with implementation of the RAQS and SIP, and impacts would be less than significant.

b) *Less than Significant Impact*

RECON Environmental, Inc. (RECON) prepared an Air Quality and Greenhouse Gas Letter Report for the project (Appendix A; RECON 2022a). In the letter report, construction and operation emissions associated with the project are estimated using the California Emissions Estimator model (CalEEMod) software version 2020.0.0 and compared to SDAPCD screening thresholds. Modeling results are summarized in Table 1 below. For a full discussion of methodology and assumptions, see Appendix A.

As shown in Table 1, project generated construction and operational emissions would not exceed the SDAPCD screening thresholds for all criteria pollutants. Additionally, grading and construction emissions would be minimized through standard construction measures, SDAPCD rules and regulations, stormwater pollution prevention plan (SWPPP) requirements, and Best Management Practices (BMPs). Cumulative air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the basin. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project’s contribution to cumulative impacts. As shown in Table 1, emissions would be less than the applicable screening thresholds. As emissions would be less than the screening thresholds, the project would not result in a cumulatively considerable impact.

Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

Table 1 Maximum Daily Construction and Operational Emissions (pounds/day)			
Pollutant	Project Emissions	Screening Threshold¹	Exceeds Threshold?
<i>Construction Emissions</i>			
Oxides of Nitrogen (NO _x)	33	250	No
Volatile Organic Compounds (VOC) ²	21	250	No
Coarse Particulate Matter (PM ₁₀)	22	100	No
Fine Particulate Matter (PM _{2.5})	12	67	No
Oxides of Sulfur (SO _x)	<1	250	No
Carbon Monoxide (CO)	23	550	No
<i>Operational Emissions³</i>			
Oxides of Nitrogen (NO _x)	2	250	No
Volatile Organic Compounds (VOC) ²	5	250	No
Coarse Particulate Matter (PM ₁₀)	3	100	No
Fine Particulate Matter (PM _{2.5})	1	67	No
Oxides of Sulfur (SO _x)	<1	250	No
Carbon Monoxide (CO)	17	550	No
SOURCE: Appendix A			
¹ SDAPCD Rules 20.1, 20.2, and 20.3 do not specify a threshold for reactive organic gases (ROG). The threshold for ROG is based on the U.S. EPA General Conformity Rule, which equates ROG and NO _x emissions under the Clean Air Act and applies the same limitation on ROG and NO _x emissions in ozone non-attainment areas.			
² CalEEMod estimates emission of reactive organic gases (ROG). ROG and VOC have substantially similar definitions; for purposes of this analysis, ROG and VOC are equivalent and only VOC is reported here.			
³ Average daily operations emissions vary by season. Worst-case emissions are shown.			

As shown in Table 1 above, project construction and operational emissions would not exceed the established significance thresholds. As such, the project would not generate emissions in quantities that would result in an exceedance of the NAAQS or CAAQS for ozone, PM₁₀, or PM_{2.5}. Therefore, the project would not result in a cumulatively considerable increase in any criteria pollutant for which the region is in nonattainment, and impacts would be less than significant.

c) Less than Significant Impact

The term sensitive receptor may refer to a land use at which a person that is subject to respiratory stress and/or other increased risk of health impact as a result of air pollutant exposure. Typical sensitive

receptors include residences, schools, hospitals, hotels, and outdoor recreation areas such as athletic fields.

The project site and surrounding areas are zoned either Open Space (OS) or Industrial (M) and have land use designations of Open Space (OS), Public (P) or Planned Industrial (PI). Normally, sensitive receptors would not be located within these zoning or land use designations. The Catholic Charities La Posada de Guadalupe de Carlsbad Shelter for homeless men is located immediately west of the project site and is considered to be a sensitive receptor. The shelter provides short-term housing and case management for up to 50 homeless men and long-term housing for employed farm workers in North County.

As discussed in Section III(b), total project emissions would not exceed air quality impact analysis (AQIA) trigger levels (i.e., the screening thresholds identified in Table 1) for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). Thus, on-site emissions also would not exceed AQIA trigger levels and the project would not generate criteria pollutant concentrations that may impact proximate sensitive receptors. Furthermore, fugitive dust emission (PM₁₀) would be temporary and would not generate an ongoing, substantial source of emissions that could adversely affect surrounding sensitive receptors, as the project would be required to comply with SDAPCD rules and regulations.

Because construction would result in short-term exposure (18 months), construction emissions of diesel PM would result in less than significant cancer risks. In its *Air Quality and Land Use Handbook: A Community Health Perspective*, CARB recommends maintaining land use buffer zones between sensitive receptors and facilities that emit substantial quantities of diesel PM such as distribution centers, rail yards, refineries, and ports (CARB 2005). As distribution centers vary in size, CARB clarifies that its recommendations only apply to facilities that accommodate more than 100 heavy-duty trucks per day or 40 refrigerated heavy-duty trucks per day. Thus, facilities with fewer than 100 heavy-duty truck trips per day or 40 refrigerated heavy-duty truck trips per day would not generate quantities of diesel PM that warrant land use buffer zones or further analysis.

The project proposes a maintenance and operations facility for the city's Public Works Utilities Division, Parks & Recreation Department, and Public Works Fleet & Facilities Division. The vehicle fleet would primarily consist of cars and light-duty trucks, but may also include heavy-duty trucks. These trucks would not be anticipated to include refrigeration units. The project would not be anticipated to generate greater than 100 heavy-duty truck trips per day or 40 refrigerated heavy-duty truck trips per day. Consequently, the project would not generate diesel PM concentrations that may impact proximate sensitive receptors. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d) Less than Significant Impact

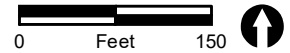
Project construction may generate objectional odors associated with diesel equipment and paving activities. Operation of the project may generate objectional odors associated with vehicles and/or equipment exhaust from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, disulfides, dusts or other pollutants. Such exposure would be in trace amounts, localized in the immediate area, temporary, and would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.




IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RECON prepared a Biological Resources Report for the project (Appendix B; RECON 2022b).

a) *Less than Significant Impact with Mitigation Incorporated*

Vegetation Communities/Land Cover Types: The following six vegetation communities and land cover types were identified in the approximate 14.22-acre survey area: Diegan coastal sage scrub (Group C or D habitat depending on gnatcatcher occupancy), disturbed coastal sage scrub (Group D habitat; due to the disturbed nature of this habitat it would not be considered suitable gnatcatcher habitat), southern mixed chaparral (Group D habitat), eucalyptus woodland (Group F habitat), disturbed land (Group F habitat), and urban/developed land. The locations of these vegetation communities and land cover types are presented in Figure 5 and their acreages are presented in Table 2.



-  Project Impact Boundary
-  Survey Area
-  California Adolphia

Vegetation Communities and Land Cover Types







-  Southern Mixed Chaparral
-  Diegan Coastal Sage Scrub
-  Disturbed Coastal Sage Scrub
-  Disturbed Land
-  Eucalyptus Woodland
-  Urban/Developed

FIGURE 5
Existing Biological Resources and Impacts

Table 2 Vegetation Communities/Land Cover Types within the Survey Area		
Community or Type (Holland Code as modified by Oberbauer)	City of Carlsbad Group ^a	Acres
Diegan coastal sage scrub (32500)	C or D ^b	1.61
Disturbed coastal sage scrub (32500)	D	0.03
Southern mixed chaparral (37120)	D	0.75
Eucalyptus woodland (79100)	F	1.02
Disturbed land (11300)	F	0.65
Urban/developed land (12000)	N/A	10.15
Total		14.22^c
^a Group (type of habitat) taken from Table 11 in the City of Carlsbad HMP. ^b Habitat Group C or D, depending on gnatcatcher occupancy. ^c Rounding error represented. N/A = not applicable		

Table 3 presents the acreage of impacts that would occur to vegetation communities and land cover types within the project site. The project would impact a total of 8.53 acres of vegetation communities/land cover types. All impacts would occur within the “Project Impact Boundary” shown on Figure 5. Therefore, there would be no impacts outside of this boundary, and all impacts would be considered permanent. This would include impacts to eucalyptus woodland, disturbed land, and urban/developed land. The locations of these impacts are presented in Figure 5. No impacts to Diegan coastal sage scrub, disturbed coastal sage scrub, or southern mixed chaparral would occur. Impacts to urban/developed land, eucalyptus woodland, and disturbed land would not be considered significant and would not require mitigation. Eucalyptus woodland and disturbed land are Group F non-sensitive habitats. No mitigation is required by the city for city project impacts to Group F habitats.

Table 3 Impacts to Vegetation Communities/Land Cover Types within the Project	
Community or Type (Holland Code as modified by Oberbauer)	Permanent Direct Impacts (acres)
Diegan coastal sage scrub (32500)	0.0
Disturbed coastal sage scrub (32500)	0.0
Southern mixed chaparral (37120)	0.0
Eucalyptus woodland (79100)	0.39
Disturbed land (11300)	0.29
Urban/developed land (12000)	7.85
Total	8.53

Sensitive Plant Species: A total of 68 plant species were identified on-site. Of this total, 42 (62 percent) are species native to southern California, and 26 (38 percent) are introduced species. One sensitive plant species, California adolphia (*Adolphia californica*), was observed within the survey area, outside of and just north of the project site boundary (see Figure 5). Two small patches of California adolphia were mapped within the survey area. One patch totaling approximately 50 individuals was observed beyond the chain link fence outside the northeastern portion of the project site within the Diegan coastal sage scrub (see Figure 5). Additionally, approximately nine individuals were observed beyond the chain link fence outside the northern portion of the project site, within Diegan coastal sage scrub and eucalyptus

woodland (see Figure 5). No California adolphia individuals occur within the project site itself, as there is no suitable habitat and the plant would have been apparent at the time of the survey, given the conspicuous form and size of the species. No additional sensitive plant species were observed or are expected to occur within the immediate project site. Therefore, the project would not impact any sensitive plant species.

Sensitive Wildlife Species: The project would have the potential to impact sensitive avian species and nesting avian species covered under California Fish and Game Code (CFGC) 3503 and 3503.5. No impacts are anticipated to occur to sensitive reptile or mammal species. Potential impacts to these species are described below.

Sensitive Reptile Species

Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*) has a low potential to occur within the disturbed habitat connected to the canyon within the project site. The project would have the potential to result in direct impacts to this species through incidental mortality during grading and removal of Diegan coastal sage scrub and disturbed coastal sage scrub. However, this marginally suitable habitat presents a small fraction of the habitat available for this species. Additionally, this species is anticipated to disperse to avoid potential direct impacts. No other sensitive reptile species have the potential to occur within the proposed impact area. Therefore, the project would not impact any sensitive reptile species.

Sensitive Bird Species

The project may result in direct or indirect impacts to sensitive bird species or to bird species covered by the CFGC 3505 and 3503.5 that have moderate to high potential to occur within and/or adjacent to the proposed impact area.

Coastal California gnatcatcher (*Polioptila californica californica*) has potential to forage and nest within the Diegan coastal sage scrub directly adjacent to the proposed impact area. Thus, increased construction noise levels during the coastal California gnatcatcher's nesting season (February 15 through August 15) could result in indirect impacts to nesting coastal California gnatcatcher. Impacts to this species that adversely affect nesting success would be considered significant. Implementation of mitigation measure BIO-1 would reduce impacts on coastal California gnatcatcher to a level less than significant.

BIO-1: Mitigation for Impacts to Coastal California Gnatcatcher

The following mitigation measures would be required should activities such as construction occur during the coastal California gnatcatcher breeding season (February 15 through August 15) within 500 feet of potential coastal California gnatcatcher breeding habitat (i.e., coastal sage scrub):

- A qualified biologist will conduct a single pre-construction survey in appropriate habitat within 500 feet of project activities no more than 3 days before the start of construction.

If coastal California gnatcatcher is not identified, then no further species-specific mitigation would be required. If coastal California gnatcatcher is identified during the survey, the following additional mitigation measures would be required during the coastal California gnatcatcher breeding season:

- The city will be notified immediately if coastal California gnatcatcher or other listed species is located during the pre-construction survey.
- Fencing or other measures will be installed within a buffer of at least 500 feet from active nests. No work would be conducted within the buffer until the nest is no longer active or noise attenuation measures can be implemented to ensure that construction noise would not impact nesting success (see following measure).
- During the breeding season, construction noise will be measured regularly to maintain a threshold at or below 60 A-weighted decibels hourly average noise level [dB(A) L_{eq}] within 500 feet of breeding habitat occupied by the coastal California gnatcatcher. If noise levels supersede the threshold, the construction array will be changed or noise attenuation measures will be implemented (City of Carlsbad 2008).

Raptors and Nesting Birds

Raptors, including Cooper's hawk (*Accipiter cooperii*), have the potential to nest in the eucalyptus woodland of the proposed impact area. If raptor nests are identified in any trees within the project site, any trimming or cutting of these trees during the nesting season (February 1 to August 15) would be considered a direct impact. Additionally, increased noise levels due to construction could result in indirect impacts to nesting raptors. Impacts to this species that adversely affect nesting success would be considered significant. Implementation of mitigation measure BIO-2 would reduce impacts on raptors to a level less than significant.

Nesting bird species, including southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), covered under the CFGC 3503 and 3503.5 and the Habitat Management Plan (HMP) have potential to be impacted by the project if construction occurs within the general bird breeding season (February 15 to August 31). The eucalyptus trees within the project site provide suitable raptor nesting habitat. Direct impacts to nesting birds would be considered significant. Implementation of mitigation measure BIO-2 would reduce impacts on nesting birds to a level less than significant.

BIO-2: Mitigation for Impacts to Raptors and Nesting Birds

The following mitigation measures would be required should activities such as vegetation removal or grading occur during the general bird breeding season (February 15 through August 31), which includes Cooper's hawk and southern California rufous-crowned sparrow:

- A qualified biologist will conduct a survey for active nests within appropriate habitat for nesting raptors and birds in the project site as well as an additional 500-foot survey buffer within three days of vegetation removal or construction.
- If nests of federally or state listed birds, raptors, or other sensitive species are located, a protective buffer will be established around the nest by a qualified biologist. Buffer width for raptors and listed species will be 500 feet. Buffer width for other nesting species will be determined by a qualified biologist on a case-by-case basis. All construction activity will be prohibited within this area until the young have successfully fledged and the nest is no longer active.

b) No Impact

The project site does not include any riparian habitat, aquatic or wetland habitat, or other sensitive natural communities. No impact would occur.

c) No Impact

The project site does not include wetlands and is not proximate to any wetlands. No impact would occur.

d) No Impact

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations (Beier and Loe 1992). Designated wildlife movement corridors are considered sensitive by resource and conservation agencies.

