

**STATEMENT OF REASONS FOR EXEMPTION FROM ADDITIONAL ENVIRONMENTAL REVIEW FOR A  
MINOR CONDITIONAL USE PERMIT AND SPECIAL USE PERMIT FOR THE OMNI LA COSTA DRIVING  
RANGE EXPANSION (CUP 2023-0001/SUP2023-0001)**

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**1. INTRODUCTION:** CEQA Guidelines, Sections 15162 through 15164 establish the procedures on how to evaluate and rely on a Mitigated Negative Declaration for subsequent projects. The following discussion presents the relevant provisions of CEQA to which the proposed Project complies. It provides an overview of the determination of consistency with the La Costa Resort and Spa Master Plan Mitigated Negative Declaration (MND). A description of how the Project complies with each provision is presented below in the environmental evaluation, section 5 of this document. CEQA Guidelines Section 15163 states that a subsequent ND or an addendum may be prepared, or no further documentation may be required if none of the conditions described in Section 15162 or 15163 calling for the preparation of a subsequent or supplemental ND or EIR have occurred.

CEQA Guidelines, Section 15162(a), states that a subsequent document shall be prepared if substantial changes are proposed in the project or circumstances that will require major revisions of the prior CEQA document due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects. A subsequent document may also be required when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the prior environmental document was certified/adopted, shows that (a) the project will have one or more significant effects not discussed in the prior document, (b) significant effects previously examined will be substantially more severe than shown in the prior document, (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or (d) mitigation measures or alternatives that are considerably different from those analyzed in the prior document would substantially reduce one or more significant effects on the environment but the project proponents decline to adopt the mitigation measure or alternative. Thus, CEQA Guidelines Section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." In evaluating whether these thresholds are met, the key is to determine if any circumstances have changed enough to justify repeating a substantial portion of the environmental documentation process.

**2. BACKGROUND:** A Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Omni La Costa Resort and Spa was approved by City Council of the City of Carlsbad on September 21, 2004 by Ordinance 2004-304. The Omni La Costa Resort and Spa was a request to approve a Master Plan, General Plan Amendment, Zoning Code Amendment, Tract Map, Planned Development, and Special Use Permits. The project included the removal of the La Costa Resort and Spa Properties from the La Costa Master Plan (MP 149) for the purpose of establishment of a master plan with 7 planning areas to account for existing and future uses including the development of 197 commercial resort villas, a shared parking analysis and an extension of the existing driving range. An addendum was processed to address four specific areas to the prepared MND after circulation. First, was to correct a mapping error which incorrectly showed the area north of Arenal Road as having an existing zoning of Planned Community (PC), and

General Plan designation of OS, Open Space. The actual zoning of this area at the time of circulation of the MND was R-1 and General Plan designation of RLM, Residential Low Medium. However, this area was planned to be rezoned as part of the project to PC, and amend the General Plan designation to OS, Open Space. The second area the addendum addressed was to withdraw the La Costa Resort and Spa from the La Costa Master Plan (MP 149) and add MP 149(S) to the entitlement package for this purpose. The third area addressed was withdrawing of CUP258(D), which was a modification to the La Costa Ballroom Conditional Use Permit to show changes to landscaping and parking with no changes or intensifications of use proposed. This permit was no longer required as the project proposed a zone change from General Commercial (C-2) to PC which then allowed the ballroom to be regulated by the provision for Planning Area 5 which designated the resort ballroom as a permitted use without the need for a CUP. The final change was a typographical error to correct an entitlement permit to SUP 03-06, which was previously noted incorrectly as SUP 06-06. The previously approved MND and addendum are on file with the City of Carlsbad.

**3. PROJECT DESCRIPTION:** The proposed Omni La Costa Driving Range Extension project is a request for a Minor Conditional Use Permit (Minor CUP) and a Special Use Permit (SUP) to accomplish the following development activities:

(a) Expand the existing golf course driving range to the west by 99,641-square feet into an existing asphalt parking lot (resulting in the loss of 241 existing parking spaces) and four concrete tennis courts, and;

(b) Construct two ancillary parking lots; one proposing 167 spaces within a graded but undeveloped area in Planning Area 4 (PA 4) at the northeast intersection of El Camino Real and Costa Del Mar Road, and one proposing 62 spaces in a graded, gravel-covered area in Planning Area 1 (PA 1) at the southeast intersection of Estrella De Mar Road and Arenal Road. These parking spaces are intended as ancillary replacement spaces for spaces lost with the driving range expansion. These proposed improvements all occur internally within the existing Omni La Costa Resort and Spa campus. The project will result in a net decrease of 12 spaces.

**4. SUMMARY OF FINDING:** It is the finding of Community Development the Project is consistent with the analysis performed for La Costa Resort and Spa MND. That is, this Project is within the scope of the La Costa Resort and Spa MND and subsequent addendum approved earlier. Further, the MND adequately anticipated and described the impacts of the proposed project and identified applicable mitigation measures necessary to reduce project specific impacts. A comprehensive environmental evaluation has been completed for the Project (Section 5). This CEQA Analysis demonstrates that the Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR because the level of development proposed is within the development assumptions analyzed in the MND and addendum. With uniformly applied development standards, mitigation measures imposed as environmental conditions of approval, and standard regulatory requirements, the Project would not result in any new or more severe impacts relative to what was identified the MND. The MND adequately describes the activity for the purposes of CEQA. No further environmental review is required.

**SECTION 5: ENVIRONMENTAL ANALYSIS CHECKLIST FOR CONSIDERATION OF  
A MINOR CONDITIONAL USE PERMIT AND SPECIAL USE PERMIT FOR THE OMNI LA COSTA DRIVING  
RANGE EXPANSION (CUP 2023-0001/SUP 2023-0001)**

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The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration (ND) or a previously certified environmental impact report (EIR) covering the project for which a subsequent discretionary action is required. This environmental analysis has been prepared in accordance with CEQA Guidelines Section 15164(b) since only minor technical changes have occurred.

- 1. BACKGROUND ON THE PREVIOUSLY APPROVED MND:** A Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Omni La Costa Resort and Spa was approved by City Council of the City of Carlsbad on September 21, 2004, by Ordinance 2004-304. The Omni La Costa Resort and Spa was a request to approve a Master Plan, General Plan Amendment, Zoning Code Amendment, Tract Map, Planned Development, and Special Use Permits. The project included the removal of the La Costa Resort and Spa Properties from the La Costa Master Plan (MP 149) for the purpose of establishment of a master plan with 7 planning areas to account for existing and future uses including the development of 197 commercial resort villas, a shared parking analysis and an extension of the existing driving range. The previously approved MND is on file with the City of Carlsbad.
  
- 2. PROJECT NAME:** Omni La Costa Driving Range Expansion
  
- 3. PROJECT NO:** CUP2023-0001/SUP2023-0001 (DEV2023-0004)
  
- 4. LEAD AGENCY:**  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad, CA 92008
  
- 5. PROJECT APPLICANT:**  
LC Investment 2010 LLC dba Omni La Costa  
Clint Gulick  
4001 Maple Ave. #600  
Dallas, TX 75219
  
- 6. LEAD AGENCY CONTACT PERSON:** Lauren Yzaguirre, Associate Planner,  
[lauren.yzaguirre@carlsbadca.gov](mailto:lauren.yzaguirre@carlsbadca.gov), (442) 339-2634
  
- 7. PROJECT LOCATION:** La Costa Resort and Spa, 2100 Costa Del Mar Road, Carlsbad, CA 92009
  
- 8. GENERAL PLAN LAND USE DESIGNATION:** Visitor Commercial (VC) and Open Space (OS)
  
- 9. ZONING:** Planned Community (P-C)
  
- 10. DOES THE PROJECT FOR WHICH A SUBSEQUENT DISCRETIONARY ACTION IS NOW PROPOSED DIFFER IN ANY WAY FROM THE PREVIOUSLY APPROVED PROJECT?**

Yes  No

The Omni La Costa Resort and Spa project was a request to remove the La Costa Resort and Spa Properties from the La Costa Master Plan (MP 149) for the purpose of establishment of the La Costa Resort and Spa Master Plan with 7 planning areas to account for existing and future uses including the development of 197 commercial resort villas, a shared parking analysis and an extension of the existing driving range. The Approved MND included construction of an golf center/training facility that was never constructed. The proposed project is a request to further expand the existing golf course driving range to the west by 99,641-square feet into an existing asphalt parking lot (resulting in the loss of 241 existing parking spaces) and four concrete tennis courts. The proposed project also includes the construction of two ancillary parking lots; one proposing 167 spaces within a graded but undeveloped area in Planning Area 4 (PA 4) at the northeast intersection of El Camino Real and Costa Del Mar Road, and one proposing 62 spaces in a graded, gravel-covered area in Planning Area 1 (PA 1) at the southeast intersection of Estrella De Mar Road and Arenal Road. These parking spaces are intended as ancillary replacement spaces for spaces lost with the driving range expansion. These proposed improvements all occur internally within the existing Omni La Costa Resort and Spa campus. The project will result in a net decrease of 12 spaces. The overall project parking will continue to meet the minimum 1,263 parking required per the Parking Needs Assessment as required by the La Costa Resort and Spa Master Plan. When and if Planning Areas 1 or 4 are developed with commercial dwelling units as indicated in the master plan, or within 5 years of the approval of the Minor Conditional Use Permit, the applicant will be conditioned to process an amendment to the Master Plan to either provide the Master Plan required parking spaces elsewhere, or to convert these ancillary parking lots into permanent parking lots. A parking assessment at that future time will specify the parking requirement if substantive land use changes are proposed. As a result of this condition, authorizing the ancillary parking lots within these areas is consistent with the Master Plan.

**10. ENVIRONMENTAL SETTING/SURROUNDING LAND USES:** The project site exists in a fully urbanized state as part of an existing resort. The improvements are proposed on three separate, non-contiguous locations within the Omni La Costa Resort and Spa campus. Each of the three segments of the project are on property that has been previously graded and developed and are almost totally topographically flat.

The three segments of the project (driving range, PA 1 parking lot, and PA 4 parking lot) total 14.52 acres of area to be disturbed by grading and improvements. These three segments are located on APN 216-590-22 and 216-591-25. One hundred percent (100%) of the land area to be developed has been previously graded and/or developed pursuant to previous City entitlements, and thus presently exists in an urban setting. The parking lots are considered ancillary, and will be covered with asphalt, including water quality basins as required by City of Carlsbad standards. These two areas are currently barren, covered with dirt, domestic shrubbery, and sparse eucalyptus trees.

The existing driving range will be extended to the west. The driving range area is enclosed on three sides by a netting system, supported by steel poles. This netting barrier system retains golf balls within the range area. The poles are 60-feet in height (27 poles) and 50-feet in height (13 poles), a total of 40 existing poles. The overall length of the existing netting system surrounding the driving range is approximately 2,290 linear feet. The proposed project redesign results in the removal of 667 linear feet of driving range netting. The westerly extension results in 1,373 linear feet of added netting, for an overall total increase of 706 linear feet of netting protection. The 50-foot-tall poles and netting on the southeast corner of the range will remain at 50-feet.

Overall, the project will require 29,500 cubic yards of earthwork, conducted in a balanced grading operation. Surrounding land uses are all Resort-oriented visitor-serving and outdoor golf course

recreation. El Camino Real exists to the west of the Resort property. San Marcos Creek and commercial developments exist to the south of the driving range, with La Costa Avenue beyond.

**11. OTHER REQUIRED AGENCY APPROVALS** (e.g., permits, financing approval or participation agreements):  
None known.

**14. SUBJECT AREAS DETERMINED TO HAVE A NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS MND:**

The subject areas were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

**NONE**

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

**15. PREPARATION:** The Environmental Review Update Checklist for the subject project was prepared by:

\_\_\_\_\_  
Lauren Yzaguirre, Associate Planner

\_\_\_\_\_  
Date

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

On the basis of this analysis, the City of Carlsbad has determined that:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, this project is within the scope of a previously adopted Mitigated Negative Declaration (SCH#2004099074); and findings were adopted to attest that no new environmental document is required.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to

the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no “new information of substantial importance” as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, because the project is a residential project in conformance with, and pursuant to, a Specific Plan with an EIR completed after January 1, 1980, the project is exempt pursuant to CEQA Guidelines Section 15182.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is “new information of substantial importance,” as that term is used in CEQA Guidelines Section 15162(a)(3). However all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT ND is required.
  
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is “new information of substantial importance,” as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

**17. ENVIRONMENTAL DETERMINATION:** The Environmental Review Update Checklist for this project has been reviewed and the environmental determination, indicated above, is hereby approved.

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**Eric Lardy, City Planner**

Date

**ENVIRONMENTAL ANALYSIS:**

**I. AESTHETICS**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or “new information of substantial importance” that cause one or more effects to aesthetic resources including: scenic vistas; scenic resources including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway; existing visual character or quality of the site and its surroundings; or day or nighttime views in the area?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to aesthetics due to the combination of landscaping and architectural elements proposed the resort already existing and no new areas of raw land were being converted into development or resort uses. Therefore, it was assessed that less than significant impacts to aesthetics would result from the approval and implementation of the master plan and the construction of proposed structures.

The subject project is situated wholly within the Omni La Costa Resort and Spa campus, located in a broad valley within a highly-urbanized area of the city of Carlsbad. Scenic vistas in Carlsbad generally consist of the scenic corridors and views towards the coastline, hillsides, and natural open spaces. The project site is not listed as including any scenic vistas in the City’s General Plan (City of Carlsbad, 2017). However, El Camino Real is designated as a scenic corridor subject to El Camino Real Corridor Standards. Small portions of the proposed project will be visible from El Camino Real, however the changes will be in character with the surrounding Resort features. The driving range and associated ball retaining netting will extend approximately 280-feet closer to El Camino Real but will still maintain a 300-foot distance from the roadway. Main visibility from El Camino Real will focus on the balance of the main gate parking lot in this area. A 20-foot uphill elevation change between the PA 4 ancillary parking lot and proposed landscape planters will shield this lot from El Camino Real. Grading will not exceed 10’ cut or fill from original grade in any location. In addition, it has been found that the proposed project is consistent with the previously approved scenic corridor Special Use Permit (SUP 03-03 approved September 2004) for the project site. The proposed project complied with the EL Camino Real Corridor Standards, therefore it is concluded that there will be no impact to this scenic corridor. No other formally designated state or local scenic vistas are in the vicinity of the project site. A less than significant impact is assessed to scenic vistas as a result of the proposed project.

All proposed changes are within an active, existing developed Resort. No change to the overall use of the property is proposed. The project proposes to extend the driving range into the parking lot located at the southeast intersection of El Camino Real and Costa Del Mar Road. Replacing a portion of the existing parking lot with landscaping associated with the driving range will improve the overall design context of the course. Therefore, the proposed project is considered to improve the aesthetic value of the site. The

proposed renovations will not substantially damage scenic resources such as trees, rock outcroppings, or historic buildings since none exist in the area. Visibility from El Camino Real is limited, and therefore the proposed project would not substantially damage scenic resources from a state highway. No impact is assessed to scenic resources, including but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway as a result of the proposed project.

The proposed project site exists in a fully urbanized state as part of an existing urban resort. The proposed project will not change the character of the viewshed and will not conflict with the applicable zoning and other regulations regarding scenic quality. Therefore, no impact is assessed to existing visual character or quality of public view and surrounding sites.

No substantial increase in lighting is proposed. No large expanses of glass or other reflective surfaces that could generate glare are proposed. No impact is assessed to light and glare as a result of the proposed project.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to aesthetics; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>II. AGRICULTURAL AND FORESTRY RESOURCES*</b>	
<p>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to agriculture or forestry resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, conflicts with existing zoning for agricultural use or Williamson Act contract, conversion of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)), result in the loss of forest land to non-forest uses, or cause other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>	
Yes	<input type="checkbox"/>
No	<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.



## **Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to agricultural and forestry resources as no agricultural lands were affected by the master plan or its implementation. Therefore, it was assessed that no impacts to agricultural and forestry resources would result from the approval and implementation of the master plan and the construction of proposed structures.

The project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is identified as urban and built-up land according to the California Department of Conservation's California Important Farmland Finder<sup>1</sup>. Thus, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact will result.

Per the City of Carlsbad Zoning Map, the project site is zoned Planned Community (P-C) and identified as open space (the driving range) and resort facilities (the ancillary parking lots) in the La Costa Master Plan. The site is not zoned for agricultural use nor is it identified as a site for agricultural use within the La Costa Master Plan. The site is also not within a Williamson Act contract (City of Carlsbad, 2017). Therefore, the proposed project would not conflict with existing zoning of agricultural use, or a Williamson Act contract and no impact would occur in this regard.

Carlsbad is devoid of any lands that meet the definition of forest land, timberland, or timberland production zone (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)). The project site is not occupied by or used for forest land or timberland purposes and is not zoned Timberland Production. Further, implementation of the proposed project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts to forest land or timberland and no impacts resulting from conversion of forestry lands will occur as a result of implementation of the proposed project.

The proposed driving range expansion project does not involve substantive changes to the environment of the project and will retain the existing recreational open space and resort-related land uses. It will not result in conversion of Farmland to non-agricultural use. Thus, no impact is assessed to changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural.

## **Conclusion**

As discussed above, the Project would not result in any significant impacts to agricultural and forestry resources; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

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<sup>1</sup> California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed July 22, 2019.

### III. AIR QUALITY\*

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to air quality including: conflicts with or obstruction of implementation of the applicable air quality plan; 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; exposure of sensitive receptors to substantial pollutant concentrations; or creation of other emissions (such as objectionable odors) affecting a substantial number of people?

Yes	<input type="checkbox"/>
No	<input checked="" 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.

#### Discussion

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 Environmental Protection Agency or the California Air Resources Board 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 (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM<sub>10</sub>, and PM<sub>2.5</sub>), lead and toxic air contaminants. Volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>) are precursors to the formation of ground-level O<sub>3</sub>.

The following table shows the San Diego Air Basin (SDAB) designations for criteria pollutants:

Criteria Pollutant	Federal Designation (NAAQS)	State Designation (CAAQS)
Ozone (8-Hour)	Nonattainment	Nonattainment
Ozone (1-Hour)	<sup>2</sup>	Nonattainment
Carbon Monoxide	Attainment	Attainment
PM <sub>10</sub>	Unclassifiable <sup>3</sup>	Nonattainment
PM <sub>2.5</sub>	Attainment	Nonattainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility	No Federal Standard	Unclassified

<sup>2</sup> The federal 1-hour standard of 12 pphm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

<sup>3</sup> At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

SOURCE: SDAPCD, 2018 (<https://www.sdapcd.org/content/sdc/apcd/en/air-quality-planning/attainment-status.html>).

As of November 2017, the SDAB is designated in attainment for all criteria pollutants under the NAAQS, with the exception of O<sub>3</sub> (8-Hour) and PM<sub>10</sub>, which is listed as unclassifiable. The SDAB is currently designated nonattainment for O<sub>3</sub> and particulate matter, PM<sub>10</sub> and PM<sub>2.5</sub>, under the CAAQS. It is designated as attainment under CAAQS for CO, NO<sub>2</sub>, SO<sub>2</sub>, lead and sulfates.