The project site is situated on the mesa above Carlsbad Oaks North County Preserve, which includes Agua Hedionda Creek. The creek and canyon provide a movement corridor for large wildlife; however, the project site occurs on the edge of the canyon within a fenced, previously developed property. The project site would not serve as a movement corridor for large wildlife due to the existing tall chain link fence that separates the project site from the Preserve. Additionally, the project site does not contain potential wildlife nursery sites and does not include a stream, river, or water body.

Carlsbad Oaks North County Preserve is located to the north and east of the project site. Features of this preserve include Agua Hedionda Creek. Carlsbad Oaks North County Preserve is connected to an urban canyon system to the northeast and northwest of the project site. The project site is located within a previously developed property adjacent to Carlsbad Oaks North County Preserve. There would be no project impacts within the adjacent habitat, and the developed area would remain fenced off from the habitat. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact would occur.

e) No Impact

Trees located on the project site are not designated as heritage trees by the city's Heritage Tree Program or the Community Forest Management Plan. Additionally, the project would not impact the adjacent preserve. Therefore, removal of trees on the project site would not conflict with tree preservation policies or the HMP. No impact would occur.

f) No Impact

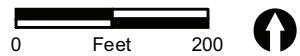
The project site is located within the boundaries of the final Multiple Habitat Conservation Plan (MHCP), which is a multi-jurisdictional habitat conservation plan that was prepared for seven north San Diego County jurisdictions: Oceanside, Carlsbad, Encinitas, San Marcos, Vista, Solana Beach, and Escondido (SANDAG 2003). More specifically, the project site falls within the city's MHCP Subarea Plan, which is the city's HMP (City of Carlsbad 2004). The HMP designates a natural habitat preserve system and provides a regulatory framework for determining impacts and designating mitigation associated with projects in the city. The Mandana Preserve (a proposed Hardline Preserve) occurs 400 feet northwest of the project boundary (Figure 6). The Draft North County Multiple Species Conservation Plan (MSCP) Preserve Area

occurs beyond the northern and eastern project boundary and is associated with Carlsbad Oaks North County Preserve (see Figure 6).

The city HMP has established a preserve system to provide adequate conservation for listed and covered species. The preserve system includes existing hardline preserve areas (existing dedicated open space), proposed hardline preserve areas (proposed open space), and proposed standard areas (planned open space). These open space areas, combined with addition of other lands (e.g., disturbed lands) into the preserve system, would result in conservation of approximately 6,400 acres, or 74 percent of the remaining habitat within the city. Disturbed lands and other lands provide opportunities for the city to grow the preserve lands. Development within an existing or proposed Hardline Preserve is mostly prohibited (City of Carlsbad 2004).

The Mandana Preserve (a proposed Hardline Preserve) occurs 400 feet northwest of the project site (see Figure 6). Additionally, the Draft North County MSCP Preserve Area occurs just outside of the northern and eastern project boundary (see Figure 6).

The proposed impact area would not extend beyond the existing chain link fence that separates the currently developed area from the North County MSCP Preserve Area. Consequently, the project would not impact the North County MSCP Preserve Area or HMP future Hardline Preserve. Additionally, the project would remain in compliance with the HMP adjacency standards to fire management; erosion control; landscaping restrictions; fencing, signs, and lighting; and predator and exotic species control. As the project is proposed on previously developed land and no new development is planned beyond the existing chain link fence, the project would not be subject to any new brush management requirements. Construction would comply with best management practices to prevent erosion offsite and ensure that no new surface drainage is directed into the preserve. The proposed landscape plan does not include the introduction of non-native, invasive plant species from container stock or hydroseeded material adjacent to the preserve. No irrigation is proposed adjacent to the preserve. No native plant landscaping cultivars of coastal sage scrub and chaparral species would be taken from central or northern California locations, or from islands off the coast of southern California to avoid genetic contamination of native plant species. Existing chain link fencing that separates the project from the preserve would remain intact restricting access into the preserve. All proposed lighting adjacent to the preserve would be focused downward and shielded. No exotic species or non-native predators would be introduced. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.







-  Project Boundary
-  Survey Area
- City of Carlsbad HMP**
-  Mandana Preserve (Future Hardline)
- North County Draft MSCP**
-  Preserve Area

FIGURE 6
Project in Relation to City of Carlsbad
HMP and Draft North County MSCP

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RECON prepared a letter report evaluating potential impacts associated with cultural resources for the project (Appendix C; RECON 2022c). The analysis included a review of records in the California Historical Resources Information System and South Coastal Information Center for the project’s area of potential effect (APE), which consists of the project site and a surrounding one-mile buffer. Additionally, RECON sent a letter to the Native American Heritage Commission (NAHC) in Sacramento requesting they search their files to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity and to provide a list of local Native American tribes, bands, or individuals who may have concerns or interests in the cultural resources of the project. In its response on June 20, 2016, the NAHC indicated that there are no traditional lands or cultural places located within the boundaries of the project site.

a) No Impact

The project site currently consists of a vehicle washing and fueling station, fleet maintenance building, and parking areas. Existing features were developed over the past 40 years and do not have distinctive architectural characteristics that would qualify as historic resources. The records search completed for the project indicated that there have been 80 archaeological investigations conducted and 55 cultural resources discovered within a one-mile radius of the project’s APE. The cultural resources consisted of five bedrock milling sites with no artifacts; two bedrock milling sites with lithic scatters; two ceramic and lithic scatters; two ceramic, lithic, and shell scatters; two ground stone scatters; five lithic and ceramic scatters; nine lithic scatters, eleven lithic and shell scatters; seven shell scatters; four temporary camps; one roasting pit site; two prehistoric isolated artifacts; seven historic building/structures; and one multicomponent site with historic foundations and shell scatter. None of the 55 previously recorded sites were located within the APE. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. No impact would occur.

b) Less than Significant Impact

As described in Section V.a) above, none of the 55 previously recorded sites were located within the APE. One site (CA-SDI-5224) is recorded immediately adjacent to the APE. CA-SDI-5224 was recorded in 1977 as a shell scatter with a few lithic artifacts. Two buildings are currently located within the boundary of this site. An excavation program was completed at CA-SDI-5224 for the city’s Public Safety Center in 1983. A series of postholes and 1x1-meter units were excavated. Based on the recovery, the site was determined to be not significant. Additionally, the NAHC indicated that there are no traditional lands or cultural places located within the boundaries of the project site. Furthermore, review of historic aerial photographs determined that the project site had been graded and disturbed in the past, beginning in 1980. Therefore,

the likelihood of encountering significant cultural resources during construction is considered low, and impacts would be less than significant.

c) *Less than Significant Impact*

There are no dedicated cemeteries or recorded burials within the project site or surrounding vicinity. Additionally, the NAHC indicated that there are no traditional lands or cultural places located within the boundaries of the project site. Due to previous grading and disturbance, it is unlikely that human remains would be encountered during project grading and construction. In the unlikely event that human remains are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. Therefore, the project would not disturb any human remains, including those interred outside of dedicated cemeteries, and impacts would be less than significant.

VI. ENERGY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Less than Significant Impact*

Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include the following:

- Construction-related vehicle and equipment energy use
- Transportation energy use from people traveling to and from the project area during operation
- Building and facility energy use of the project during operation

Construction-Related Energy Use

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. Project construction is anticipated to last 18 months. The project would not require mass grading or other large earth-moving activities that could consume substantial amounts of fuel or other forms of energy. Based on CalEEMod calculations, project construction would require a maximum of 135 worker vehicle trips per day and 54 vendor trips per day during building construction activities. All other construction activities would require fewer worker and vendor vehicle trips. Fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County, and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet

CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short term (18 months) and would adhere to all construction BMPs. Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-Related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles), and building-related energy use (electricity and natural gas).

Transportation-Related Energy Use

Buildout of the project and vehicle trips associated with the project would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles and work trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. The project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of employees as the total of the existing four operations centers (143) and would only redistribute existing trips without adding any new trips to the roadway network. Based on the Vehicle Miles Traveled (VMT) Analysis prepared for the project, the total employee-generated VMT under the project would be 72 miles less compared to commutes from the four existing locations (see Table 5). Additionally, the project would further reduce regional VMT compared to the existing condition because the consolidated site would improve the efficiency of operations by reducing/eliminating other types of trips currently occurring between the four existing facilities. Additionally, the project would provide electric vehicle (EV) parking spaces. Project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation. Therefore, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of transportation-related energy, and impacts would be less than significant.

Non-Transportation-Related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set

by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. The project site is served by San Diego Gas & Electric (SDG&E). Based on the most recent annual report, SDG&E has already procured 39 percent (California Public Utilities Commission 2021) renewable energy and is on track to procure 60 percent by 2030 as outlined in SDG&E's 2019 RPS Procurement Plan (SDG&E 2020).

The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to greenhouse gas (GHG) reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 11 of the California Code of Regulations is the California Green Building Standards Code (CALGreen). Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The project would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require the following:

- outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency; and
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the project would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. The project would be required to meet the mandatory energy requirements of 2019 CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting.

Additionally, the project would comply with the following ordinances adopted by the City Council in March 2019 aimed at reducing GHG emissions in new construction and alterations to existing buildings. Projects requiring building permits will be subject to these ordinances, which address the following:

- Energy efficiency (Ord. No. CS-347)
- Solar photovoltaic systems (Ord. No. CS-347)
- Water heating systems using renewable energy (Ord. Nos. CS-347 and CS-348)
- Electric vehicle charging (Ord. No. CS-349)
- Transportation demand management (Ord. No. CS-350)

City Council Policy 71 – Energy Conservation and Management was issued in June 2006. It states “It is the policy of the city that design and specifications for new civic facilities be evaluated and selected on the basis of total lifetime costs of construction and operation and that such specifications be reviewed continually so that the most current energy conservation techniques, materials, and appliances are utilized in their construction. The goal is that, whenever practicable, and within a reasonable cost/benefit ratio, new facilities will be designed to be at least 25 percent more energy efficient than required by the State of California, Title 24 Energy Regulations. The following principles will be encouraged for all newly constructed facilities and major building renovation projects for City facilities.” It also states that the city strives to achieve LEED "Silver" Level Certification or the equivalent for all new city facilities.

Consistent with city policies on environmental sustainability, the office building would be designed to achieve a LEED rating level of silver or higher. Solar PV panels would be installed on the roof of the office building and the parking structure to support a goal of reaching a net-zero energy use facility. The project would also include EV charging stations and water efficient landscaping. Further, the project would comply with all applicable CAP ordinances by increasing energy efficiency, installing solar PV systems, using renewable energy water heating systems, installing EV charging stations, and implementing a transportation demand management program.

Therefore, operation of the project would not result in the use of excessive amounts of fuel or other forms of energy, and impacts would be less than significant.

b) *Less than Significant Impact*

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is CAP. As discussed in Section VI(a) above, the project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code and would be consistent with CAP ordinances and City Council Policy 71. Therefore, the project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E’s implementation of RPS, and impacts would be less than significant.

VII. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soils, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a.i) Less than Significant Impact

SCST prepared an Updated Geotechnical Investigation for the project (Appendix D; SCST 2019). The Updated Geotechnical Investigation determined that the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and that Rose Canyon is the closest active fault located approximately 7.5 miles southwest of the project site. Consequently, the risk associated with fault rupture would be low. Therefore, the project would not cause potential substantial adverse effects associated with fault rupture, and impacts would be less than significant.

a.ii) Less than Significant Impact

The project site is located in the seismically active southern California region. As described in Section VII.a.ii) above, Rose Canyon is the closest active fault located approximately 7.5 miles southwest of the project site. Consequently, the project may be subject to seismic ground shaking. However, all project structures would be designed consistent with the seismic standards of the CBC to ensure structural integrity during a seismic event. Therefore, the project would not cause potential substantial adverse effects associated with strong seismic ground shaking, and impacts would be less than significant.

a.iii) *Less than Significant Impact*

Liquefaction occurs when loose, saturated, generally fine sands and silts are subjected to strong ground shaking. The soils lose shear strength and become liquid, potentially resulting in large total and differential ground surface settlements as well as possible lateral spreading during an earthquake. The Updated Geotechnical Investigation determined that due to the relatively dense nature of the materials beneath the site, the potential for liquefaction and dynamic settlement to occur is low. Therefore, the project would not cause potential substantial adverse effects associated with seismic-related ground failure, including liquefaction, and impacts would be less than significant.

a.iv) *Less than Significant Impact*

The Updated Geotechnical Investigation did not identify any evidence of landslides or slope instabilities. Consequently, the potential for landslides or slope instability is considered low. Therefore, the project would not cause potential substantial adverse effects associated with landslides, and impacts would be less than significant.

b) *Less than Significant Impact*

Project construction would expose soils, which would have the potential to result in soil erosion. However, the project would prepare a SWPPP consistent with the requirements of the National Pollutant Discharge Elimination System Construction General Permit. The SWPPP would document construction BMPs, which may include, but would not be limited to, vegetation stabilization planting, hydraulic stabilization hydroseeding, silt fencing, fiber rolls, and spill prevention/control measures that would prevent soil erosion. Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c) *Less than Significant Impact*

The Updated Geotechnical Investigation did not identify any evidence of landslides or slope instabilities. Similarly, updated Geotechnical Investigation determined that the site is not located in an area of known subsidence associated with fluid withdrawal (groundwater or petroleum). The Updated Geotechnical Investigation determined that due to the relatively dense nature of the materials beneath the site, the potential for liquefaction and dynamic settlement to occur is low. Therefore, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) *Less than Significant with Mitigation Incorporated*

The Updated Geotechnical Investigation determined that the site is located in the coastal plain and is underlain by fill and Lusardi Formation. The Updated Geotechnical Investigation further determined that subsurface conditions consist of potentially compressible fill and expansive soils. The on-site materials tested have expansion indexes ranging from 2 to 66, which exceeds the significance threshold of an expansion index of 50 or less. This would be considered a significant impact. Implementation of Mitigation measure GEO-1 would reduce impacts associated with expansive soils to a level less than significant.