The project site is located within the SDAB. The periodic violations of (NAAQS) in the SDAB, particularly for O<sub>3</sub> in inland foothill areas, requires that a plan be developed outlining the pollution controls that will be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in the Regional Air Quality Strategies (RAQS) developed by the San Diego County Air Pollution Control District (APCD) with regional growth projections provided by San Diego Association of Governments (SANDAG). The RAQS outlines the APCD’s plans and regulatory control measures designed to attain state air quality standards for ozone. The RAQS, which was adopted by the San Diego County Air Pollution Control Board in 1992, is updated on a triennial basis with the most recent revision prepared in December 2016.

The APCD has also developed the SDAB’s input into the State Implementation Plan (SIP) which is required under the Federal Clean Air Act (CAA) for pollutants that are designated as being in nonattainment of national air quality standards for the air basin. The SIP relies on the same information from SANDAG to develop emission inventories and emission control strategies that are included in the attainment plan for the air basin.

The proposed project relates to the SIP and/or RAQS through the land use and growth assumptions that are incorporated into the air quality planning document. These growth assumptions are based on each city’s and the County’s general plan. The project is within the scope of development that was anticipated in Carlsbad’s General Plan used to develop the RAQS and SIP. Operation of the project impacts will result in emissions that were considered as a part of the RAQS growth projections.

As such, the project does not increase impacts or conflict with an air quality plan and is not anticipated to conflict with either the RAQS or the SIP. Additionally, the operational emissions from the project are below the screening levels, and subsequently will not violate ambient air quality standards. Thus, the project does not propose any substantial changes, does not provide any new information of substantial importance regarding the applicable air quality plan that was not considered in the previously approved Mitigated Negative Declaration (MND) for MP 03-02(B), approved by Carlsbad Planning Commission Resolution No. 5697. The project is still in compliance and within the scope of this prior environmental document. A less than significant impact is assessed.

The APCD operates a network of ambient air monitoring stations throughout San Diego County. Due to its proximity to Carlsbad with similar geographic and climatic characteristics, the Del Mar – Mira Costa College monitoring station concentrations of 8-hour and 1-hour O<sub>3</sub> are considered most representative of O<sub>3</sub> in Carlsbad. The Escondido-East Valley Parkway monitoring station is the nearest location where PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and CO concentrations are monitored. The El Cajon – Redwood Avenue monitoring station is the nearest location where SO<sub>2</sub> concentrations are monitored. Data available for these monitoring sites from 2013 through 2017 indicate that the most recent air quality violations recorded were as follows:

Frequency of Air Quality Standard Violations, Number of Days Exceeding Standard

Monitoring Site	Year	State O <sub>3</sub> (1-Hour)	State O <sub>3</sub> (8-Hour)	Federal O <sub>3</sub> (8-Hour)	State PM <sub>10</sub> *	Federal PM <sub>2.5</sub> *

Del Mar – Mira Costa College	2013	0	0	0	-	-
	2014	1	4	4	-	-
	2015	1	2	2	-	-
	2016	0	1	1		
	2017	0	0	0		
Escondido – East Valley Parkway	2013	-	-	-	6.0(1)	3.1(1)
	2014	-	-	-	0.0(0)	0.0(0)
	2015	-	-	-	** (0)	** (0)
	2016				**	** (0)
	2017				**	** (0)

\* Measurements of these pollutants are usually collected every 6 days and daily, respectively. The number of days exceeding standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

\*\* Means insufficient data.

SOURCE: CARB, (<https://www.arb.ca.gov/adam/topfour/topfourdisplay.php>).

Air quality within the region was in compliance with both CAAQS and NAAQS for NO<sub>2</sub>, CO, and SO<sub>2</sub> during this monitoring period. Thus, the project does not propose any substantial changes, does not provide any new information of substantial importance regarding potential increase in criteria air pollutants that was not considered in the previously approved MND for MP 03-02(B), approved by Carlsbad Planning Commission Resolution No. 5697. No impact is assessed.

The project involves the redesign and lengthening of a golf course driving range, and replacement of parking lost as a result of the driving range expansion with two ancillary parking lots on the La Costa Resort and Spa development, which is expected to result in emissions associated with grading and construction equipment. The project would minimize air pollutant emissions through standard construction measures, storm water pollution prevention plan requirements, Best Management Practices (BMPs), and when applicable, the California Green Building Code standards that would reduce fugitive dust debris, emissions and other criteria pollutant emissions during grading and construction. Therefore, emissions from the construction phase would be minimal, temporary and localized, resulting in pollutant emissions that are not anticipated to significantly contribute to an existing or projected air quality violation.

Vehicle trip emissions associated with travel to and from the project will not result in an increase in ADTs. Vehicle trip emissions associated with the project are as projected in the existing General Plan and not anticipated to significantly contribute to an existing or projected air quality violation. Operational emissions associated with the project are anticipated to be consistent with the RAQS and SIP and do not exceed APCD standards.

The proposed project would represent a contribution to a cumulatively considerable potential net increase in emissions throughout the air basin. As described above, however, emissions associated with the proposed project would be minimal. Given the limited emissions potentially associated with the proposed project, air quality would be essentially the same whether or not the proposed project is implemented. According to the CEQA Guidelines Section 15064(h)(3), the proposed project's incremental contribution to the cumulative effect is not cumulatively considerable and will not exceed those emissions addressed in the previously approved MND for the Omni La Costa Resort and Spa. The project is still in compliance and within the scope of this prior environmental document. No impact is assessed.

Sensitive receptors include schools, hospitals, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes or other facilities that house individuals with health conditions that would be adversely impacted by changes in air quality. As noted above, the proposed project would not result in substantial pollutant emissions or concentrations. In addition, the nearest sensitive receptor to the project is Poinsettia Elementary School, located approximately 1,200 feet easterly of the northern end of the golf course, and will not significantly impact this receptor. The project itself is not proposed in the vicinity of an existing pollution source that would expose sensitive receptors within the project to pollutants. Thus, the project does not propose any substantial changes, does not provide any new information of substantial importance regarding pollutant concentrations around sensitive receptors that was not considered in the previously approved La Costa Resort and Spa MND. No impact is assessed.

The proposed project could generate emissions resulting in objectionable odors during construction, including vehicles and/or equipment exhaust from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, disulfides, dusts or other pollutants during the construction or operation of the project. 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. Also, the project is required to comply with the applicable provision of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Thus, the project does not propose any substantial changes, and does not provide any new information of substantial importance that was not considered in the previously approved MND for the Omni La Costa Resort and Spa. No impact is assessed.

### **Conclusion**

As discussed above, the Project would not result in any significant impacts to air quality; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

#### IV. BIOLOGICAL RESOURCES

Since the previous MND was approved are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat, aquatic or wetland habitat) or species identified as a candidate, sensitive, or special status species in a local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; adverse effects to state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal etc.) through direct removal, filling, hydrological interruptions or other means; interference substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites; conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

#### Discussion

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to biological resources because all areas proposed for development by master plan implementation were already developed within the Resort and areas proposed for development including resort unit areas, parking lots or other open areas that do not constitute native habitat and had been previously graded. Therefore, there it was assessed that there would be no significant biological resource impacts from the approval or implementation of the master plan.

The proposed project is located on previously-graded and developed property. It is not located within a designated critical habitat for any federally or state listed 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. No special status plants or wildlife were observed on the urbanized subject property. Given the developed state of the site, and the absence of suitable habitat, there is no substantive potential for occurrence of any special-status plants or wildlife within the project area, and no impact is assessed. Therefore, the proposed project would result in no impacts to 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.

The proposed project will not result in impacts to any sensitive land cover. All project impacts are to Urban/Developed land cover, which is non-sensitive. The proposed project will not impact or have an adverse effect on any riparian, aquatic, or wetland habitat.

The project will also not result in any adverse effects on state or federally protected wetlands or jurisdictional areas.

The Resort campus does not provide significant value as a migration corridor for wildlife species, as it is fully developed and does not provide habitat for wildlife. However, the driving range is part of the golf course, which does provide habitat corridor value for wildlife. The existing driving range presently accommodates two directions of practice golf shots. A long [driving] series of practice tees, where balls are hit from west to east, and a shorter distance [for wedge shots] from southeast to northwest. The range area is enclosed by a netting system, supported by steel poles. This netting barrier system retains golf balls within the range area. The poles are 60-feet in height (27 poles) and 50-feet in height (13 poles), a total of 40 existing poles. The overall length of the existing netting system surrounding the driving range is approximately 2,290 linear feet. The netting extends from the to 60 [or 50] feet above the ground level to contain practice balls from striking tennis courts, maintenance buildings, golfers on the adjacent golf course, and the nearby San Marcos Creek.

This driving range is proposed to be redesigned to a rectangular shape rather than the existing concave polygon layout. The range will be extended to the west into the adjacent parking lot and pull the existing short practice area on the north in, narrowing the widest portion of the existing range. This change involves the removal of 14 of the existing steel poles and netting. A total of 22 steel poles and associated netting will border the extended west end of the rectangular layout. The redesign results in the removal of 667 linear feet of driving range netting. The westerly extension results in 1,373 linear feet of added netting, for an overall total increase of 706 linear feet of netting protection. The 50-foot-tall poles and netting on the southeast corner of the range will remain at 50-feet. No overall increase in maximum height of the driving range netting is proposed.

An assessment of the impact of the extended driving range netting has been conducted to determine whether the extension of the driving range netting into the area presently occupied by the parking lot will result. This assessment was conducted through a series of surveys of the bird activity in the driving range and parking lot area. (BFSA Environmental Services, *Avian Assessment for the La Costa Driving Range Expansion Project*, 2023). This assessment concludes that there is no indication of bird mortality associated with the existing poles and netting, and due to the fact that the proposed improvements will remain consistent with existing features, the extension of the range is not expected to result in impacts to birds.

In addition, although wildlife movement may be disrupted temporarily during construction due to noise or increased human presence, these impacts are considered temporary in nature, and implementation of the overall project will not result in permanent direct impacts to the adjacent offsite hardline or to wildlife movement functions. Following construction, wildlife will continue to use the site to aid in movement to other areas of biological value. Therefore, direct, permanent impacts to wildlife corridors/habitat linkages are not anticipated.

Thus, the project can be characterized as one of a series of actions of one large project, which does not propose any substantial changes regarding quantified grading and construction pollutants, does not provide any new information of substantial importance that was not considered in the previously approved La Costa Resort and Spa MND (MP 03-02(B)), approved by Carlsbad City Council Ordinance No. 2004-203, and will not result in any new significant environmental effects. The project is still in compliance and within the scope of this prior environmental document. A less than significant impact is assessed to native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

The city has no formal tree protection policy or ordinance that pertains to trees located on private property. The proposed project will not conflict with any local policies or ordinances protecting biological resources, including the City of Carlsbad HMP, as described in threshold f listed below.

The City of Carlsbad Habitat Management Plan (City of Carlsbad, 2004) is a comprehensive, citywide program intended to identify how the City, in cooperation with the federal and state wildlife agencies, can preserve the diversity of habitat and protect sensitive biological resources within the city while allowing for development consistent with the City's General Plan. The HMP does not identify any existing or proposed preserved area within the project site, although the Rancho La Costa Preserve is located directly adjacent to the golf course, on the northeast portion of the course. The HMP requires adherence to Adjacency Standards for projects located adjacent to any HMP hardline preserve. The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan

**Conclusion**

As discussed above, the Project would not result in any significant impacts to biological resources; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>V. CULTURAL RESOURCES</b>	
<b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources including: causing a change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; destroying a unique paleontological resource or site or unique geologic feature; and/or disturbing any human remains, including those interred outside of formal cemeteries?</b>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to cultural resources because all areas proposed for development by master plan implementation were already developed and converted from natural terrain. Therefore, it was assessed that there would be no significant cultural resource impacts from the approval or implementation of the master plan.

A cultural resources survey and evaluation program has been prepared for the proposed Omni La Costa Driving Range Extension project (BFS Environmental Services, 2023). This report included an enhanced survey and exploratory excavation program for the project site. The report concludes that the property it is not known to contain any historical resources pursuant to Section 15064.5, and no candidate historic



sites have been recorded within the subject property. Therefore, no impact to historical resources will result from implementation of the project.

The cultural resources survey report identified above concludes that no prehistoric or archaeological resources have been identified on the project site. Although three prehistoric resources have been recorded within the proposed location of the PA 4 Parking Lot, these sites were recorded prior to the development of the resort in the mid-1960's. Based upon the results of this current study, no significant elements of these resources likely remain, and development of the Omni La Costa Driving Range Extension project will not impact any known significant archaeological deposits.

The report also concludes that there is potential that excavation for the project could encounter elements of the previously recorded archeological sites or could uncover buried cultural deposits that were not previously detected. However, consistent with the Carlsbad Tribal, Cultural, and Paleontological Resources Guidelines, the project scope includes archeological monitoring by a qualified archaeologist to monitor during grading operations. The applicant will also enter into a Pre-excavation Agreement with a Luiseno Native American Tribe to monitor grading efforts during all ground-disturbing activities. As a result, assuming compliance with this grading plan condition, the impacts to archaeological resources are considered less than significant.

No on-site conditions exist that suggest human remains are likely to be found on the project site. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during construction activities. However, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Further, the project scope includes archeological monitoring by a qualified archaeologist during grading operations. to the applicant will also enter into a Pre-excavation Agreement with a Luiseno Native American Tribe to monitor grading efforts during all ground-disturbing activities. Following compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and the requirements on the grading plans to provide monitoring of all ground-disturbing activities, it is concluded that the project will result in less than significant impacts concerning disturbance of human remains.

### **Conclusion**

As discussed above, the Project would not result in any significant impacts to cultural resources; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar

Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>VI. ENERGY</b>	
<p>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects to energy including: impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; and/or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The proposed project involves the redesign and expansion of an existing golf course driving range into an existing parking lot, and construction of two ancillary parking lots intended to replace parking lost with the expansion of the driving range. These activities will all take place within the existing Omni La Costa Resort and Spa campus.

The City of Carlsbad General Plan contains policies and goals that address energy consumption in the city, including promoting energy efficiency and conservation, and the continued pursuit of sustainable energy sources. San Diego Gas & Electric (SDG&E) provides electrical service for the city. Construction of the project would occur over approximately 6 months. Construction energy consumption would result from transportation fuels used for haul trucks, construction equipment and construction workers traveling to and from the project site. Electricity would be used during construction to provide power for lighting and electronic equipment, and to power certain construction equipment. The driving range would be shut-down to the public during this construction period. Construction power use would be temporary, occurring only during the construction period.

Construction of the project would require the consumption of energy for necessary on-site activities and to transport materials, soil and debris to and from the project site. The amount of energy used would not represent a substantial fraction of the available energy supply in terms of equipment and transportation fuels. Further, compliance with the existing anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Therefore, it is concluded that construction of the proposed project would not result in the wasteful, inefficient and unnecessary consumption of energy and would not increase the need for new energy infrastructures. The proposed project is not expected to increase the amount of inefficient or unnecessary consumption of energy resources. Therefore, a less than significant impact is assessed to energy resources due to wasteful, inefficient or unnecessary consumption of energy resources during project construction or operation.

The City of Carlsbad Climate Action Plan (CAP) sets a baseline for greenhouse gas emissions (GHG) and establishes a long-term strategy to reduce such emissions. The proposed project will be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The proposed project is consistent with the Carlsbad

General Plan and does not propose any overall change in use and thus will not obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed Omni La Costa Driving Range Extension project will not result in conflicts with or obstructions of a state or local plan for renewable energy or energy efficiency and no impacts are assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to energy; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. The extension of the golf course will not result in any foreseeable impact to energy and the proposed project does not result in any changed circumstances than was addressed and evaluated in the approved MND. The previously approved MND evaluated all land development anticipated through the application of policies, regulations, and as logical parts of a long-term plan to implement to Master Plan. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>VII. GEOLOGY AND SOILS</b>	
<p><b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from geology and soils including: exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; produce unstable geological conditions that would result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction, or collapse; being located on expansive soil creating substantial risks to life or property; having 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; and/or result in impairment of a unique geologic feature?</b></p>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to geology or soils because no unusual soils or geologic existed onsite that would have prevented the typical construction proposed for the commercial villas and all development would proceed according to standard City processes which ensured that no site-specific condition existed to conflict with standard grading and construction technique. Therefore, it was assessed that there would be no impact to geology and soils from the approval or implementation of the master plan and the construction of future uses.

A geotechnical investigation of the grading plans for the Omni La Costa Driving Range Expansion project has been conducted (Geocon, 2023). The project site is located on wave cut platforms west of the Santa Ana Mountains within the Peninsular Ranges Geomorphic Province in southern California. The platforms

are characterized by sandstone deposits on regionally uplifted geomorphic wave cuts which display elevated erosional surfaces of granitic bedrock with some terrestrial sedimentary rocks, surrounded by alluvium-filled valleys.

Numerous active, potentially active, and inactive faults exist in southern California, and are defined in the Alquist-Priolo Earthquake Fault Zone Program. The site is not within a currently established Hazard Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site is considered low. However, the site is located in the seismically active southern California region and could be subjected to moderate to strong ground shaking events. The nearest known active fault is the Newport-Inglewood Fault, located offshore approximately 5.7 miles west of the site. It is the dominant source of potential ground motion at the site from earthquake. The potential magnitude of an earthquake from this fault would be 7.1 magnitude.

Ground surface rupture occurs when movement along a fault is sufficient to cause a gap or rupture where the upper edge of the fault zone intersects the earth's surface. The potential for ground rupture is considered to be very low due to the absence of active or potentially active faults at the subject site.

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The driving range improvements will take place within an existing driving range and a parking lot west of the range. The two ancillary parking lots will take place on property that has been previously graded in accordance with an approved grading permit, and will be re-sculpted, resulting in cuts and fills on the order of 3 feet or less. No structures are proposed. Therefore, as indicated in the geotechnical report, landslides and other adverse soil circumstances are not a design consideration for any of the three separate segments of the project. The project will not cause exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides, and therefore no impact is assessed.

Neither soil nor geologic conditions that would have the potential to preclude construction of the proposed project were encountered during geotechnical investigations of the project areas. The alluvial soils that characterize the sites are appropriate for temporary parking lots and flatwork, and golf course-related improvements.

Soils in the area are considered erosive, and could potentially erode onto downstream areas, however proper erosion control, consistent with City Grading Ordinance regulations, and landscaping of the driving range, will minimize the potential for any significant erosion. Also, as required by City of Carlsbad regulations, the project will include appropriate BMPs consistent with the recommended geotechnical report measures. Temporary erosion and sediment control protections will be implemented so that all exposed soil in construction area will be protected from erosion. This will include silt fences, sandbags and straw mulch rolls being placed around excavated trench spoils during the entire construction period. Also, all storm drains and natural drainages situated downstream from the construction will be protected by linear sediment barriers or similar erosion control devices. Weather monitoring will take place in order to avoid exposed soils during times of heavy rainfall. As a result of these factors, the proposed project would have a less than significant impact on soil erosion or the loss of topsoil.

The three segments of property affected by the project are all virtually flat. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site.

The driving range area is underlain by younger alluvium, the PA 4 ancillary parking lot is underlain by older alluvium, and the PA 1 parking lot is placed in an area of previously placed artificial fill soil. Remedial grading of the surficial soil for parking lots and flatwork improvements will be required, as stated in the geotechnical report. Additionally, the proposed project does not involve the construction of deep or tall structures or assemblies, or any complex inhabited development. Therefore, the potential for surface rupture due to faulting occurring beneath the site resulting in hazardous collapse, subsidence or lateral spreading is considered extremely low. As a result, no impact is assessed to the project as a result of the potential for off-site landslide, rock falls, lateral spreading, subsidence, liquefaction, or collapse.