GEO-1: Geotechnical Recommendations

The project would be required to implement the geotechnical recommendations presented in the Updated Geotechnical Investigation. These include, but are not limited to, recommendations related to potentially compressible fill, cut/fill transitions, expansive soils, and difficult excavations. The geotechnical engineer should review project plans and specifications prior to bidding and construction to check that

the intent of the recommendations in the Updated Geotechnical Investigation have been incorporated. Observations and tests should be performed during construction. If the conditions encountered during construction differ from those anticipated based on the subsurface exploration program, the presence of the geotechnical engineer during construction would enable an evaluation of the exposed conditions and modifications of the recommendations in the Updated Geotechnical Investigation or development of additional recommendations in a timely manner.

e) No Impact

The project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

f) Less than Significant with Mitigation Incorporated

The San Diego Natural History Museum (SDNHM) prepared a Paleontological Resource Assessment (Appendix E; SDNHM 2021). A paleontological field survey was not conducted due to the extensive existing development at the site, the presence of artificial fill, and the lack of surface exposures of native sedimentary deposits. A review was conducted of relevant published geologic maps, published geological and paleontological reports, the site-specific Updated Geotechnical Investigation completed for the project (see Appendix D; SCST 2019), and other relevant literature (e.g., field trip guidebooks, theses and dissertations, and unpublished paleontological mitigation reports). This approach was followed in recognition of the direct relationship between paleontological resources and the geologic formations within which they are entombed. Knowing the geologic history of a particular area and the fossil productivity of geologic formations that occur in that area, it is possible to predict where fossils would, or would not, be encountered. A paleontological records search was conducted at the SDNHM in order to determine if any documented fossil collection localities occur within the project site or immediate surrounding area. The SDNHM records search involved examination of the paleontological database for any records of known fossil collection localities from sedimentary deposits similar to those underlying the Project site within an approximately one-mile radius.

Published geologic mapping documents that the project site is entirely underlain by the Lusardi Formation. The site-specific Updated Geotechnical Investigation determined that deposits of the Lusardi Formation underlying the project site consist of silty to clayey sandstone and conglomerate and are overlain throughout by previously placed artificial fill deposits measuring between 6 inches and 11.5 feet thick. Fill deposits are thickest in the southwestern portion of the site, where they measure between 7 and 11.5 feet thick.

To date, identifiable fossils have not been recovered from the Lusardi Formation. However, the Cretaceous age of this rock unit coupled with its terrestrial depositional setting suggest the potential that it may contain significant paleontological resources. The recovery of rare fossils of terrestrial organisms (e.g., leaves, stems, and wood of vascular plants and skeletal remains of dinosaurs) from marine strata of the possibly contemporaneous Point Loma Formation, suggests the potential presence of such fossils in the terrestrial deposits of the Lusardi Formation.

Artificial fill has been previously disturbed and may have been imported to its current location. Any fossils these deposits may contain have lost their original stratigraphic and geographic context, and therefore are not considered to be scientifically significant.

A total of 62 documented SDNHM fossil collection localities are located within a one-mile radius of the project site. The vast majority of these localities are from the late Cretaceous-age (approximately

75 million years old) Point Loma Formation, which lies stratigraphically just above the Lusardi Formation and is mapped to the west and south of the project site. Additional nearby SDNHM localities are from the middle Eocene-age Santiago Formation and Pleistocene-age nonmarine terrace deposits, neither of which occur within the project site.

While published geologic mapping does not indicate that the Point Loma Formation underlies the Project site, previous paleontological monitoring conducted by PaleoServices staff during 2013–2014 construction of the Carlsbad Desalination Pipeline project documented fossil-bearing strata of the Point Loma Formation along Faraday Avenue in areas mapped as the Lusardi Formation. Specifically, fragmentary impressions of vascular plants (including a stem fragment of a member of the coniferous evergreen tree family Araucariaceae) were recovered from a series of collecting sites located along Faraday Avenue, approximately 0.2 mile due south of the project site. These sites were recovered from an unusual basal conglomerate member of the Point Loma Formation consisting of a moderately indurated cobble conglomerate in a matrix of yellowish-brown coarse-grained sandstone, with fossil bearing horizons of blueish gray to greenish gray siltstones, sandy siltstones, and sandstones. Based on these previous observations, it is possible that the silty/clayey sandstone and gravel to boulder conglomerate strata encountered in geotechnical borings within the Project site could actually represent the Point Loma Formation. In general, the Lusardi Formation can be differentiated from the basal conglomerate of the Point Loma Formation based on the presence of larger and more weathered clasts of locally-derived plutonic and metavolcanic rock, a lack of siltstone/sandstone horizons, and its heavily indurated nature.

Artificial fill deposits present within the project site are assigned a low paleontological potential, because the stratigraphic and geologic context of any contained fossils has been lost. Consistent with city Tribal, Cultural, and Paleontological Guidelines (City of Carlsbad 2017), the Lusardi Formation is assigned a moderate paleontological potential. This rating is based on its non-marine sedimentary origin, late Cretaceous age, and possible contemporaneity with the marine Point Loma Formation. It should also be kept in mind that the strata underlying the project site may in fact represent sandstones and conglomerates at the base of the Point Loma Formation. Additionally, the presence of dozens of fossil collection localities from the Point Loma Formation in the vicinity of the project site, including in areas depicted as the Lusardi Formation on published geologic maps, supports a high paleontological potential for all late Cretaceous strata in this area.

Cretaceous-age strata mapped as the Lusardi Formation underlie artificial fill throughout the project site at depths ranging from as little as 6 inches to as much as 11.5 feet below existing grade. Because remedial grading is planned to expose formational materials, these strata would be impacted at or near the maximum depths of remedial grading and would also be impacted during footing excavations for the parking structure. Therefore, project construction would have the potential to impact paleontological resources, which would be considered a significant impact. Implementation of mitigation measure PAL-1 would reduce this impact to a level less than significant.

PAL-1: Paleontological Resources Monitoring

Implementation of a paleontological mitigation program, in the form of paleontological monitoring, is recommended for earthwork at the project site that will directly impact previously undisturbed strata mapped as the Lusardi Formation (or unmapped strata of the Point Loma Formation, if present). The paleontological mitigation program would include the following measures:

- a. **Pre-construction (personnel and repository):** Prior to the commencement of construction, a qualified Principal Paleontologist shall be retained to oversee the mitigation program. The city defines a Principal Paleontologist as a person with a graduate degree in paleontology, geology, or related field, and who has at least one year of prior experience as a principal investigator. In addition, a regional fossil repository shall be designated to receive any discovered fossils. Because the project is in San Diego County, the recommended repository is the San Diego Natural History Museum.
- b. **Pre-construction (meeting):** The Principal Paleontologist should attend the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.
- c. **Pre-construction (training):** The Principal Paleontologist shall conduct a paleontological resource contractor awareness training workshop to be attended by earth excavation personnel.
- d. **During construction (monitoring):** A paleontological monitor (working under the direction of the Principal Paleontologist) should be on-site on a full-time basis during all original cutting of previously undisturbed deposits mapped as the Lusardi Formation (moderate paleontological potential) and/or Point Loma Formation (high paleontological potential) to inspect exposures for unearthed fossils. Monitoring is recommended during earthwork that exceeds the depth of fill in the vicinity of the proposed general services building and general services warehouse/shop (southern portion of the site), which ranges from 2 to 11.5 feet thick, and during earthwork extending at least 1 foot below existing grade elsewhere within the site, including for the proposed parking structure (eastern portion of the site).
- e. **During construction (fossil recovery):** If fossils are discovered, the Principal Paleontologist (or paleontological monitor) should recover them. Bulk sedimentary matrix samples may also be collected for stratigraphic horizons that appear likely to contain microscopic fossil remains. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large skeleton) may require an extended salvage period. In these instances, the Principal Paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.
- f. **Post-construction (treatment):** Fossil remains collected during monitoring and salvage should be prepared (including washing of sediments to recover microfossils), repaired, sorted, and cataloged as part of the mitigation program.
- g. **Post-construction (curation):** Prepared fossils, along with copies of all pertinent field notes, photos, and maps, should be deposited (as a donation) in the designated fossil repository. Donation of the fossils shall be accompanied by financial support for initial specimen storage.
- h. **Post-construction (final report):** A final summary paleontological mitigation report should be completed that outlines the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of catalogued fossils, and significance of recovered fossils.

VIII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In September 2015, the city adopted a Climate Action Plan (CAP), which was subsequently revised in May 2020. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5 that outlines actions that the city will undertake to achieve its proportional share of state greenhouse gas (GHG) emissions reductions. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project’s incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

In March 2019, the City Council adopted several ordinances aimed at reducing GHG in new construction and alterations to existing buildings. Projects requiring building permits will be subject to these ordinances, which address the following:

- Energy efficiency measures (Ord. No. CS-347)
- Solar photovoltaic systems (Ord. No. CS-347)
- Water heating systems using renewable energy (Ord. Nos. CS-347 and CS-348)
- Electric vehicle charging stations (Ord. No. CS-349)
- Transportation demand management (Ord. No. CS-350)

The CAP established a screening threshold of 900 metric tons carbon dioxide equivalent (MT CO₂E) per year for new development projects in order to determine if a project would need to demonstrate consistency with the CAP through the Consistency Checklist and/or a self-developed GHG emissions reduction program (Self-developed Program). Projects that are projected to emit fewer than 900 MT CO₂E annually would not make a considerable contribution to the cumulative impact of climate change, and therefore, do not need to demonstrate consistency with the CAP. Regardless of this screening threshold, all projects requiring building permits are subject to the above-referenced CAP ordinances. Such projects are therefore required to show compliance with the ordinances through submittal of a completed Consistency Checklist.

For a project that requests a land use change through a General Plan amendment, master plan/specific plan amendment, and/or zone change, a project-specific GHG emissions analysis as described in Section 4 of the P-31 GHG Guidance must be submitted as part of the discretionary permit application. If the study reveals the project to be more GHG-intensive as compared to that assumed for the existing land use designation, and the project’s emissions would be at or above the screening threshold of 900 MT CO₂E, the project applicant would need to demonstrate compliance with the CAP ordinances through completion of a CAP Consistency Checklist and identify additional mitigation measures to offset the increase in emissions resulting from the land use change.

The city's CAP contains a baseline inventory of GHG emissions for 2012, a projection of emissions to 2035 (corresponding to the General Plan horizon year), a calculation of the city's targets based on a reduction from the 2012 baseline, and emission reductions with implementation of the CAP.

Carlsbad emitted a total of 977,000 MT CO₂E in 2012. Accounting for future population and economic growth, the city projects GHG emissions of 956,000 MT CO₂E in 2035. The CAP set a target to achieve a 4 percent reduction from the 2012 baseline by 2020 based on the recommendation by the California Air Resources Board (ARB). The CAP also includes a reduction target to reduce emissions below the 2012 baseline by 52 percent by 2035. Therefore, the city must implement strategies that reduce emissions to 937,920 MT CO₂E in 2020 and 468,960 MT CO₂E in 2035. By meeting the 2020 and 2035 targets, the city will meet the 2030 state goal identified in SB 32 and maintain a trajectory to meet its proportional share of the 2050 state target identified in Executive Order S-3-05.

a) *Less than Significant Impact*

Individual projects do not generate sufficient GHG emissions to have a substantial effect on global climate change (South Coast Air Quality Management District [SCAQMD] 2008b; San Joaquin Valley Air Pollution Control District 2009). However, continued development may contribute to the cumulative global accumulation of GHG emissions that could result in adverse impacts on the current climate. In the context of CEQA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective" (California Air Pollution Control Officers Association [CAPCOA] 2008). While the geographic extent of the cumulative contributions to GHGs and climate change is worldwide, relating the contribution of a single project to cumulative global emissions marginalizes project impacts. This makes it difficult to assess the significance of a single project, particularly one designed to accommodate anticipated population growth.

The city's CAP was adopted September 2015 and revised in May 2020 (City of Carlsbad 2020). The CAP is designed to reduce the city's GHG emissions and streamline environmental review of future development projects in the city in accordance with CEQA. The CAP includes actions to carry out the General Plan's goals and policies.

The CAP states that "the City has determined that new development projects emitting less than 900 MT CO₂E annual GHG would not contribute considerably to cumulative climate change impacts." A project that exceeds the 900 MT CO₂E screening threshold shall comply with the CAP in one of two ways (City of Carlsbad 2020):

- **Checklist Approach.** The Project Review Checklist contained in the CAP provides direction about measures to be incorporated in individual projects, which will be used during the normal development review process. Project features that help a project meet the provisions of the CAP shall then become part of project conditions of approval.
- **Self-Developed Program Approach.** Rather than use the standard checklist, project proponents can develop their own program that would result in the same outcome as the checklist. Appendix E of the CAP provides a non-exclusive list of potential mitigation measures that can be applied at the project level to reduce project-level GHG emissions. Other measures not listed in the appendix may be considered, provided that their effectiveness in reducing GHG emissions can be demonstrated. The self-developed program approach and selection of mitigation measures shall be subject to city review and approval.

The project would result in short-term emissions from construction and long-term emissions associated with project operation. RECON prepared an Air Quality and Greenhouse Gas Letter Report for the project (see Appendix A; RECON 2022a). In the letter report, construction and operation GHG emissions associated with the project were estimated using the CalEEMod software version 2016.3.2 and compared to the CAPCOA’s recommended screening threshold of 900 MT CO₂E per year. Relevant analysis from the letter report is included below and modeling results are summarized in Table 4 below. For a full discussion of methodology and assumptions, see Appendix A.

Table 4 Project GHG Emissions in 2020 (MT CO ₂ E per year)	
Emissions Source	Project Emissions
Vehicles	403
Energy Use	224
Area Sources	<1
Water Use	118
Solid Waste Disposal	56
Construction ¹	27
Total	828
SOURCE: Attachment A.	
¹ Following the recommendation of multiple air districts, including the SCAQMD, construction-related emissions were amortized over a 30-year period (to represent the equivalent annual emissions) and added to operational emissions.	

As shown in Table 4 above, the project would generate 828 MT CO₂E annually, which would be less than CAPCOA’s recommended screening threshold of 900 MT CO₂E. As described in the project description above, solar PV panels would be installed on the roof of the office building and the parking structure to support a goal of reaching a net-zero energy use facility. As a conservative analysis, the project was modeled assuming the installed solar PV panels would generate 50 percent of the project’s required energy use. Consequently, if the project were to achieve net-zero energy use, the GHG emission associated with energy use would be less than the 828 MT CO₂E modeled for the project. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

b) Less than Significant Impact

Executive Order (EO) S-3-05 established GHG emission reduction targets for the state, and Assembly Bill (AB) 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan (CARB 2008) that outlined the reduction measures needed to reach these targets. The project is consistent with the state reduction targets for transportation, energy, and other emissions associated with land use and development. In short, because the project would emit less than 900 MT CO₂E annually, the project would not contribute considerably to cumulative climate change impacts.