Soil encountered in the geotechnical field investigations is considered to be expansive in the driving range area and non-expansive to expansive in the parking lot areas. Expansive soil has an expansion test result of more than 20 as defined by the 2022 CBC. No structures are proposed in the driving range area, which will be fully-landscaped, and the potential of direct or indirect risks to people or property from soil expansion are considered less than significant.

The proposed project will not involve the use of septic tanks or alternative wastewater disposal systems, and therefore no impact will result.

The project will be constructed primarily on areas that have been previously graded. As such, based on the site location and as a result of the previous construction disturbances of the soils, the proposed project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic features.

### **Conclusion**

As discussed above, the Project would not result in any significant impacts to geology and soils; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

### **VIII. GREENHOUSE GAS EMISSIONS**

**Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects related to environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions?**

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

## Discussion

Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone, and certain hydro-fluorocarbons. These gases, known as greenhouse gases (GHGs), allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contribute to what is termed "global warming," the trend of warming of the Earth's climate from anthropogenic activities. Global climate change impacts are by nature cumulative; direct impacts cannot be evaluated because the impacts themselves are global rather than localized impacts.

California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, ozone, chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO<sub>2</sub>e) units for comparison. The CO<sub>2</sub>e is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent measure. The most common GHGs related to the project are those primarily related to energy usage: CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O.

In September 2015, the City of Carlsbad adopted a Climate Action Plan (CAP) that outlines actions that the city will undertake to achieve its proportional share of state greenhouse gas (GHG) emissions reductions. The CAP is a plan for the reduction of GHG emissions in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183.5. 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 (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)

The CAP established a screening threshold of 900 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>e) 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 MTCO<sub>2</sub>e 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 and shown on site plans and building plans.

The project is consistent with the existing General Plan land use and zoning designations and includes project design features are consistent with applicable CAP Consistency Checklist measures. The project does not propose an intensification in the existing use of the site and is also consistent with General Plan policies that would help reduce GHG emissions. As a result, the project would not contribute considerably to climate change impacts and is still in compliance and within the scope of this prior environmental document. Impacts to GHG emissions associated with the proposed is less than significant.

As stated above, the City of Carlsbad adopted a CAP in 2015 that outlines actions that the city will undertake to achieve its proportional share of state greenhouse gas (GHG) emissions reductions. The CAP demonstrates that, with implementation of applicable General Plan goals and policies, coupled with state and federal actions, and execution of CAP measures and actions, the city will reduce GHG emissions in alignment with state goals established by Assembly Bill 32 and Senate Bill 32, and maintain a trajectory to meet its proportional share of the 2050 state target identified in Executive Order S-3-05. The proposed project is consistent with applicable General Plan goals and policies, would not conflict with any applicable land use or zoning plan, policy or regulation adopted for the purposes of reducing the emissions of greenhouse gases. The project's impact is considered less than significant.

### **Conclusion**

As discussed above, the Project would result in less than significant impacts to GHG emissions; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. The previously approved MND evaluated all land development anticipated through the application of policies, regulations, and as logical parts of a long-term plan to implement to Master Plan. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND. The extension of the golf course will not result in any foreseeable impact to GHG emissions and the proposed project does not result in any changed circumstances than was addressed and evaluated in the approved MND.

**IX. HAZARDS AND HAZARDOUS MATERIALS**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more effects from hazards and hazardous materials including: creation of a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes; creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; location 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; within the vicinity of a private airstrip resulting in a safety hazard or excessive noise for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; exposure of people or structures to a significant risk of loss, injury or death involving wildland fires?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts hazards or hazardous materials because the approval and implementation of the master plan did not invoke the use or transport of hazardous materials beyond typical construction practices. In addition, the use of the villas in the context of resort and health spa setting did not involve activities by Resort users that would increase the use or risk of such materials. Therefore, it was assessed that there would be no impact to hazards or hazardous materials from the approval or implementation of the master plan and the construction of future uses.

Construction of the proposed Omni La Costa Driving Range Expansion project would include demolition and removal of existing landscaping and ground cover on the three segments of the project site, excavation of portions of these segments, reorientation and expansion of the golf ball retaining netting system on the driving range and paving of the parking lots. These construction activities would likely require the use of limited quantities of hazardous materials such as fuels, oils and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations and would be transported to and from the project site. The improper handling and transport of hazardous materials could result in adverse health effects to workers or the public. All hazardous materials used during construction operations would be typically handled and transported in small quantities and stored and handled in proper locations. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With adherence to existing state and local requirements that are intended to minimize potential health risks associated with the use or the accidental release of such substances, impacts related to the transport or use of hazardous materials would be considered less than significant.



As indicated above, construction activities would require the use of limited quantities of hazardous materials, which would be transported to and from the project site. The overall quantities of these materials on the site at any one time would not result in large bulk amounts that, if spilled, could cause significant soil or groundwater contamination issues. Spills of hazardous materials on construction sites are typically localized and would be cleaned up in a timely manner, in accordance with required BMPs and HBMPs. Refueling activities of heavy equipment would be conducted in a controlled dedicated area complete with secondary containment and protective barriers to minimize any potential hazards that might occur with an inadvertent release. As a result, the threat of exposure to the public or contamination from construction-related hazardous materials is considered less than significant. Further, as a result of the fact that numerous laws and regulations govern the management of hazardous materials in order to reduce the potential hazards associated with accidental release and upset conditions, the impact from hazardous material accidents during operations constructing the expanded driving range and parking lots would be considered less than significant.

Coastal Hebrew School, a private religious school, is located within .16 mile of the subject project. However, subject to compliance with state, federal and local laws regulating the handling of hazardous materials during construction and during ongoing operations of the golf course, the project will not emit hazardous emissions, materials, substances or waste that would result in a significant impact to the school. Therefore, it has been determined that impacts related to production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed schools is less than significant.

The subject project is not located on a site which is included on a list of a hazardous materials site compiled pursuant to Government Code Section 65962.5. As a result, the project would not create a significant hazard to the public or the environment.

At its closest point, the Driving Range Expansion project is located approximately 2.36 miles from the McClellan-Palomar Airport. The subject project is located just outside of Review Area 2 of the Airport Influence Area, therefore, the project is not subject to the requirements of the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP). As such, it is concluded that the project site will not cause a safety or noise hazard from for people residing or working within the project area and no impact is assessed.

The City of Carlsbad is a participant in the San Diego County HAZMIT Plan. This plan is intended to facilitate cooperation between agencies and encourages and rewards local and state pre-disaster planning. This enhanced planning network is intended to enable local and state governments to articulate accurate needs for mitigation, resulting in expedient allocation of funding and effective risk reduction projects. The City of Carlsbad has implemented many of the recommended action items in the plan through existing programs and procedures and enforcement of policies and ordinances. The driving range expansion project would be required to comply with all city code requirements and ordinances, and thus would not conflict with this plan and no impact is assessed.

The subject property is situated in a highly-urbanized environment. It will not produce any significant increase in exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires will result from implementation of the project.

### **Conclusion**

As discussed above, the Project would result in less than significant impacts in regards to hazards and hazardous materials; therefore, the Project would not result in an impact which was not adequately

evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>X. HYDROLOGY AND WATER QUALITY</b>	
<p>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality including: violation of any water quality standards or waste discharge requirements or substantial degradation of surface or ground water quality; substantial alteration of 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 result in substantial erosion, siltation or flooding on- or off-site, create or contribute to runoff water exceeding the capacity of stormwater drainage systems or providing additional source of pollution runoff, or impeding or redirecting flood flow; conflict with/obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to hydrology and water quality because the project implemented a Storm Water Pollution Prevention Plan to manage the construction and development of the proposed structures and resort amenities. The Stormwater Pollution Prevention Plan protected the San Marcos Creek and adjacent Batiquitos Lagoon from stormwater runoff and water quality impacts. In addition, a Floodplain Special Use Permit was processed to verify the flood line delineation and design the site and structures accordingly in compliance with the Floodplain Management Regulations, Carlsbad Municipal Code section 21.110. Therefore, it was assessed that a less than significant impacts to hydrology or water quality would result from the approval and implementation of the master plan and the construction of proposed structures.

The site is located within the Carlsbad Hydrological Unit drainage basin, one of 12 hydrologic units identified in San Diego County. More specifically, it is located within the San Marcos Creek Hydrologic Area. Under both the existing and the proposed conditions, the project hydrology flows down an unnamed drainage, to the San Marcos Creek, and then flows westward from the San Marcos and southeast Carlsbad area, on through tidally-influenced downstream Batiquitos Lagoon, and ultimately into the Pacific Ocean.

Under an area-wide Municipal Storm Water Permit (MS4 Permit), municipalities are held responsible for the effects of all drainage in their storm water conveyance systems, including construction runoff. Therefore, municipalities, which are the 19 incorporated cities in San Diego County and the San Diego Unified Port District, are Co-permittees and must authorize permits along with the State of California RWQCB. The Co-permittee status includes a requirement for the municipalities to develop a BMP Design

Manual. The BMP Design Manual will require developers to implement post construction BMPs to reduce storm water flows and the associated loads generated from their project site.

The Municipal Storm Water Permit contains a construction component to reduce pollutants in runoff from construction sites during all phases of construction. In addition, the Municipal Storm Water Permit requires that NPDES permits contain effluent limitations that are consistent with waste load allocations developed under a total maximum daily load. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Off-site runoff includes slope drainage around the perimeter of the project area, as well as other larger off-site drainage areas to the north and east. The driving range is within the FEMA 100-year floodplain. The ancillary parking lots are not.

The 2022 Engineering Standards for the City of Carlsbad provides guidance for land development and public improvement project to ensure compliance with the MS4 Permit and the City's Jurisdictional Urban Runoff Management Plan. The Plan includes a BMP Design Manual (Volume 5) that provides on-site post-construction stormwater requirements and procedures for design and selection of BMP's based on standards presented in the MS4 Permit.

A hydrology report has been prepared for the driving range extension project (Chang Consultants, *Drainage Report for Omni La Costa Driving Range Expansion, 2023*). This report concludes that the subject project is a Priority Development Project (PDP) and thus is required to implement structure BMPs for storm water pollutant control. Hydromodification management flow control structural BMPs are also required. The project proposes to remove substantially approximately the same amount of impervious area (associated with the elimination of parking lot) than it is installing (associated with the two new parking lots). Storm waters associated with the proposed impervious areas will be treated for storm water pollutant control and flow control via hydromodification management flow BMPs. The driving range impervious areas will result in sheet flow that is drained across dispersion areas prior to discharging into the existing flow pattern. The project design plans and Storm Water Management Plan, and the follow-up SWPPP, incorporate the required BMPs.

Construction of the project will require earthwork activities, including grading and excavation of soil, potentially exposing the soil to erosion. During precipitation events, construction activities have the potential to result in erosion of sediments downstream. Before the beginning of construction, a SWPPP will be prepared, and a NOI filed with the San Diego RWQCB. These project-specific documents will include all required BMPs. These requirements include low-impact development measures to address water quality of stormwater runoff as well as runoff volumes. Once constructed, the project will not significantly change the drainage patterns on the three separate sites. Drainage control features included in the project include biofiltration basins that will be designed to meet water quality control requirements and current hydromodification requirements of the city. In consideration of the existing regulatory requirements and the proposed drainage control features included in the project, the potential impact related to water quality requirements during both construction and operation of the proposed project, the project is not anticipated to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Portions of the subject project are within the Batiquitos Lagoon Valley Groundwater Basin (Basin 9-22). The groundwater in this basin is not considered a good source of irrigation or municipal use due to the high content of chloride, sulfate and total dissolved solids. The subject project will not result in any

decrease in groundwater supplies or interfere with ground water recharge such that the project may impede sustainable groundwater management of the basin, and no impact to groundwater is assessed.

The driving range expansion project does not propose any change to the drainage pattern of the site or area. It does not increase the area of impervious surfaces on the site. Based on the fact that the project topography will remain effectively the same, and the fact that impervious surface area does not increase, it is concluded that the project will not result in substantial onsite or offsite erosion or siltation.

Further, the project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; will not 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; and will not impede or redirect flood flows. No impact is assessed.

Per the FEMA Flood Insurance Rate Map, the driving range, including the expansion area, is located within the 100-year flood hazard zone. It is approximately 2.8 miles from the coastline, and 2,000 feet from the eastern limit of the Batiquitos Lagoon. The *Tsunami Inundation Map for Emergency Planning* (California Emergency Management Agency, 2014), indicates that the site is not with a tsunami inundation zone. Due to the lack of significant topography on the site and the shallow nature of the eastern portion of the Batiquitos Lagoon, seiches are not a design consideration for the project. No expectation of release of pollutants due to inundation from any of these hydrologic actions are anticipated. No impact is assessed.

Since the project will comply with all City ordinances relating to water quality control and BMPs, it is concluded that the project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and no impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to hydrology and water quality; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>XI. LAND USE AND PLANNING</b>	
<b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to land use and planning including: physically dividing an established community; and/or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?</b>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Disucssion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to land use and planning because the resort already existing and no new areas of raw land were being converted into development or resort uses. The previously approved MND also indicated that the zone changes proposed with the project from RD-M and RH/O to PC allowed for the processing and implementation of the master plan. In addition, the master plan created a blueprint for the development of the property, the management of its operations and guidance for Special Events which protected the interests of adjacent residences via the mitigation measures. These three mitigation measures address traffic impacts from short term construction and special events as well as parking adequacy. Therefore, it was assessed that less than significant impacts to land use and planning would result from the approval and implementation of the master plan and the construction of proposed structures.

The proposed driving range expansion project involves the expansion of an existing golf course driving range into an existing parking lot, and the construction of two ancillary parking lots to replace the parking lost by the driving range expansion, all within the Omni La Costa Resort and Spa campus. This project does not propose any change in the land use or character of the surrounding established community. Since no change to the existing use is proposed, the project is not anticipated to create any new barriers within the existing community or otherwise divide the established community and no impact is assessed.

The project is consistent with the Open Space (O) and Visitor Commercial (VC) General Plan land use designations, and the Planned Community (P-C) zoning designation in which the property is located. The project is also within and consistent with the La Costa Resort and Spa Master Plan (MP 03-02), in that the changes are consistent with the allowed uses and have been determined to be minor and temporary in nature.

Extending the driving range to the west will result in a loss of 241 parking spaces from the Master Plan PA 7. To replace those parking spaces and maintain consistency with the Master Plan parking requirements, the project proposes to add a total of 229 ancillary parking spaces, located within two ancillary parking lots within Planning Areas 1 and 4. The location of the proposed ancillary parking in PA 1 is designated in the master plan for 54 commercial dwelling units and an existing parking lot. Sixty-two (62) additional parking spaces will be provided near the northeast corner of Estrella De Mar Road and Arenal Road within Planning Area 1 of the La Costa Resort and Spa Master Plan (adjacent to the building 9 lot) in an area designated in the Master Plan for the 54 future commercial dwelling units. Additionally, 167 ancillary parking spaces will be provided at the corner of El Camino Real and Costa Del Mar Road within an area designated in the master plan for 45 future commercial dwelling units and associated parking. When and if Planning Areas 1 or 4 are developed with commercial dwelling units as indicated in the master plan, or within 5 years of the approval of the Minor Conditional Use Permit, the applicant will be required to process an amendment to the Master Plan to either provide the Master Plan required parking spaces elsewhere, or to convert these ancillary parking lots into permanent parking lots. A parking assessment at that future time will specify the parking requirement if substantive land use changes are proposed. As a result of these factors, authorizing the ancillary parking lots within these areas is consistent with the Master Plan. The project will result in a total net loss of twelve spaces and provide a total of 1,325 spaces, which continues to be in excess of the approved master plan Parking Needs Assessment, which requires a minimum of 1,263 spaces.

The Master Plan requires either a Site Development Plan, Conditional Use Permit or Planned Unit Development for development in Planning Areas 1 and 4. The project consists of a Minor Conditional Use Permit, therefore complying with this Master Plan requirement. The property is also within the

jurisdiction of the Carlsbad Habitat Management Plan (HMP) environmental policy document, although no conservation areas are within or around the subject project area. The project is in compliance with the HMP and no changes to this document are either necessary or proposed. The project is also in compliance with the City of Carlsbad Growth Management Plan, Floodplain Management regulations, the El Camino Real Corridor Standards, and the Carlsbad Landscape Manual. The project is within the Scenic Preservation Overlay Zone due to the property fronting El Camino Real, therefore a Special Use Permit for scenic preservation is required pursuant to CMC section 21.040.40. However, CMC section 21.040.40 indicates that a Special Use Permit for scenic preservation is not required if there is a valid Special Use Permit for scenic preservation approved for the property. It has been determined that the proposed project is consistent with the previously approved scenic Special Use Permit (SUP 03-03 approved September 2004) for the project site. The project will maintain consistency with all regulatory requirements and no impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to land use and planning; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>XII. MINERAL RESOURCES</b>	
<b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to mineral resources including: the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; and/or loss of locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</b>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to mineral resources because no mineral resources were associated with the property or proposed uses. Therefore, it was assessed that no impacts mineral resources would result from the approval and implementation of the master plan and the construction of proposed structures.

The city of Carlsbad 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, no mineral resource impacts will occur as a result of the driving range expansion project. (City of Carlsbad, EIR 13-02)

**Conclusion**

As discussed above, the Project would not result in any significant impacts to mineral resources; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>XIII. NOISE</b>	
<b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from noise including: 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; generation of excessive groundborne vibration or groundborne noise levels; and/or, for projects 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, or for projects within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?</b>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to noise because the resort and resort uses were existing. Although it was acknowledged that noise levels would be higher as a result of the proposed commercial villas, the MND states that the resort and the proposed commercial dwelling units would be separated from the neighboring residential neighborhood by Arenal Road and would be further setback an additional 30-50 feet. In addition, the City Noise Policy did not apply the project, as the policy applied only to new residential projects in excess of five units. The commercial dwelling units are not considered residential units and therefore did not require compliance with the police for noise impacts from El Camino Real and were not considered Equivalent Dwelling Units for facility impacts. The MND concluded that no impacts to noise would result from the approval and implementation of the master plan and the construction of proposed structures.

No significant change to the noise environment would result from the project except for short-term construction noise and vibration. The project does not propose any substantive changes that would exceed the existing City Noise Ordinance or adopted standard levels. Thus, it is anticipated that the project will not result in a permanent increase in ambient noise levels from the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.

Construction noise effects, however, are anticipated to temporarily increase noise levels above the existing ambient noise levels of the driving range and parking lot activities. As mentioned, construction activities will include the use of equipment for grading and other temporary activities. Trucks will travel to, from, and within the site hauling limited amounts of soil, sand, equipment, and landscaping materials. Smaller equipment, such as power saws, could also be used through the construction effort. All construction hours will be required to comply with the timeframe and other limitations identified in Carlsbad Municipal Code Section 8.48.010.