EO B-30-15 establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. As discussed above, EO B-30-15’s goal to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 has not been codified by the Legislature. Nonetheless, because of the ongoing controversy regarding the application of EOs in the context of CEQA and the strong interest in California’s post-2020 climate policy, this analysis renders a determination as to whether the project would conflict with or impede substantial progress towards the statewide reduction goals established by EO B-30-15 for 2030 and by EO S-3-05 for 2050.

Project emissions would continue to decline as a result of federal, state, and local implementation measures such as increased federal and state vehicle efficiency standards and SDG&E increase renewable sources of energy in accordance with California Renewable Portfolio Strategy mandates. Based on currently available models and regulatory forecasting, project emissions would continue to decline from 2030 through at least 2050. Given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is in line with the GHG reductions needed to achieve the EOs' interim (2030) and horizon-year (2050) goals. The project would not impede substantial progress toward long-term GHG goals. As such, the project's impacts with respect to EO B-30-15 and EO S-3-05 would be less than significant.

Additionally, a CAP Consistency Checklist was completed for the project that documented the project's consistency with the requirements of the city's CAP (see Appendix A, Attachment 2). As shown in the CAP Consistency Checklist, the project would be consistent with the existing land use and zoning designations of the project site and would be compliant with the city's CAP Ordinances by increasing energy efficiency, installing solar photovoltaic systems, providing electric vehicle parking, and preparing a transportation demand management plan. Because the project would emit less than 900 MT CO₂E annually, and because the project would be consistent with the city's CAP Ordinances as demonstrated through the CAP Consistency Checklist, the project would not conflict with implementation of the city's CAP. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs, and impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Less than Significant Impact*

The project site includes a vehicle washing and fueling station, and an existing central equipment plant for standby generators, boilers, and cooling towers. Hazardous materials associated with these uses include fuels such as propane, gasoline and diesel, automotive products such as oils, solvents, and paints, cleaning products, and pesticides/herbicides. The project would continue to have similar uses and would also involve the routine use and storage of hazardous materials.

Existing and proposed storage, handling, transport, emission and disposal of hazardous substances would be in full compliance with local, state, and federal regulations such as the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act. California Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520. The project would comply with the County of San Diego Department of Environmental Health (DEH) requirements for a Hazardous Materials Business Plan (HMBP) and would undergo routine inspections for regulation compliance. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) *Less than Significant Impact*

As described in Section VIII.a) above, storage, handling, transport, emission and disposal of hazardous substances would be in full compliance with local, state, and federal regulations. Additionally, the project would comply with the County of San Diego DEH requirements for a HMBP and would undergo routine inspections for regulation compliance. Therefore, the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

c) *No Impact*

The nearest schools include the Pacific Ridge High School, which is 1.3 miles to the southeast, and the Sage Creek High School, which is 1.5 miles to the northwest. Therefore, the project would not emit or handle hazardous materials within one-quarter mile of a school. No impact would occur.

d) *Less than Significant with Mitigation Incorporated*

A hazardous waste site record search was completed in May 2015, using Geotracker, an online database of hazardous site records maintained by the California State Water Resources Control Board. The project site is recorded as an open case on the Geotracker database.

In April 2012, city staff discovered that an underground supply line for a hydraulic lift associated with the existing fleet facility had leaked an unknown quantity of hydrocarbons to the soil. City staff submitted a request for remediation guidance from the County of San Diego (County) DEH Voluntary Assistance Program. County DEH subsequently opened Case #H39788-001 against the property and sent an advisory letter to city staff. In its advisory letter, County DEH informed the city that they may either (1) develop a work plan of borings, sampling, reports, etc. to assess the extent of contamination and human health risk so the case may be closed, or (2) dispose of soil collected at the site as a hazardous material and leave the case open and inactive until soil disturbance occurs. City staff elected for the second option; thus, the project site has remained on the list of open cases with no further developments since April 2012. The extent of soils contamination remains unknown.

Disturbance of soil with hydrocarbon contamination may result in health risks to construction workers, the public, or the environment. There are various contaminants of key concern that may be associated with hydrocarbon releases; these contaminants may have carcinogenic or acute health risks. As the quantity of hydrocarbons released to soils and the extent of soils contamination has not been investigated, it is not possible to conclude that normal best management practices would preclude or minimize the hazard. Therefore, impacts would be considered potentially significant. Implementation of mitigation measures HAZ-1 and HAZ-2 would reduce impacts associated with existing soils contamination to a level less than significant.

HAZ-1: Phase II Environmental Site Assessment

The city will retain a qualified environmental professional to perform a Phase II Environmental Site Assessment (ESA) consistent with ASTM standards to ascertain the extent of soils contamination. The city will subsequently consult with County DEH to determine appropriate measures to avoid or minimize health risk associated with soils contamination. Based on the findings of the Phase II ESA and recommendations of the County DEH, subsequent investigations such as additional soils sampling or health risk assessment and remediation measures such as soils extraction, including soils extraction, groundwater pumping and treatment, or soil vapor extraction, may be required. Upon completion of soils investigations and any necessary remediation and prior to the issuance of a grading permit, the city Engineer will review and approve a Construction Plan that avoids or minimizes health risks associated with soils contamination.

HAZ-2: Soils Disposal

Prior to soils investigations outlined in mitigation measure HAZ-1, The city will verify through contract obligations, transportation manifests, disposal receipts, or applicable other means that any soils extracted from the project site including, but not limited to soils extraction for activities such as borings or samplings will be transported and disposed of consistent with State Administrative Manual (SAM) procedures for hazardous materials. Consistent with subsequent recommendations by the environmental professional performing the Phase II ESA required under HAZ-1 and County DEH, the City will also verify through contract obligations, transportation manifests, disposal receipts, or applicable other means that potentially contaminated soils extracted during soils investigations or soils remediation are transported and disposed of consistent with SAM procedures for hazardous materials.

Compliance with mitigation measures HAZ-1 and HAZ-2 would preclude hazards associated with potential disturbance, transport, or disposal of potentially contaminated soils. Therefore, the project would not

create a significant hazard to the public or the environment and impacts would be reduced to a level that is less than significant.

e) *Less than Significant Impact*

The project site is approximately 0.5 mile northeast of McClellan-Palomar Airport. The San Diego County Regional Airport Authority (SDCRAA) last amended the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) on December 1, 2011 (SDCRAA 2011). As identified in the ALUCP, the project site is in the Airport Impact Area (AIA) in Safety Zone 6 – Traffic Pattern Zone. Safety Zone 6 is the least strict zone, and encompasses a larger area than the other five zones combined. The ALUCP states that the risks in Zone 6 are much lower than risks in other zones and indicates that all types of development are considered compatible or conditionally compatible with Safety Zone 6. The city has obtained a Part 77 determination from the Federal Aviation Administration (FAA) that the project would pose no hazard to air navigation (Appendix F; FAA 2019). Therefore, the project would not result in a safety hazard or excessive noise for people working in the project area, and impacts would be less than significant.

f) *Less than Significant Impact*

The project site is immediately adjacent to the city's Public Safety Center to the southeast, and the Safety Training Center to the south. Additionally, city Fire Station 5 is immediately south of the Safety Training Center. Project operation would not result in substantial changes to circulation patterns for proximate roads such as Orion Way, Orion Street, or Impala Drive and thus would not impede emergency response via these roads. Additionally, construction staging areas would be confined to the project site and would not impede circulation on these roads.

In the event of an emergency, ingress and egress from the project site would typically be to the south or west via Orion Way, Orion Street, or Impala Drive. Current features that impede ingress and egress include a chain link fence that secures the fleet parking area. The project would expand the secured parking area by moving the fence further south; however, this would not reduce the number or quality of ingress and egress routes from the site. The project would discontinue an existing informal access point into the Carlsbad Oaks North County Preserve from the western fleet yard. This access point is not considered to have substantial value as an ingress or egress route. Changes to the circulation network would be limited to ingress and egress routes from the site. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) *Less than Significant Impact*

Review of Figure 6-10 of the city's Public Safety Element determined that the project site is located within an area designated by the city as Very High Fire Hazard Severity Zone (FHSZ). However, the project would not extend beyond the existing chain link fence that separates the currently developed area from undeveloped lands within the North County MSCP Preserve Area. Therefore, the project would not exacerbate fire risk compared to the existing condition. Carlsbad Fire Station 5 is located immediately southwest of the project site and would be able to provide fire protection services in the event of a wildfire. Additionally, the project has been designed to include the latest ignition resistant building materials and all structures would include interior sprinklers consistent with Carlsbad Fire and Building Code. This would result in facilities that are less susceptible to fire than currently exist on-site. The project has also been designed consistent with Carlsbad Fire and Building Code setback requirements to minimize fire risk, and project landscaping would be consistent with the requirements of the city's adopted Landscape Manual as it relates to fire protection. Furthermore, the city Fire Marshal has reviewed and approved the project. Therefore, the project would not expose people or structures, either directly or

indirectly, to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation with Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with ground water recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: <ul style="list-style-type: none"> <li data-bbox="310 911 1052 947">i. Result in substantial erosion or siltation on- or offsite; <li data-bbox="310 957 1052 1024">ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite <li data-bbox="310 1035 1052 1136">iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or <li data-bbox="310 1146 1052 1182">iv. Impede or redirect flood flows? 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less than Significant Impact

The city Municipal Code Section 15.12, Stormwater Management and Discharge Control, prohibits a variety of discharges including, but not limited to, the discharge from automotive services repair, equipment maintenance, and automobile washing and mandates that all persons utilize best management practices to the maximum extent practicable to eliminate or reduce pollutants entering city storm drains. Project design BMPs would include eight biofiltration basins and two modular wetlands with combined pollutant control and flow control to satisfy both water quality and hydromodification requirements. These BMPs would detain and treat water used to clean vehicles and storm runoff associated with new, replaced and existing impervious surfaces such as the parking lot and buildings.

Project construction would expose soils, which would have the potential to result in soil erosion. However, the project would prepare a SWPPP consistent with the requirements of the National Pollutant Discharge Elimination System Construction General Permit. The SWPPP would document potential construction BMPs, which may include, but would not be limited to, vegetation stabilization planting, hydraulic

stabilization hydroseeding, silt fencing, fiber rolls, and spill prevention/control measures that would prevent soil erosion.

In the post-project condition, the project would introduce landscaping in order to preserve soils and prevent erosion. Additionally, WSP prepared a Storm Water Quality Management Plan (SWQMP) to document post-project BMPs that would preserve water quality (Appendix G; WSP 2022a). The SWQMP documented that the project would introduce eight biofiltration basins and two modular wetlands with combined pollutant control and flow control to satisfy hydromodification requirements. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

b) *Less than Significant Impact*

The project does not propose groundwater extraction. The project would increase the amount of impermeable surfaces on-site from 5.42 acres to 7.50 acres. However, water would continue to infiltrate through 0.74 acre of the post-construction development footprint that would remain pervious. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with ground water recharge, and impacts would be less than significant.

c.i) *Less than Significant Impact*

The project site does not include a stream or river and the majority of the site is developed. Runoff on the project site flows from north to south on to Orion Way, and then enters the existing storm drain system. Project construction would expose soils, which would have the potential to result in soil erosion. Similarly, project construction may involve the use of small amounts of solvents, cleaners, paint, oils and fuel for equipment that if accidentally released could impact water quality. However, the project would prepare a SWPPP consistent with the requirements of the National Pollutant Discharge Elimination System Construction General Permit. The SWPPP would document potential construction BMPs, which may include, but would not be limited to, vegetation stabilization planting, hydraulic stabilization hydroseeding, silt fencing, fiber rolls, and spill prevention/control measures that would preserve water quality.

The project would preserve the existing drainage pattern in the post-project condition. Runoff would continue to flow from north to south on to Orion Way, and then enter the existing storm drain system. Additionally, the project would introduce landscaping in order to preserve soils and prevent erosion in the post-project condition. The SWQMP documented that the project would introduce eight biofiltration basins and two modular wetlands with combined pollutant control and flow control to satisfy hydromodification requirements. Therefore, the project would not substantially alter the existing drainage pattern in manner that would result in substantial erosion or siltation on- or offsite, and impacts would be less than significant.

c.ii) *Less than Significant Impact*

The project would preserve the existing drainage pattern in the post-project condition. Runoff would continue to flow from north to south on to Orion Way, and then enter the existing storm drain system. The Preliminary Hydrology Report documented that the project would increase storm water runoff rates under the 10-, 50-, and 100-year storm events as follows:

- Increase the 10-year storm water runoff rate from 24.32 cubic feet per second (cfs) in the existing condition to 27.01 cfs in the post-project condition.

- Increase the 50-year storm water runoff rate from 33.77 cfs in the existing condition to 37.51 cfs in the post-project condition.
- Increase the 100-year storm water runoff rate from 40.53 cfs in the existing condition to 45.01 cfs in the post-project condition (Appendix H; WSP 2022b).

However, the existing downstream storm drain system is sufficiently sized to safely store the increased post-project runoff volume described in Section X.c.ii above. Therefore, the project would not substantially alter the existing drainage pattern in manner that would substantially increase the rate or amount of surface runoff that would result in flooding on- or offsite, and impacts would be less than significant.

c.iii) Less than Significant Impact

As described in Section X.c.ii) above, the project would preserve the existing drainage pattern in the post-project condition. Runoff would continue to flow from north to south on to Orion Way, and then enter the existing storm drain system. Furthermore, the existing downstream storm drain system is sufficiently sized to safely store the increased runoff volume . Therefore, the project would not substantially alter the existing drainage pattern in manner that would impede or redirect flood flows, and impacts would be less than significant.

c.iv) Less than Significant Impact

Review of Figure 6-1 of the city's Public Safety Element determined that the project site is not located within an area designated by the city as a 100 Year Flood –High Risk Coastal Area or 100-Year Flood High Risk Area. The existing downstream storm drain system is sufficiently sized to safely store the increased runoff volume as described in Section X.c.ii above. Therefore, the project would not substantially alter the existing drainage pattern in manner that would impede or redirect flood flows, and impacts would be less than significant.

d) No Impact

Review of Figure 6-1 of the city's Public Safety Element determined that the project site is not located within an area designated by the city as a 100 Year Flood –High Risk Coastal Area or 100-Year Flood High Risk Area. Review of Figure 6-2 of the city's Public Safety Element determined that the project site is not located within an area designated by the city as Dam Inundation Area. Review of Figure 6-3 of the Public Safety Element determined that the project site is not located within an area designated by the city as within the Maximum Tsunami Projected Runup. The project would not be at risk from a seiche because it is not located near a large water body and is at a higher elevation than the surrounding topography. The project would not be at risk from mudflow inundation because the site is at a higher elevation than the surrounding topography. Therefore, the project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones. No impacts would occur.

e) Less than Significant Impact

As described in Section X.a) above, the project would implement construction and operational BMPs that would prevent erosion and pollution from affecting water quality. As described in Section X.b) above, the increase in the amount of impermeable surfaces on-site from 5.42 acres to 7.50 acres would not substantially interfere with groundwater recharge. Water would continue to infiltrate through the 0.74 acre of the post-construction development footprint that would remain pervious. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

XI. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact

The project would be located within an established Public Works and Public Safety complex. All work would be located within existing complex and would not impact any surrounding properties or affect the existing land use pattern. Changes to the existing circulation network would be limited to improved connections to Orion Drive and Orion Way that would not affect any surrounding roadways. No new roadways or expansion of roadways would be required to accommodate the project. The project would be served by utilities that are already serving the Public Works and Public Safety complex. The project would not impact the existing 30-foot stone stairway “trail” or viewpoint area in the northeastern corner of the project site. Therefore, the project would not physically divide an established community. No impact would occur.

b) Less than Significant Impact

The project site has a General Plan land use designation of Public Facilities. Per the General Plan Land Use & Community Design Element, this designation “is intended to provide for schools, government facilities (civic buildings, libraries, maintenance yards, police and fire stations), public/quasi-public utilities, airport sites, and other facilities that have a public/quasi-public character.” Additionally, the project site is zoned Open Space, and the proposed land use is allowed by the Zoning Code with the issuance of a Conditional Use Permit by the Planning Commission. The site was intended to be developed and is not part of the adjacent open space preserve. Title 21 of the Carlsbad Municipal Code, Zoning, allows for public and quasi-public office buildings in open space areas as identified in Section 21.33.020, permitted uses in the Open Space Zone, and defined by Section 21.04.297 Public and Quasi-Public Office Buildings and Accessory Utility Buildings and Facilities: “Public and quasi-public office buildings and accessory utility buildings and facilities” means and includes, but is not limited to, government office buildings and accessory utility buildings and facilities. Thus, the project is consistent with the city’s General Plan land use designation and zoning.

The General Plan Land Use & Community Design Element does not contain goals or policies that directly implement the Public Facilities land use designation. However, given the project’s industrial setting, consistency can be found through relevant policies throughout the General Plan. For example, the project would be consistent with General Plan policies related to industrial use. By redeveloping an existing site that is surrounded by similar uses, the project would be consistent with land use policies that seek to “limit general industrial development within the community to those areas and uses with adequate transportation access (2-P.27)” and “require new industrial development to be located in modern, attractive, well-designed and landscaped industrial parks (2-P.30)”.

Further, redevelopment of the project site would also be consistent with these other Land Use & Community Design Element policies as well as those in the Mobility, Public Safety and Sustainability elements:

Land Use & Community Design Element

- “Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses (2-G.3)”
- “Maintain land use compatibility between McClellan-Palomar Airport and surrounding land uses, and encourage the airport’s continued operations while ensure it does not unduly impact existing neighborhoods and communities (2-G.13)”
- “Ensure that adequate public facilities and services are provided in a timely manner to preserve the quality of life for residents (2-G.21)”
- “Establish development standards that will preserve natural features and characteristics, especially those within coastal, hillside and natural habitat areas (2-P.40)”

Mobility Element

- “Require new employment development to provide secure bicycle parking on-site. Major employers should provide shower and changing rooms for employees as appropriate (3-P.39)”

Public Safety Element

- “Maintain safety services that are responsive to citizens’ needs to ensure a safe and secure environment for people and property in the community (6-G.3)”

Sustainability Element

- “Continue efforts to decrease use of energy and fossil fuel consumption in municipal operations, including transportation, waste reduction and recycling, and efficient building design and use (9-P.2)”

As described in Section IV.f) above, the proposed impact area would not extend beyond the existing chain link fence that separates the currently developed area from the North County MSCP Preserve Area. Therefore, the project would not impact the North County MSCP Preserve Area or HMP future Hardline Preserve. As described in Section VIII.b) above, the project would emit less than 900 MT CO₂E annually, and would be consistent with the city’s CAP Ordinances as demonstrated through the CAP Consistency Checklist. Therefore, the project would not conflict with implementation of the city’s CAP.

The project has also been designed consistent with Carlsbad Fire and Building Code setback requirements to minimize fire risk, and project landscaping would be consistent with the requirements of the city’s adopted Landscape Manual as it relates to both fire protection and water efficiency. In addition, the city has developed a Growth Management Plan (GMP) for the purpose of, among other things, ensuring all development is consistent with the General Plan and providing adequate facilities that keep pace with population growth. The GMP establishes performance standards for public facilities; most relevant to the project are performance standards relating to city administrative facilities and circulation.

Regarding city administrative facilities, the performance standard requires “1,500 square feet per 1,000 population must be scheduled for construction within a five-year period or prior to construction of 6,250 dwelling units, beginning at the time the need is first identified.” The latest GMP Monitoring Report, prepared for Fiscal Year 2020-2021, identifies that current city administrative facilities exceed the performance standard. The report also identifies the Orion Center has a future contributor of additional administrative space.

Regarding circulation, the GMP establishes a requirement to maintain Level of Service (LOS) D or better for all modes that are subject to this multi-modal level of service (MMLOS) standard, as identified in Table 3-1 of the General Plan Mobility Element, excluding LOS exempt intersections and streets approved by the City Council. As described in more detail below in subsection XVII of this IS/MND, with implementation of mitigation the project is consistent with the city’s MMLOS standards for pedestrian, bicycles, and transit.

Given the considerations above, the project would not impair implementation of the city’s Growth Management Program.

Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

XII. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact

The city is devoid of any non-renewable energy resources of economic value to the region and the residents of the State. Mineral resources within the city are no longer being utilized and extracted as exploitable natural resources. Therefore, the project would not result in the loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site. No impact would occur.

XIII. NOISE Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIII. NOISE Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less than Significant Impact

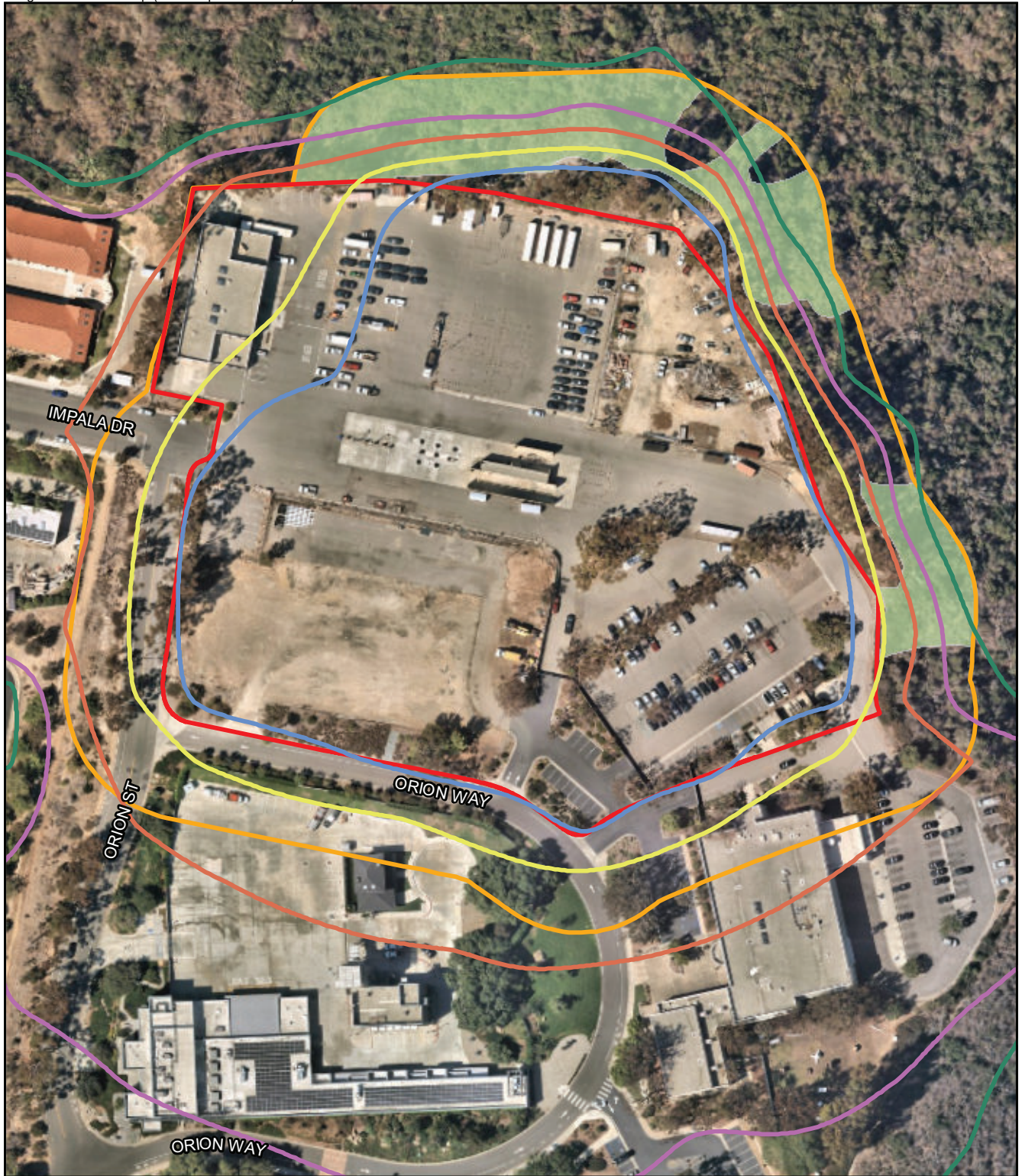
City noise standards include Land Use Compatibility for Community Noise Environments, Allowable Noise Exposure, and Performance Standards from the city General Plan Noise Element, and Construction Hour Limitations mandated by Municipal Code Section 8.48.010. Additional applicable standards include Noise Compatibility Criteria established in the McClellan-Palomar Airport ALUCP.

Construction Noise

Project construction would result in temporary noise level increases from noise generated by project construction equipment used for site preparation, grading, building construction, and paving and vehicles hauling construction materials to and from the site.

Proximate land uses include the La Posada de Guadalupe de Carlsbad Shelter approximately 380 feet to the northwest, the Joint First Responders Training Facility approximately 380 feet to the south, and the Safety Center approximately 420 feet to the southeast. As calculated in the Noise Letter Report and shown in Figure 7, construction noise levels would not exceed 75 dB(A) L_{eq} beyond the project boundary, and noise levels at the nearby uses would be less than 65 dB(A) L_{eq} .

City Municipal Code Section 8.48.010 prohibits construction activities between the hours of 6:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. on Saturday, all day Sunday, and on any federal holiday. Project construction would only occur during the hours allowable by the Municipal Code. Therefore, temporary noise level increases associated with project construction would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards, and impacts would be less than significant.



- Construction Noise
- 50 dB(A) Leq
- 55 dB(A) Leq
- 60 dB(A) Leq
- 65 dB(A) Leq
- 70 dB(A) Leq
- Project Boundary
- Survey Area
- Coastal Sage Scrub



FIGURE 7
Construction Noise Contours

General Plan Land Use Compatibility for Community Noise Environments

The city's Land Use Compatibility for Community Noise Environments Table (Table 5-1 of the Noise Element) identifies compatibility standards for noise exposure from all sources. The city's General Plan does not identify compatibility standards for municipal facilities; the land use category in Table 5-1 of the Noise Element that is most similar to the proposed use is "Office Buildings, Business Commercial and Professional." Community noise equivalent levels (CNEL) of up to 70 decibels (dB) are considered normally acceptable at land uses in this category; noise levels of up to 75 dB CNEL are conditionally acceptable when noise insulation features are incorporated into the project design. Noise levels above 75 dB CNEL are normally unacceptable.

Figure 5-3 of the city's General Plan Noise Element identifies projected future (2035) noise contours associated with transportation sources including major roadways, railways, and the McClellan-Palomar Airport. Noise contours shown include 60, 65, and 70 dB CNEL contours. The project site is not within the identified noise contours for transportation sources. Therefore, the project would not be exposed to noise from transportation sources that exceeds the applicable compatibility standard of 70 dB CNEL, and impacts would be less than significant.

General Plan Allowable Noise Exposure

In the General Plan Noise Element, Table 5-2, the city's Allowable Noise Exposure Table identifies compatibility standards for noise exposure from non-transportation sources including, but not limited to, industrial facilities, automotive servicing, car washes, equipment yards, nightclubs, hotels, and shopping centers. The city's General Plan does not identify compatibility standards for municipal facilities; the land use category that is most similar to the proposed use is "Commercial and Office Uses." Indoor and outdoor noise levels of up to 50 and 65 dB CNEL, respectively, are acceptable at land uses in this category. For non-residential uses where an outdoor activity area is not proposed, outdoor noise standards do not apply.

Non-transportation noise sources proximate to the project site include vehicle maintenance activities associated with the vehicle maintenance building, rooftop heating, ventilation and air conditioning (HVAC) units on adjacent buildings, and emergency responder training exercises associated with the Joint First Responders Training Facility. As indicated by the Initial Study for the city's Safety Training Center, multiple company training events may result in noise levels of up to 75 dB L_{eq} at 50 feet from the center of training activities. Based on standard noise propagation, these activities would, therefore, result in noise levels of up to 63 dB(A) L_{eq} at the nearest building façades of the proposed building. Vehicle maintenance and HVAC units are anticipated to generate lesser noise levels at building façades of the proposed building.

The project does not propose noise-sensitive outdoor activity areas. Consequently, outdoor noise standards do not apply. Standard construction techniques provide an exterior-to-interior noise reduction of 20 dB when windows are closed (Federal Highway Administration 2011). Therefore, interior noise levels would not exceed the applicable interior noise standard of 50 dB CNEL, and impacts would be less than significant.

General Plan Performance Standards (Operational Noise)

In the General Plan Noise Element, Table 5-3, the city's Performance Standards table, identifies noise level limits for all noise sources other than transportation and construction activities. Hourly noise level limits are a L_{eq} of 55 dB during the daytime (7 a.m. to 10 p.m.) and 45 dB L_{eq} at night (10 p.m. to 7 a.m.).