The City of Carlsbad does not have a numerical criterion for construction noise to determine whether an impact is significant or not. However, the City's Noise Guidelines Manual, Table IV-2 indicates an impact could occur when construction occurs within 1,000 feet of a noise sensitive land use. Pursuant to the Noise Guidelines, noise sensitive lands include single family residential and multi-family residential land uses. Residential housing is located within these parameters of the project site. Section VII of the Noise Guidelines recommends ensuring construction vehicles or equipment within 1,000 feet of a dwelling be equipped with properly operating and maintained mufflers and that stockpiling and or vehicle staging areas are located away from dwellings and other noise sensitive receptors. Compliance with these conditions will ensure that construction of the project will not result in a permanent increase in ambient noise levels in excess of standards, and it is assumed that the city will enforce and the project will comply with these noise limitations and controls. It is determined that this information was sufficiently analyzed in the previously approved MND. Therefore, impacts associated with increase in ambient noise levels A less than significant impact associated with temporary construction activities is assessed.

The anticipated construction operations associated with the proposed project will result in a temporary and minor increase in groundborne vibration and ambient noise levels. Following the completion of grading and related construction efforts, ambient noise level and vibrations are expected to return to pre-existing levels. Therefore, impacts associated with groundborne vibration or groundborne noise levels are considered to be less than significant and were sufficiently analyzed in the previously approved MND.

At its closest point, the Driving Range Expansion project is located approximately 2.36 miles from the McClellan-Palomar Airport, and the project is located outside of Review Area 2 of the Airport Influence Area. Further, the project site is outside of the overflight notification area and is outside of the existing and future noise exposure contours pursuant to the adopted ALUCP compatibility factor maps (Exhibits III-1, III-2, III-4, III-5 and III-6). Thus, it is concluded that the project would not expose people working in the project to excessive noise levels emanating from aircraft or the airport, as the project site is located outside of the McClellan-Palomar Airport existing and future noise exposure contours. No impact is assessed.

### **Conclusion**

As discussed above, the Project would not result in any significant impacts to noise; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.



**XIV.POPULATION AND HOUSING**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more effects to population and housing including: inducing substantial unplanned population growth in an area either directly or indirectly; and/or displacing substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to population and housing because the resort was existing and no new residential units were proposed. The commercial villas proposed with the Omni La Costa Resort and Spa project were not considered residential units and therefore did not affect planned or existing housing stock in the city or surrounding area. The MND concluded that no impacts to population and housing would result from the approval and implementation of the master plan and the construction of proposed structures.

The subject Driving Range Expansion project does not propose any housing or result in unplanned population growth. The project proposes the rearrangement of existing uses on the Resort campus. It also does not propose extension of roads, streets or utility trunk lines or other urban facilities which could encourage growth. Therefore, the project will not induce any unplanned population growth in an area either or indirectly. It is concluded that the project will result in no impact on growth.

The project site is currently developed with resort-oriented uses. No housing presently exists on-site, and no people presently live in the project area. Therefore, the project will not displace existing people or housing, and will not necessitate the construction of replacement housing elsewhere. No impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to population and housing; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

**XV. PUBLIC SERVICES**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental 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 following public services: fire protection, police protection, schools, parks, or other public facilities?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to public services because the project was conditioned to comply with the City's Growth Management Program, specifically for Local Facilities Management Zone 6. Compliance with this plan ensures the availability of public services for all approvals ranging from sewer and water services to public safety. The commercial villas proposed with the Omni La Costa Resort and Spa project were not considered residential units and therefore did not affect planned or existing housing stock in the city or surrounding area. The MND concluded that no impacts to public services would result from the approval and implementation of the master plan and the construction of proposed structures.

The Carlsbad Fire Department currently maintains six stations through the city. Fire operations is the largest division within the CFD and is responsible for fire suppression, rescue, emergency medical service delivery and disaster mitigation. The locations of fire stations are dictated by Carlsbad's Growth Management Plan, which calls for additional fire stations whenever there are more than 1,500 dwelling units outside a 5-minute response time from a station. The project site is located within Local Facility Management Zone 6, which includes much of the area in this southeastern section of Carlsbad. The nearest fire station is Carlsbad Fire Station No. 2, located approximately immediately north of the proposed project, at 1906 Arenal Road. Fire Station No. 2 has recently undergone expansion to meet the current needs of the station. This station responds to over 4,000 calls per year.

According to Chapter 6, Public Safety Element of the Carlsbad General Plan, the three segments of the project site are not located within a Very High Fire Hazard Severity Zone. Further, the project involves construction of asphalt parking lots, and the landscaping will be regularly irrigated and will not contain any flammable structures. As discussed in Section 4.14, Population and Housing, implementation of the proposed project is not anticipated to result in a substantial increase in population compared to existing conditions. Special events, such as the 2024 NCAA Championship, are subject to La Costa Resort and Spa section 2.13, *Special Event Parking Plan and Program*, which requires a Special Event Permit issued by the Carlsbad Police Department. Prior to issuance of the Special Event Permit, the City's Fire Chief, among other city reviewers, must provide written support for the permit. A special event site plan must be submitted as part of the permit review, and shall depict fire access lanes, restricted safety or buffer zones and any public service or safety staging areas. As a result, project implementation would not require the

construction of new or physically altered fire facilities and is not anticipated to result in an increase in service calls. Thus, no impact to fire protection facilities will result from implementation of the project.

Police protection for city residents is provided by the Carlsbad Police Department, which operates from the Carlsbad Safety Center, located at 2560 Orion Way, approximately 2.6 miles from the project site. The CPD employs approximately 175 full-time personnel, including approximately 120 sworn officers. The CPD responds to more than 90,000 calls for service annually. Police service is based upon actual workload measures including response times, travel times, type of service, number of calls for service, and the time of day that calls are received. Special events, such as the 2024 NCAA Championship, are subject to La Costa Resort and Spa section 2.13, Special Event Parking Plan and Program, which requires a Special Event Permit issued by the Carlsbad Police Department.

Since the proposed project does not propose any substantial changes, does not provide any new information of substantial importance regarding the applicable air quality plan that was not considered in the previously approved Mitigated Negative Declaration (MND) for MP 03-02(B), approved by Carlsbad City Council Resolution Number 2004-304. A less than significant impact is assessed to police protection.

The subject project is within the San Dieguito High School District and the Encinitas Unified School District. However, the proposed project involves the redesign and expansion of a golf course driving range and construction of two ancillary parking lots. It would not result in an increase in population on-site or indirectly result in a substantial increase in the number of students within the project area. No students will be generated by the proposed project, and therefore no impact on school facilities will result from implementation of the project.

The City Growth Management performance standard for park facilities requires that 3 acres of community park or special use area per 1,000 residents within the Park District must be scheduled for construction within a 5-year period of first identification of the need. The proposed project, however, will not result in an increase in population in the project area. Since the project does not propose any residents, the project is not anticipated to result indirectly in a substantial increase in demands for use of park land. Thus, no impact on parks will result from implementation of the project.

The subject golf course revitalization project does not involve a new or modified land use from the existing use on the site. It also does not intensify the use in any substantive way. It will not increase population or dwelling units, or commercial square footage on the property. In consideration of the fact that little to no change to the operations of the property will result, it is concluded that no adverse physical impacts will result relative to governmental or public facilities from implementation of the project. No impact is assessed.

### **Conclusion**

As discussed above, the Project would not result in any significant impacts to public services; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

**XVI.RECREATION**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in an increase in 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; or that include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to recreation because the resort property represents a private recreational and resort interest and no public recreational amenities or resources associated with the resort or the proposed development. The MND concluded that no impacts to recreation would result from the approval and implementation of the master plan and the construction of proposed structures.

The driving range expansion project proposes improvements to a golf driving range and ancillary parking lots within the Omni La Costa Resort campus. No change to the overall use of the property is proposed. Because the project is not expected to increase population in the area and does not propose additional housing, it is determined that the project will not 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. No impact is assessed.

The subject project is associated with an existing private recreational facility, which will not require the construction or expansion of any other recreational facilities. Thus, the project will not result in any significant physical effect on the environment with regard to recreational facilities, and no impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to recreation; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

**XVII. TRANSPORTATION**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause effects to transportation/traffic including: conflicts with a program, plan ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; substantial increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); inadequate emergency access?

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The previously approved La Costa Resort and Spa MND was studied under the pre SB-743 change to vehicle miles travelled and found that the La Costa Resort and Spa project had the potential for significant impacts to transportation unless mitigation measures were incorporated. Therefore, the standard of review for the project is to evaluate consistency with the level-of-service included in the approved MND. The MND indicated that short term construction and special events have the potential to create significant impacts to traffic and capacity on the local street system of El Camino Real, Estrella del Mar and Arenal Road. The project also had the potential to impact emergency access and parking capacity. Mitigation measures were proposed for these which are outlined in the MND. These mitigation measures helped to guide construction and future special event permitting so that city safety concerns (including emergency access) and impacts to the adjacent residential area were mitigated to a level of insignificance. The mitigation measures also ensured that adequate parking would be available throughout project phasing. The mitigation measures provided for monitoring and actions that provide a high level of protection for adjacent residents that previously had not existed nor been implemented. The MND concluded that the implementation of the proposed mitigation measures reduced the impacts to traffic load and capacity of the existing street system to less than significant.

The previously approved MND also found that the La Costa Resort and space project would result in less than significant impacts to level of service standards for designated roads/highways as the designated roads and highways would function at an acceptable level of service in the short term and at build out due to the design capacities and implementation of the Congestion Management Program’s strategies. The MND also found that there would be no impacts to air traffic patterns as the Omni La Costa Resort property is not subject to the Comprehensive Land use Plans for the McClellan-Palomar Airport. The MND found no conflicts with adopted policies, plans or programs supporting alternative transportation.

The 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.

The Transportation Impact Analysis (TIA) Guidelines integrate the new MMLOS methodology that will be used to determine gaps in the existing infrastructure for all modes. It also identifies requirements for mitigating project impacts and providing enhanced and expanded vehicle, bicycle, pedestrian and transit facilities adjacent to the project site. The type of TIA required for a project is based on consistency with the General Plan, Specific Plan or zoning as well as the number of vehicular trips generated by the site. The subject project will not result in any significant increase in vehicular trips from that experienced under the existing circumstances.