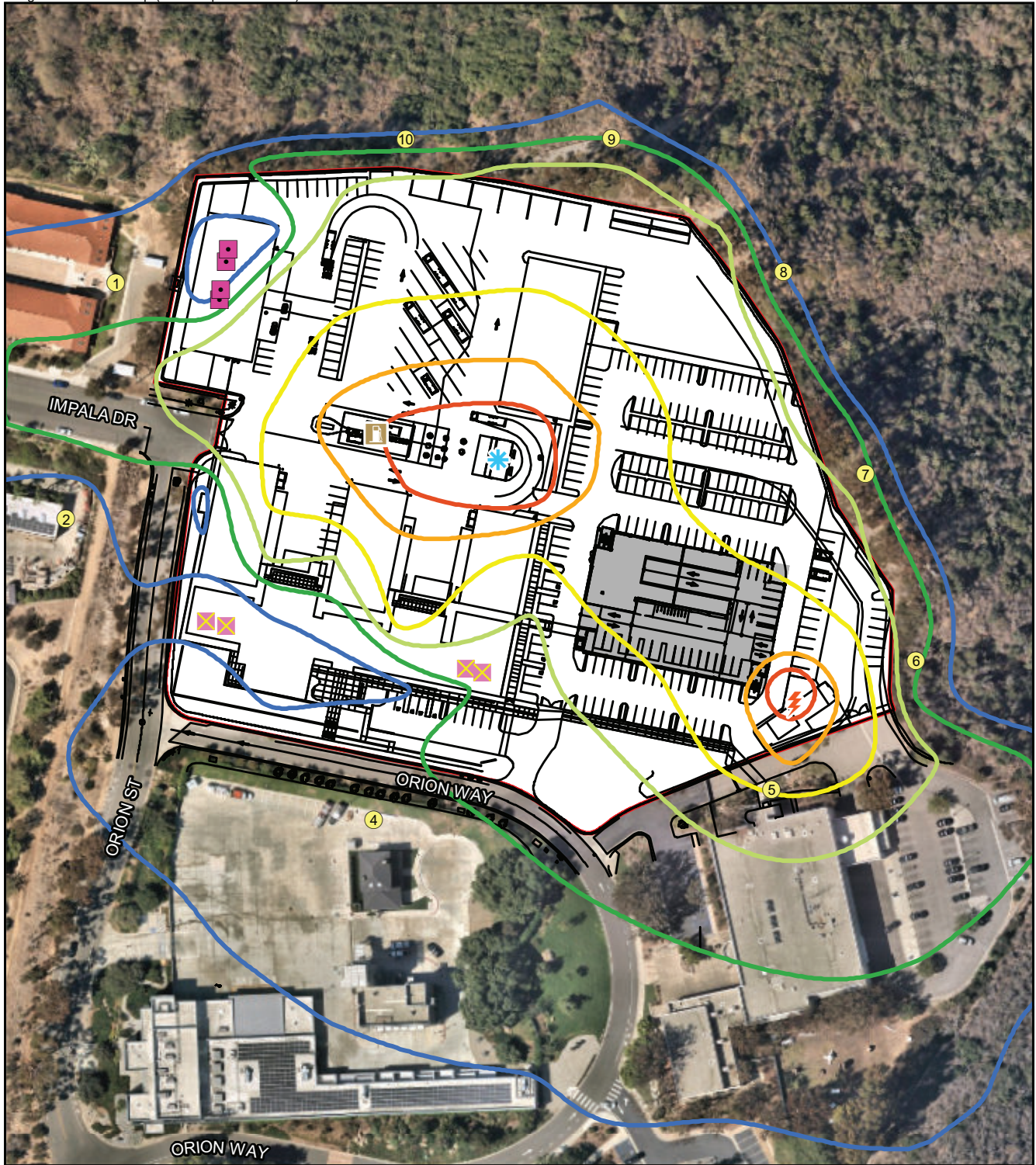
Additionally, maximum noise levels (L_{max}) may not exceed 75 dB during the daytime and 65 dB L_{max} at night. Hourly and maximum noise level limits are measured at the property line of the noise source or sensitive receiver as applicable. These limits apply to all noise generated on-site, existing and proposed.

Noise sensitive land uses in the vicinity of the project site include the Catholic Charities La Posada de Guadalupe de Carlsbad Shelter for homeless men to the northwest of the project site. Sources on the project site that may contribute to noise levels at the shelter may include vehicle maintenance activities associated with the vehicle maintenance building and activities associated with the vehicle washing and refueling station. New noise sources associated with the project would include rooftop HVAC units for the proposed building, indoor activities associated with the building workshops, and noise associated with the parking structure. As calculated in the noise letter report, noise levels due to existing and proposed on-site noise sources are not anticipated to result in noise levels that exceed applicable performance standards established in the General Plan (Appendix I; RECON 2022d).

Operational Noise

The project proposes to improve the existing fleet maintenance building and construct an office building, three warehouse/shop buildings, and a four-story parking structure on a developed site. Existing noise sources associated with the project site include maintenance activities associated with the vehicle maintenance building, and activities associated with the vehicle washing and refueling station, and equipment such as standby generators, boilers, and cooling towers at the central equipment plant. The project would not substantially alter these noise sources. The project would result in new noise sources including rooftop HVAC units for the proposed office building, indoor activities associated with the warehouse/shop buildings, and noise associated with the parking structure. The increase in vehicle traffic noise was accounted for as a part of the noise associated with the new parking structure, and the increase in maintenance noise is accounted for as part of the noise associated with the vehicle maintenance building.

Using the parameters detailed in the Noise Letter Report, daytime and nighttime noise level contours due to these existing and future on-site noise sources were modeled using SoundPLAN. Noise levels were also modeled at 10 specific receivers located at the adjacent uses and the adjacent habitat. Daytime and nighttime noise level contours are shown in Figures 8 and 9, respectively. Table 5 summarizes the modeled noise levels at the specific receiver locations.



- Daytime Noise
- 40 dB(A) L_{eq}
 - 45 dB(A) L_{eq}
 - 50 dB(A) L_{eq}
 - 55 dB(A) L_{eq}
 - 60 dB(A) L_{eq}
 - 65 dB(A) L_{eq}

- Noise Source
- ⚡ Existing Central Energy Plant
 - 🛢 Existing Fueling Station
 - Existing HVAC
 - ⊠ Proposed HVAC
 - ★ Proposed Car Wash
 - Parking Structure

- Receivers
- Site Plan
- ▭ Project Boundary

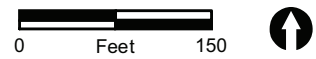
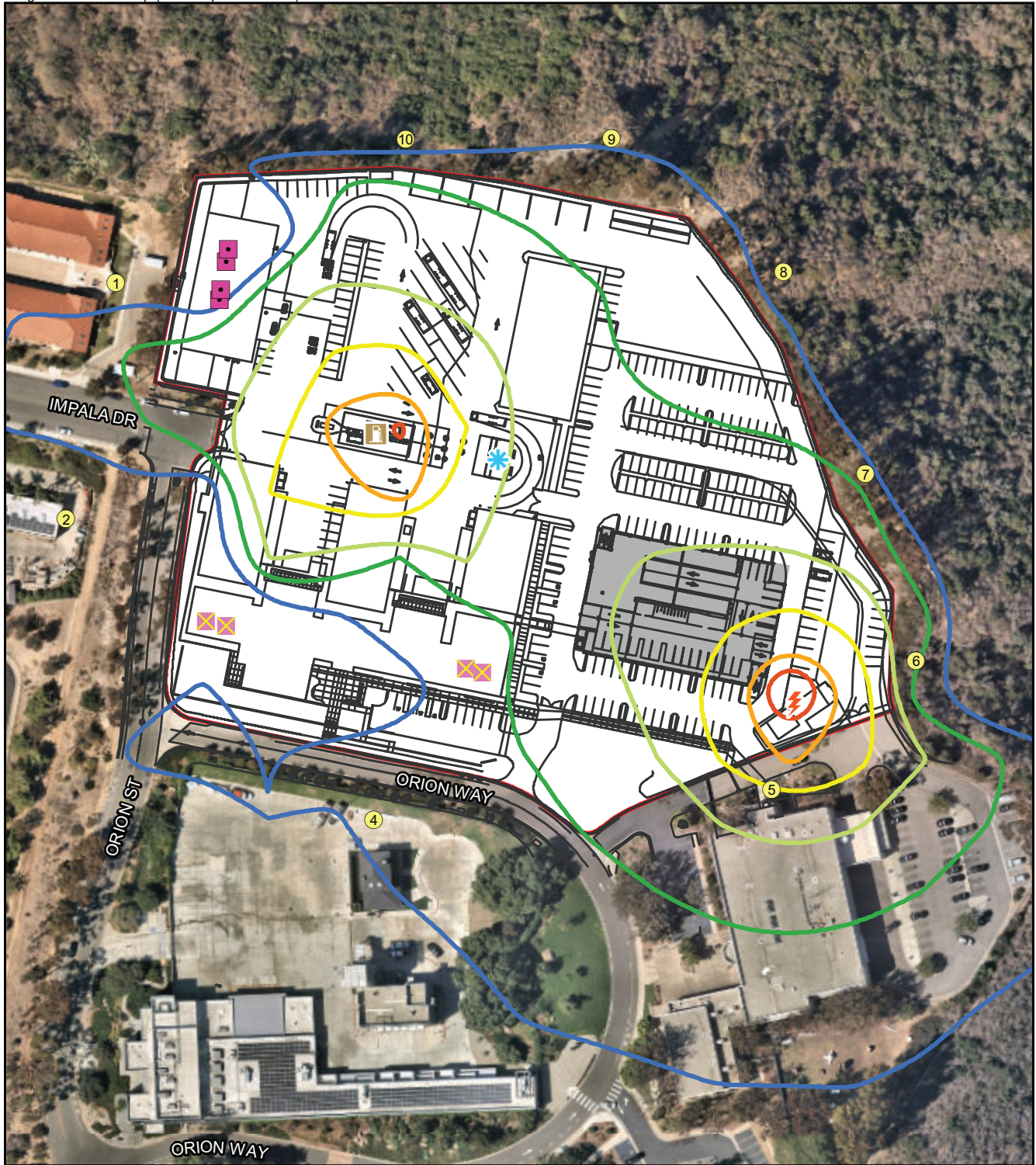


FIGURE 8
Daytime On-Site Generated
Noise Contours



Nighttime Noise

Noise Source



- 40 dB(A) L_{eq}
- 45 dB(A) L_{eq}
- 50 dB(A) L_{eq}
- 55 dB(A) L_{eq}
- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}

- ⚡ Existing Central Energy Plant
- 🛢 Existing Fueling Station
- Existing HVAC
- ⊠ Proposed HVAC
- ★ Proposed Car Wash
- Parking Structure

- Receivers
- Site Plan
- ▭ Project Boundary

FIGURE 9
Nighttime On-Site Generated
Noise Contours

Table 5 On-Site Generate Noise Levels [dB(A) L_{eq}]				
Receiver	Land Use	Daytime/Nighttime Noise Level Limit	Daytime Noise Level	Nighttime Noise Level
1	La Posada de Guadalupe de Carlsbad Shelter	55/45	42	38
2	JC Baldwin Construction Company	--	38	35
3	Beckman Coulter, Inc.	--	34	31
4	City of Carlsbad Safety Training Center	--	43	41
5	Carlsbad Police Department	--	56	56
6	Sensitive Habitat	60/60	41	40
7	Sensitive Habitat	60/60	49	46
8	Sensitive Habitat	60/60	48	41
9	Sensitive Habitat	60/60	50	43
10	Sensitive Habitat	60/60	36	29

dB(A) L_{eq} = A-weighted decibel equivalent noise level
 -- = Not Applicable. Not a sensitive land use.

As shown in Table 5, noise levels at the nearest noise sensitive land use would be 42 dB(A) L_{eq} during the daytime hours and 38 dB(A) L_{eq} during the nighttime hours and would not exceed the applicable daytime and nighttime noise level limits of 55 and 45 dB(A) L_{eq} , respectively. Additionally, daytime and nighttime noise levels at the adjacent sensitive habitat would not exceed 60 dB(A) L_{eq} . Noise levels at the adjacent non-sensitive land uses (Receivers 2 through 5) are provided for informational purposes only. On-site generated noise levels are not anticipated to result in noise levels that exceed applicable performance standards established in the General Plan or otherwise adversely impact the adjacent sensitive habitat. Therefore, project operation would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards, and impacts would be less than significant.

b) Less than Significant Impact

Project construction would not include activities that generate substantial vibration such as blasting or pile driving. Operation of the project would not include any substantial sources of groundborne vibration or noise. Therefore, the project would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

c) Less than Significant Impact

The project is not within the vicinity of a private airstrip. No impact related to private airstrips would occur. The project site is located approximately 0.5 mile northeast of McClellan-Palomar Airport. The SDCRAA amended the McClellan-Palomar Airport ALUCP on December 1, 2011. As identified in the ALUCP the project site is in the AIA. The McClellan-Palomar Airport ALUCP Noise Compatibility Criteria Table identifies compatibility standards for land uses exposed to aircraft noise. Public facilities are considered to be compatible with aircraft noise levels up to 65 dB CNEL and conditionally compatible with aircraft noise levels up to 70 dB CNEL if it can be demonstrated that interior noise levels would not exceed 50 dB CNEL.

The project site is not within projected future (2035) noise contours associated with McClellan-Palomar Airport. Thus, the project would be exposed to aircraft noise levels of less than 60 dB CNEL and aircraft noise levels would not exceed applicable compatibility criteria of 65 dB CNEL. Therefore, the project would not expose people working at the project site to excessive noise levels, and impacts would be less than significant.

XIV. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The project would provide office space to existing city staff and provide for more efficient fleet storage and maintenance and would not introduce any housing. The project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of employees as the total of the existing four operations centers (143) and would not increase the number of employees. No new roadways or expansion of roadways would be required to accommodate the project. The project would be served by utilities that are already serving the Public Works and Public Safety complex. Therefore, the project would not induce substantial unplanned population growth. No impact would occur.

b) No Impact

The project site currently includes a fleet maintenance building, vehicle washing and fueling station, and parking areas and does not include any housing. The project would not displace any existing housing or people. No impact would occur.

XV. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, a need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The project proposes a government facility on a developed site that would be consistent with the city’s existing land use plan. The project site is within 0.1 mile of the city’s Fire Station 5. Therefore, the project would not increase demand for fire protection services that would necessitate new or physically altered facilities. No impact would occur.

b) No Impact

The project proposes a government facility on a developed site that would be consistent with the city’s existing land use plan. The project site is immediately adjacent to the city Public Safety Center, which supports police services. The project includes a covered evidence storage area for Police Department use at the eastern end of the project site, which may be used for vehicle impounds. Therefore, the project would not increase demand for police protection services that would necessitate new or physically altered facilities. No impact would occur.

c) No Impact

The project proposes a government facility that would allow for the consolidation of separate existing facilities and uses. The project would not introduce any housing and would not increase population growth that would result in a need for additional schools. Therefore, the project would not increase demand for school services that would necessitate new or physically altered facilities. No impact would occur.

d) No Impact

The project proposes a government facility that would allow for the consolidation of separate existing facilities and uses. The project would not introduce any housing and would not increase population growth that would result in a need for additional parks. Therefore, the project would not increase demand for park services that would necessitate new or physically altered facilities. No impact would occur.

e) No Impact

The project proposes a government facility that would allow for the consolidation of separate existing facilities and uses. The project would not introduce any housing and would not increase population growth that would result in a need for additional libraries or other public facilities. Therefore, the project would not increase demand for library or other public services that would necessitate new or physically altered facilities. No impact would occur.

XVI. RECREATION	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. RECREATION	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The project proposes a government facility that would allow for the consolidation of separate existing facilities and uses. The project would not introduce any housing and would not increase population growth. Therefore, the project would not increase use of neighborhood or regional parks, or other such recreational facilities. No impact would occur.

b) No Impact

The project proposes a government facility that would allow for the consolidation of separate existing facilities and does not include the recreational facilities or require the construction or expansion of recreation facilities. No impact would occur.

XVII. TRANSPORTATION	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The city's General Plan Mobility Element promotes a livable streets strategy for mobility within the city. The objective of this strategy is to create a 'multi-modal' street network that balances the mobility needs of pedestrians, bicyclists, transit users, and vehicles. For each street in the city, the General Plan Mobility Element identifies the travel modes for which service levels should be maintained per the multi-modal level of service (MMLOS) standard.

a) *Less than Significant*

Pursuant to Senate Bill 743 and CEQA Guidelines Section 15064.3 subdivision (b), VMT is the program for measuring and addressing vehicular circulation system facilities under CEQA. Level of Service is no longer the metric used to evaluate impacts associated with transportation. Potential impacts associated with VMT are evaluated in Section XVII.b) below.

Chen Ryan Associates prepared a Local Mobility Assessment (LMA) consistent with the methodologies described in the city's Transportation Impact Analysis Guidelines, April 2018. The LMA is available separately from this IS/MND as a non-CEQA technical study. The LMA included a Growth Management Analysis (GMA) that identified the following features that would improve project design and ensure consistency with the city's transportation, pedestrian, bicycle, and transit policies:

- Provide a secure, weather-protected bike cage or bike room for employees.
- Provide public bike racks near the building entrances for all cyclists, including visitors.
- Provide signed passenger pick-up and loading curb space for ride-share.
- Provide shower and changing rooms for employees who use active transportation to get to work.
- Provide preferred parking for car/vanpools and electric vehicles and clean air vehicles.
- Pay a fair-share contribution toward left turn lane improvements at the El Camino Real/Faraday Avenue intersection; pay all left-turn lane improvement costs at the Faraday Avenue/Orion Street intersection.

Implementation of these features as identified in the LMA would ensure project consistency with the city's GMP. The city's Transportation Impact Analysis Guidelines and GMP include policies that document the full range of circulation system requirements and improvements (including transit, roadway, bicycle, and pedestrian facilities). Therefore, implementation of the design features identified in the TIA would ensure that the project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

b) *Less than Significant Impact*

Fehr & Peers prepared a VMT Analysis consistent with the methodologies described in the city's VMT Analysis Guidelines, September 2020 (Appendix J; Fehr & Peers 2022). The project did not meet any of the city's screening criteria, so it was evaluated based on the net increase in total regional VMT as a regionally serving public facility.

The change in employee commute VMT would be the biggest contributing factor the project would have on regional VMT. By relocating employees from their current locations to the new location, each employee's commute distance would change, with some possibly having shorter commutes and some possibly having longer commutes. A Geospatial analysis was performed to determine the driving distance from the centroid of each zip code to the location where each employee currently works and the distance to the project location. These two sets of distances were used to calculate the difference in commute VMT generated by each employee on making one round-trip for their current work location and for the project location.

The project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of

employees as the total of the existing four operations centers (143) and would only redistribute existing trips without adding any new trips to the roadway network.

The VMT Analysis evaluated commute patterns for the 143 employees based on the home location and work location of the existing employees. The commute distances (and typical commute route) were determined for the AM commute hour and PM commute hour independently based on congested conditions. Each round-trip is assumed to be made by a single occupant car, such that these average distances are equivalent to vehicle miles traveled. As shown in Table 6, the VMT analysis determined that the total employee-generated VMT under the project would be 72 miles less compared to commutes from the four existing locations.

Table 6 Orion Center Typical Weekday VMT Estimates			
	Employee VMT Commuting to Existing Sites	Employee VMT Commuting to Project	Net Change
Number of Employees	143	143	0
Weighted Average VMT per Employee Round-trip	25.42 Miles	24.92 Miles	-.50 Mile
Total Weekday VMT from Employees	3,635 Miles	3,563 Miles	-72 Miles

Additionally, the project would further reduce regional VMT compared to the existing condition because the consolidated site would improve the efficiency of operations by reducing/eliminating other types of trips currently occurring between the four existing facilities. For example, the project site currently serves as a vehicle maintenance yard. Therefore, city vehicles needing maintenance are driven from their operations center to the maintenance yard for service. By consolidating all sites in one location, the internal trips between operations centers and the maintenance facility would be eliminated. VMT associated with delivery trips would also benefit from the consolidated project site because a delivery vehicle that currently goes to multiple facilities to drop-off/pick-up items would only go to the consolidated location. However, to provide a conservative analysis, the efficiency of consolidating the facilities from an internal trip and delivery perspective were not accounted for in the VMT analysis presented above.

To the extent that the public and customers would come to the new site, some may have shorter trips and some may have longer trips, depending on their home locations. Using the employee home location (and especially those that live and work in Carlsbad) as a proxy for where people live in relation to these sites, the VMT analysis generally expected that the new consolidated location would produce lower VMT for customer trips.

The consolidated site would have a larger employee base, which may increase the likelihood of two or more employees living near one another and sharing the same work schedule is increased. Therefore, the project may reduce VMT through an increase in carpooling compared to the existing condition. Furthermore, the new facility would be subject to the TDM Ordinance and would be required to prepare a Tier 3 TDM plan. Compliance with the TDM Ordinance would likely result in additional VMT reduction that has not been accounted for in the VMT analysis presented above. Therefore, the project would reduce VMT compared to the existing condition, and would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b). No impact would occur.

c) No Impact

Site access to and from the site would be designed and constructed consistent with city safety standards. As described in Section XVII.a) above, the project would pay a fair-share contribution toward left-turn lane improvements at the El Camino Real/Faraday Avenue intersection and pay the entire cost for the left-turn lane improvement costs at the Faraday Avenue/Orion Street intersection. Both of these roadway improvements would be designed and constructed consistent with city safety standards. Therefore, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No impact would occur.

d) No Impact

The project has been designed to satisfy the emergency requirements of the Fire and Police Departments. Furthermore, the city Fire Marshal has reviewed and approved the project. Therefore, the project would not result in inadequate emergency access. No impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Less than Significant Impact with Mitigation Incorporated

The city initiated consultation with the Native American tribes who are traditionally and culturally affiliated with the geographic area of the project consistent with the requirements of Assembly Bill 52. The San Luis Rey Band of Mission Indians (SLRBMI) requested notification of projects for AB 52 consultation from the city on June 22, 2015, for projects in which the city is the lead agency. Accordingly, the city contacted SLRBMI regarding the project on February 4, 2016 and met with SLRBMI on February 10, 2016. After the meeting, SLRBMI requested formal tribal consultation specific to the project in a February 26, 2016 letter. In the letter, SLRBMI requested consultation on the project alternatives, mitigation measures, and significant effects of the project, specifically with regards to tribal cultural resources. In addition, SLRBMI requested they be sent any cultural resources assessments completed as part of the project. The Torres Martinez Desert Cahuilla Indians requested AB 52 consultation on May 11, 2016, but did not respond to follow up communication by the city.

Due to the passage of time since the first AB 52 consultation in 2016, the city again initiated AB 52 consultation in May 2021. Notices were sent to the Mesa Grande Band of Mission Indians, Torres Martinez Desert Cahuilla Indians, Rincon Band of Mission Indians, and the San Luis Rey Band of Mission Indians. While no replies were received from the first two tribes, the San Luis Rey Band of Mission Indians requested consultation on the project alternatives, mitigation measures, and significant effects of the project, specifically with regards to tribal cultural resources in a June 17, 2021 letter. Consultation with the San Luis Rey Band of Mission Indians concluded on January 4, 2023. The Rincon Band of Luiseño Indians submitted a letter on June 18, 2021, requesting consultation. The tribe also submitted a letter on July 15, 2021 stating that the project would have the potential to impact tribal cultural resources because it is located within a culturally-sensitive area that is associated with the traditional practices of the Luiseño people. Therefore, the project would have the potential to impact a tribal cultural resource eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). This would be considered a significant impact. Implementation of mitigation measures TRC-1 and TRC-2 would reduce this impact to a level less than significant.

TCR-1: Tribal Cultural Resources Monitoring

Prior to the commencement of any ground-disturbing activities, the project developer shall:

- a. Retain the services of a qualified archaeologist who shall be on-site for ground-disturbing activities. In the event cultural material is encountered, the archaeologist is empowered to temporarily divert or halt grading to allow for coordination with the Luiseño Native American monitor, or other Traditionally and Culturally Affiliated Luiseño tribe (“TCA Tribe”), and to determine the significance of the discovery. The archaeologist shall follow all standard procedures for cultural materials that are not Tribal Cultural Resources.
- b. Enter into a Pre-Excavation Agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement, with the San Luis Rey Band of Mission Indians or other Luiseño tribe that meets all standard requirements of the tribe for such Agreements. This agreement will address provision of a Luiseño Native American monitor and contain provisions to address the proper treatment of any tribal cultural resources and/or Luiseño Native American human remains inadvertently discovered during the course of the project. The agreement will outline the roles and powers of the Luiseño Native American monitors and the archaeologist and may include the following provisions. In some cases, the language below may be modified in consultation with San Luis Rey Band of Mission Indians if special conditions warrant.
- c. A Luiseño Native American monitor shall be present during all ground-disturbing activities. Ground disturbing activities may include, but are not limited to, archaeological studies, geotechnical investigations, clearing, grubbing, trenching, excavation, preparation for utilities and other infrastructure, and grading activities.
- d. Any and all uncovered artifacts of Luiseño Native American cultural importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated, unless ordered to do so by a federal agency or a court of competent jurisdiction.
- e. The Luiseño Native American monitor shall be present at the project’s preconstruction meeting to consult with grading and excavation contractors concerning excavation schedules and safety

issues, as well as to consult with the archaeologist PI (principal investigator) concerning the proposed archaeologist techniques and/or strategies for the project.

- f. Luiseño Native American monitors and archaeological monitors shall have joint authority to temporarily divert and/or halt construction activities. If tribal cultural resources are discovered during construction, all earth-moving activity within and around the immediate discovery area must be diverted until the Luiseño Native American monitor and the archaeologist can assess the nature and significance of the find.
- g. If a significant tribal cultural resource(s) and/or unique archaeological resource(s) are discovered during ground-disturbing activities for this project, the San Luis Rey Band of Mission Indians or other Luiseño tribe shall be notified and consulted regarding the respectful and dignified treatment of those resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological and tribal cultural resources. If, however, the Applicant is able to demonstrate that avoidance of a significant and/or unique cultural resource is infeasible and a data recovery plan is authorized by the City of Carlsbad as the lead agency, the San Luis Rey Band of Mission Indians shall be consulted regarding the drafting and finalization of any such recovery plan.
- h. When tribal cultural resources are discovered during the project, if the archaeologist collects such resources, a Luiseño Native American monitor must be present during any testing or cataloging of those resources. If the archaeologist does not collect the tribal cultural resources that are unearthed during the ground-disturbing activities, the Luiseño Native American monitor may, at their discretion, collect said resources and provide them to the San Luis Rey Band of Mission Indians for dignified and respectful treatment in accordance with their cultural and spiritual traditions.
- i. If suspected Native American human remains are encountered, California Health and Safety Code Section 7050.5(b) states that no further disturbance shall occur until the San Diego County Medical Examiner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. Suspected Native American remains shall be examined in the field and kept in a secure location at the site. A Luiseño Native American monitor shall be present during the examination of the remains. If the San Diego County Medical Examiner determines the remains to be Native American, the Native American Heritage Commission (NAHC) must be contacted by the Medical Examiner within 24 hours. The NAHC must then immediately notify the "Most Likely Descendant" about the discovery. The Most Likely Descendant shall then make recommendations within 48 hours and engage in consultation concerning treatment of remains as provided in Public Resources Code 5097.98.
- j. In the event that fill material is imported into the project area, the fill shall be clean of tribal cultural resources and documented as such. Commercial sources of fill material are already permitted as appropriate and will be culturally sterile. If fill material is to be utilized and/or exported from areas within the project site, then that fill material shall be analyzed and confirmed by an archaeologist and Luiseño Native American monitor that such fill material does not contain tribal cultural resources.

- k. No testing, invasive or non-invasive, shall be permitted on any recovered tribal cultural resources without the written permission of the SLRBMI or any other Luiseño Native American consulting tribe.

TCR-2: Tribal Cultural Resources Monitoring and/or Evaluation Report

Prior to the completion of project construction, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the monitoring program shall be submitted by the Project Archaeologist, along with the Luiseño Native American monitor’s notes and comments, to the City of Carlsbad for approval, and shall be submitted to the South Coastal Information Center. Said report shall be subject to confidentiality as an exception to the Public Records Act and will not be available for public distribution.

b) *Less than Significant Impact with Mitigation Incorporated*

As described in Section XVIII above, the Rincon Band of Luiseño Indians stated that the project would have the potential to impact tribal cultural resources because it is located within a culturally-sensitive area that is associated with the traditional practices of the Luiseño people. Therefore, the project would have the potential to impact a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. This would be considered a significant impact. Implementation of mitigation measures TRC-1 and TRC-2 described above would reduce this impact to a level less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact

The project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of employees as the total of the existing four operations centers (143) and would not increase the number of employees utilizing utility services. Additionally, consolidation of these facilities into one location would result in service efficiencies through use of one connection point and utilization of improved conservation techniques compared to the existing facilities constructed in previous decades. Furthermore, the project is consistent with the city's planned land uses for the project site, and thereby would be consistent with demand projections that have been developed by utility providers that serve the city. Existing CMWD water and wastewater facilities are available to serve the project. Similarly, existing SDG&E facilities are available to provide electrical and natural gas services, and existing AT&T facilities are available to provide telecommunication services. As described in Section X.c.ii) above, the proposed stormwater management system would be sufficiently sized to safely store the increased runoff volume without discharging additional runoff that would exceed the capacity of the existing storm drain system. Consequently, the project would not require the construction of additional storm water drainage facilities. Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. No impact would occur.

b) No Impact

As described in Section XIX.a) above, the project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have the same number of employees as the total of the existing four operations centers (143) and would not increase the number of employees consuming water. Additionally, consolidation of these facilities into one location would result in service efficiencies through use of one connection point and utilization of improved conservation techniques compared to the existing facilities constructed in previous decades. Furthermore, the project is consistent with the city's planned land uses for the project site, and thereby would be consistent with the water demand projections that have been developed by CMWD. The project does not exceed criteria outlined in Water Code Sections 10910(b) and 10912(b and c) and, thus, is not required to prepare a separate SB 610 water supply assessment. Therefore, sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. No impact would occur.

c) No Impact

As described in Section XIX.a) above, the project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of employees as the total of the existing four operations centers (143) and would not increase the number of employees that would require wastewater services. Additionally, consolidation of these facilities into one location would result in service efficiencies through use of one connection point and utilization of improved conservation techniques compared to the existing facilities constructed in previous decades. Furthermore, the project is consistent with the city's planned land uses for the project site, and thereby would be consistent with the wastewater demand projections that have been developed by CMWD. Therefore, the project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. No impact would occur.

d) Less than Significant Impact

The city provides solid waste hauling services via a contract with Waste Management of North County. Solid waste is collected by Waste Management and transported to the Sycamore and Otay landfills for disposal. Table 7 presents the remaining capacity for the Sycamore and Otay landfills. Demolition of existing facilities onsite and project construction would generate waste requiring disposal. However, demolition and construction would be subject to the California Integrated Waste Management Act of 1989 (AB 939), which requires that at least 50 percent of waste produced is recycled, reduced, or composted. Due to the substantial existing capacity of the Sycamore and Otay landfills and requirement to divert at least 50 percent of all construction waste, project construction would not exceed existing landfill capacity.

Table 7 Remaining Landfill Capacity				
Landfill/Location	Daily Permitted Capacity/Tons Per Day (TPD)	Maximum Permitted Capacity	Remaining Capacity	Percent Remaining Capacity
Sycamore Landfill, San Diego	5,000 TPD	147,908,000 CY	113,972,637 CY	77.1%
Otay Landfill, Chula Vista	6,700 TPD	61,154,000 CY	21,194,008 CY	34.7%

As described in Section XIX.a) above, the project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location. Therefore, the project would have same number of employees as the total of the existing four operations centers (143) and would not increase the number of employees that would generate solid waste. Additionally, consolidation of these facilities in one location would result in a reduction in overall waste generation through increased efficiency of operations and the replacement of multiple outdated facilities with a consolidated facility built to LEED standards. Furthermore, project operation would comply with the AB 939 requirements to divert at least 50 percent of all solid waste. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and impacts would be less than significant.

e) Less than Significant Impact

As described in Section XIX.d) above, the project would comply with the AB 939 requirements to divert at least 50 percent of all solid waste. Furthermore, the project would be designed consistent with the requirements of the Green Building Code. Therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less than Significant Impact

The project site is immediately adjacent to the city’s Public Safety Center to the southeast, and the Safety Training Center to the south. Additionally, city Fire Station 5 is immediately south of the Safety Training Center. Project operation would not result in substantial changes to circulation patterns for proximate roads such as Orion Way, Orion Street, or Impala Drive and thus would not impede emergency response via these roads. Additionally, construction staging areas would be confined to the project site and would not impede circulation on these roads.

In the event of an emergency, ingress and egress from the project site would typically be to the south or west via Orion Way, Orion Street, or Impala Drive. Current features that impede ingress and egress include a chain-link fence that secures the fleet parking area. The project would expand the secured parking area by moving the fence further south; however, this would not reduce the number or quality of ingress and egress routes from the site. The project would discontinue an existing informal access point into Carlsbad Oaks North County Preserve from the western fleet yard. This access point is not considered to have substantial value as an ingress or egress route. Other than these changes, the project would result in limited change to ingress and egress routes from the site. Therefore, impacts related to emergency response and evacuation plans would be less than significant.

b) Less than Significant Impact

Review of Figure 6-10 of the city’s Public Safety Element determined that the project site is located within an area designated by the city as Very High FHSZ. However, the project would not extend beyond the existing chain link fence that separates the currently developed area from undeveloped lands within the North County MSCP Preserve Area. Therefore, the project would not exacerbate fire risk compared to the existing condition. Carlsbad Fire Station 5 is located immediately southwest of the project site and would be able to provide fire protection services in the event of a wildfire. Additionally, the project has been designed to include the latest ignition resistant building materials and all structures would include interior sprinklers consistent with Carlsbad Fire and Building Code. This would result in facilities that are less susceptible to fire than currently exist on-site. The project has also been designed consistent with Carlsbad

Fire and Building Code setback requirements to minimize fire risk, and project landscaping would be consistent with the requirements of the city’s adopted Landscape Manual as it relates to fire protection. Furthermore, the city Fire Marshal has reviewed and approved the project. Therefore, the project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant.

c) No Impact

As described in Section XIX.a) above, the project would not require construction of new utility infrastructure or expansion of existing facilities. Therefore, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. No impact would occur.

d) Less than Significant Impact

As described in Section X.c.ii) above, the project would reduce peak flows during the 50-year storm event. As described in Section X.d) above, the project site is not located within an area designated by the city as a 100 Year Flood –High Risk Coastal Area or 100-Year Flood High Risk Area, nor is it located within an area designated by the city as Dam Inundation Area. As described in section VII.a.iv) above, the Updated Geotechnical Investigation did not identify any evidence of landslides or slope instabilities. Consequently, the potential for landslides or slope instability is considered low. Therefore, the project would not expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Less than Significant with Mitigation Incorporated*

As described in Section IV.a), implementation of mitigation measures BIO-1 through BIO-2 would reduce impacts to coastal California gnatcatcher and raptors and nesting birds to a level less than significant, respectively. As described in Section VII.f), implementation of mitigation measure PAL-1 would reduce impacts to paleontological resources to a level less than significant. As described in Section XVIII.a) and b), implementation of mitigation measures TCR-1 and TCR-2 would reduce impacts associated with tribal cultural resources to a level less than significant. Therefore, potential impacts to sensitive habitat, sensitive species, and important examples of the major periods of California history or prehistory would be mitigated to a level less than significant.

b) *Less than Significant with Mitigation Incorporated.*

As described in the Draft IS/MND, all impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section III.a), The project is within the scope of development that was anticipated in the SANDAG growth projections and Carlsbad's General Plan in 2016 used to develop the RAQS and SIP. Operation of the project would result in emissions that were considered as a part of the RAQS growth projections. As such, the project is not anticipated to conflict with either the RAQS or the SIP. Additionally, operational emissions would not exceed the screening levels, and subsequently would not violate ambient air quality standards. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS.

As described in Section IV.a), implementation of mitigation measures BIO-1 through BIO-2 would reduce impacts to Coastal California Gnatcatcher and raptors and nesting birds to a level less than significant, respectively. As described in Section IV.f), the project would not conflict with the city's HMP or the North County MHCP, which is a regional planning document that seeks to preserve biological resources. Projects that comply with the HMP or North County MHCP would not result in a significant cumulative impact for biological resources. As described in Section VII.d), implementation of Mitigation measure GEO-1 would reduce impacts associated with expansive soils to a level less than significant, thereby avoiding any cumulative impacts associated with Geology and Soils. As described in Section VIII.b), the project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. As described in Section IX.d), implementation of mitigation measures HAZ-1 and HAZ-2 would reduce impacts associated with existing soils contamination to a level less than significant, thereby avoiding any cumulative impacts associated with Hazards and Hazardous Materials. As described in Section XVIII.a and b), implementation of mitigation measures TCR-1 and TCR-2 would reduce impacts associated with tribal cultural resources to a level less than significant, thereby avoiding any cumulative impacts.

As described in Section XIX.a), the project would centralize various maintenance and operations centers throughout the city and move all employees to the new consolidated location and would not increase the number of employees utilizing utility services. Additionally, the project would result in service efficiencies through use of one connection point and utilization of improved conservation techniques compared to the existing facilities constructed in previous decades. Furthermore, the project is consistent with the city's planned land uses for the project site, and thereby would be consistent with demand projections that have been developed by utility providers that serve the city. Therefore, the project would not result in cumulative impacts related to utilities and service systems. All other project impacts were determined to be less than significant, and due to the limited scope of the project, would not result in cumulatively considerable impacts.

c) *Less than Significant with Mitigation Incorporated*

As described in Section VII.d), implementation of mitigation measure GEO-1 would reduce impacts associated with expansive soils to a level less than significant. As described in Section IX.d), implementation of mitigation measures HAZ-1 and HAZ-2 would reduce impacts associated with existing soils contamination to a level less than significant. Therefore, potential impacts that may have a substantial adverse effects on human beings would be mitigated to a level less than significant.

XXII. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In such cases, a discussion should identify the following on attached sheets:

- a) Earlier analyses used. Identify earlier analyses and state where they are available for review.
- b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

XXIII. EARLIER ANALYSIS USED AND SUPPORTING INFORMATION SOURCES

The following documents were used in the analysis of this project and are on file in the City of Carlsbad Planning Division located at 1635 Faraday Avenue, Carlsbad, California, 92008.

1. *Final Environmental Impact Report* for the City of Carlsbad General Plan and Climate Action Plan (SCH #2011011004), June 2015.
2. *Carlsbad Climate Action Plan*, September 2015, Revised May 2020.
3. Carlsbad Climate Action Plan Ordinances CS-347, CS-348, CS-349, and CS-350, adopted March 12, 2019.
4. City of Carlsbad. Carlsbad Tribal, *Cultural, and Paleontological Resources Guidelines*. September 2017.
5. City of Carlsbad Guidance to Demonstrating Consistency with the Climate Action Plan, Form P-31, July 2020.
6. *Carlsbad General Plan*, September 2015.
7. *City of Carlsbad Municipal Code (CMC), Title 21 Zoning*.
8. City of Carlsbad Transportation Demand Management Handbook, August 2019.
9. City of Carlsbad Transportation Impact Analysis Guidelines, April 2018.
10. *Habitat Management Plan for Natural Communities in the City of Carlsbad (HMP)*, November 2004.
11. San Diego Regional Airport Authority/San Diego County Airport Land Use Commission. *McClellan-Palomar Airport Land Use Compatibility Plan*. December 2021.

XXIV. APPENDICES

- A: Air Quality and Greenhouse Gas Letter Report
- B: Biological Resources Report
- C: Cultural Impact Analysis
- D: Updated Geotechnical Investigation
- E: Paleontological Resource Assessment
- F: Federal Aviation Administration Feasibility Report
- G: Storm Water Quality Management Plan
- H: Preliminary Hydrology Report
- I: Noise Letter Report
- J: VMT Analysis

XXV. REFERENCES

- Beier, P. and S. Loe
1992 A Checklist for Evaluating Impacts to Wildlife Movement Corridors. *Wildlife Society Bulletin* 20:434-440.
- WSP
2022a Storm Water Quality Management Plan for City of Carlsbad Maintenance & Operations Center. July 15.
2022b Preliminary Hydrology Report for City of Carlsbad Maintenance & Operations Center. July 15.
- California Air Pollution Control Officers Association (CAPCOA)
2008 *CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January.
2013 *California Emissions Estimator model (CalEEMod) User's Guide Version 2013.2.2*. September.
- California Air Resources Board (CARB)
2005 *Air Quality and Land Use Handbook: A Community Health Perspective*. April.
2008 *Climate Change Scoping Plan: A Framework for Change*. December.
- California Public Utilities Commission
2021 2021 California Renewables Portfolio Standard Annual Report. November 2021.
- Carlsbad, City of
1988 Scenic Corridor Guidelines. July.
2004 Habitat Management Plan for Natural Communities in the City of Carlsbad. November.
2008 Guidelines for Biological Studies.
2015 City of Carlsbad General Plan. September.

2017 Carlsbad Tribal, Cultural, and Paleontological Resources Guidelines

2018 Transportation Impact Analysis Guidelines, April.

2019 Transportation Demand Management Handbook, August.

2020 Carlsbad Climate Action Plan. May.

Federal Highway Administration

2011 *Highway Traffic Noise: Analysis and Abatement Guidance*. December.

Fehr & Peers

2022 Orion Center Operations and Maintenance Facility SB 743 Vehicle Miles Traveled (VMT) Analysis. October 21.

Institute of Transportation Engineers (ITE)

2008 *Trip Generation Handbook, 8th Edition*.

RECON Environmental, Inc. (RECON)

2022a Carlsbad Maintenance and Operations Facility Air Quality and Greenhouse Gas Analysis (Project Number EIA-15-02). November.

2022b Biological Resources Report for the City of Carlsbad Orion Center Project, Carlsbad, California (Project Number EIA-15-02). November.

2022c Orion Center Project Cultural Resources Records Search (Project Number EIA-15-02). November.

2022d Carlsbad Maintenance and Operations Facility Noise Analysis (Project Number EIA-15-02). November.

San Diego, County of

2017 Five-Year Review Report of the Countywide Integrated Waste Management Plan. Department of Public Works. August.

San Diego Air Pollution Control District (SDAPCD)

2009 Regional Air Quality Strategy Revision. April.

San Diego Association of Governments (SANDAG)

2003 Final Multiple Habitat Conservation Plan. March.

San Diego County Regional Airport Authority (SDCRAA)

2011 McClellan-Palomar Airport Land Use Compatibility Plan. December.

San Diego Gas & Electric (SDG&E)

2020 San Diego Gas and Electric Company (U 902 E) Final 2019 Renewables Portfolio Standard Procurement Plan. Public Versions. January 29.

San Diego Natural History Museum (SDNHM)

2021 Paleontological Resource Assessment, Orion Center. November 29.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

2009 Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December.

SCST

2019 Update Geotechnical Investigation, City of Carlsbad Orion Center. March 28.

South Coast Air Quality Management District (SCAQMD)

2008 Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules and Plans. Board Meeting Date December 5, 2008. Agenda No. 31. December.

State of California, Department of Conservation

2016 California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.