The subject project is accessed via El Camino Real, a six-lane prime arterial roadway, and a local street accessing only the resort hotel, Costa Del Mar Road. El Camino Real is indicated as operating at LOS B in this location. The proposed project is not projected to result in any significant increase in projected traffic from the traffic presently generated. Thus, the project will not result in a projected increase in traffic which would exceed the LOS D standard and the project's traffic meets or exceeds the thresholds of significance listed in Table 6 in the TIA Guidelines.

Further, the project will not significantly increase the existing pedestrian, bicycle or transit facility demand. It is therefore determined to not result in a significant impact to these facilities also. Thus, the project will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; and, therefore, will not result in design hazards. The proposed project is consistent with the City's general plan and zoning. Thus, no impact is assessed to.

Level of service (LOS) has historically been used as a standard measure of traffic service. Since the approved MND was prepared with the previous level of service standard, CEQA guidelines would review consistent to that approved documents.

However, pursuant to SB 743, as of July 1, 2020, lead agencies are required to evaluate transportation impacts of a project using a Vehicle Miles Traveled (VMT) metric as a part of the CEQA analysis, which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation facilitated by closer proximity to alternative travel modes and reduces greenhouse gas emissions. In December 2018, the California Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA, which provides recommendations for evaluating a project's transportation impact using a VMT metric, thresholds of significance, and mitigation measures. Pursuant to Government Code § 15064.3(b), lead agencies have discretion to select the most appropriate methodology for evaluating a project's VMT impacts. The City of Carlsbad adopted VMT thresholds and has published guidelines, which were last amended on October 3, 2022. The VMT thresholds are applied to new land use development projects that are subject to further environmental analysis.

Following adoption of the MND and Master Plan, SB 743 went into effect, changing how transportation impacts must be evaluated under CEQA. The Office of Planning Research's Technical Advisory, projects that generate less than 110 average daily trips (ADT) would be presumed to have a less than significant transportation impact. The approved MND included analysis of a Golf Training Facility that was not constructed. The proposed changes to the driving range increases the size of the driving range by 99,641-square feet but does not practically increase the capacity or use of the site. The increase in size serves to

allow longer golf hitters to more effectively utilize the range but does not substantively increase the participant capacity. Further, the ancillary parking lots do not contribute vehicular trips nor vehicle miles traveled (VMT). Therefore, the previous study is consistent with the level-of-service standard and results in a change of less than the threshold 110 Average Daily Trips and would be able to be screened out of a review based upon the City’s Guidelines for Vehicle Miles Travelled. Therefore, the project will not impact vehicle miles traveled (VMT).

No change to existing circulation improvements will occur from implementation of the proposed project. All circulation improvements in the area are presently constructed to City standards. Further, no increase in vehicular trips generated will occur from the project. Thus, the project will not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Other public safety design features are incorporated into the existing and proposed street and pedestrian design. Therefore, it would not increase hazards due to an incompatible use. No impact assessed.

The proposed project has been designed to satisfy the emergency requirements of the Fire and Police Departments. The La Costa Resort and Spa Master Plan includes a circulation plan which conforms to the requirements of the City of Carlsbad General Plan Circulation Element by providing a hierarchy of vehicular traffic-ways with pedestrian-ways segregated within the plan area. Special events as a result of the project implementation, such as the 2024 NCAA Championship, are subject to La Costa Resort and Spa Section 2.13, Special Event Parking Plan and Program, which requires a Special Event Permit issued by the Carlsbad Police Department. Prior to issuance of the Special Event Permit, the City’s Fire Chief, among other city reviewers, must provide written support for the permit. A special event site plan must be submitted as part of the permit review, and shall depict fire access lanes, restricted safety or buffer zones and any public service or safety staging areas. No impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to transportation; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>XVIII. TRIBAL CULTURAL RESOURCES</b>	
<b>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause effects to tribal cultural resources, defined in Public Resources Code section 21074, that is: 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 considered 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?</b>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

## **Discussion**

The previously approved La Costa Resort and Spa MND found that the La Costa Resort and Spa project did not have the potential for significant impacts to cultural resources because all areas proposed for development by master plan implementation were already developed and converted from natural terrain. Therefore, it was assessed that there would be no significant cultural resource impacts from the approval or implementation of the master plan.

A cultural resources survey and evaluation program has been prepared for the golf course expansion project (BFS&A Environmental Services, 2023). This report included an enhanced survey and exploratory excavation program for the project site. The report concludes that the property is not known to contain any historical resources pursuant to Section 15064.5, and no candidate historic sites have been recorded within the subject property. Therefore, it is concluded that tribal cultural resources listed or eligible for listing, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), would be affected by the project.

Per the records search and survey referenced above, the resort property has not been identified as a location containing a significant resource associated with the California Native American tribes. However, the grading plans include a requirement to employ Native American monitors during any earth-moving operations. As a result, any potential tribal resource identified during construction of the project will be assessed by the local California Native American Tribe for its significance in accordance with their cultural and spiritual traditions. Assuming the project construction effort is in compliance with the grading plans, a less than significant impact is assessed.

## **Conclusion**

As discussed above, the Project would not result in any significant impacts to cultural resources; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.



**XIX. UTILITIES AND SERVICE SYSTEMS**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause effects to utilities and service systems including: significant environmental effects due to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; insufficient water supplies to serve the project and foreseeable future development during normal, dry and multiple dry years; generation of wastewater at a capacity greater than that of which a wastewater treatment provided can serve the projects in addition to the provider's existing commitments as determined by the wastewater treatment provider; the generation of 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; and/or conflict with any applicable federal, state and local management and reduction status and regulations related to solid waste?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The project will not require or result in the significant relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. The project does not include a proposal to increase the intensity of water use and will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. No impact to water quantities will result from implementation of the project. Sewer collection for the site is provided by the Leucadia Wastewater District. The proposed project will not result in an increase in sewer or wastewater generation. Thus, no impact to wastewater lines or wastewater treatment will result from implementation of the project. The proposed project will not 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. No overall increase in solid waste generation is anticipated from the existing situation. No impact to solid waste generation and capacity is assessed. The subject project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The project will not result in an environmental impact relative to solid waste collection. No impact is assessed.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to utilities and service systems; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

**XX. WILDFIRE**

Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause wildfire effects in a property located in or near a state responsibility area or lands classified as very high fire severity zone including: impairment of an adopted emergency response plan or emergency evacuation plan; increase of wildfire risks (due to slope, prevailing winds and other factors) that expose to the project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; increased fire risk or temporary or ongoing impacts to the environment caused by the installation or maintenance of infrastructure (such as roads, fuel breaks, emergency water sources, powerlines or other utilities); and/or significant risks to people or structures from downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability or drainage changes?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

Per the City of Carlsbad's 2018 Hazard Mitigation Plan (HAZMIT Plan), the project does not impact public roads or other vehicular accessways. It does not propose any blocking of vehicular or other access, it will not impair an adopted emergency response plan or emergency evacuation plan or the ability to coordinate and support existing efforts to mitigate wildfires in the area. It is also not anticipated that roadways will need to be shut down or lanes closed during construction. Thus, no impact is assessed.

Per the CALFIRE Fire Hazard Severity Zone Map, the project site is not located within or adjacent to a very high fire hazard severity zone. Subject to constructing and maintaining the driving range expansion project consistent with the approved plans, including provision of the fire suppression zones, it is determined that no impact to fire suppression infrastructure will result from implementation of the project.

The proposed driving range expansion project will not make significant changes to the existing overall land use distribution. Thus, it will not 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. The project will result in no impact on wildfire potential.

The proposed driving range expansion project will require shallow grading and excavation during construction, which will minimally alter the site topography and a small alteration of the micro existing drainage patterns. However, the project will implement a Stormwater Pollution Prevention Plan, which will include erosion and sediment control BMPs during construction, thereby reducing the potential of erosion and siltation from occurring during construction. Operation of the project will not 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. It is concluded that the project will result no to flooding or landslides due to high risk of wildfire.

**Conclusion**

As discussed above, the Project would not result in any significant impacts to wildfires; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>	
<p>Since the previous MND was approved, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in any mandatory finding of significance listed below?</p> <p><i>Does the project 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, 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?</i></p> <p><i>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)?</i></p> <p><i>Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</i></p>	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

**Discussion**

The project site exists in an urbanized state as part of an existing resort. No native habitat or vegetation communities exist within the project site. The project will not 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 plants or animals, or eliminate important examples of the major periods of California history or prehistory. No impact is assessed.

The project does not have environmental impacts that are individually limited, but cumulatively considerable, and no impact in this regard is assessed.

As indicated in this CEQA analysis, the proposed project does not have environmental effects which will cause the substantial adverse effects on human beings, either directly or indirectly. No impact in this regard is assessed.

**Conclusion**

As discussed above, the Project would not result in any mandatory findings of significance; therefore, the Project would not result in an impact which was not adequately evaluated by the previously approved Omni La Costa Resort and Spa MND. Pursuant to CEQA Guidelines Section 15162, the request to extend the driving range into the parking lot at the southeast corner of El Camino Real and Costa Del Mar Road and provide two ancillary parking lots, one at the northeast corner of El Camino Real and Costa Del Mar Road, and one at the southeast corner of Arenal Road and Estrella De Mar Road is within the scope of the previously approved MND.

## **XIX. LIST OF MITIGATION MEASURES**

Please see the list of mitigation measures included in the La Costa Resort and Spa MND, on file with the City of Carlsbad Community Development.

### **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.

### **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. Airport Land Use Commission (ALUC) San Diego County, *McClellan-Palomar Airport Land Use Compatibility Plan*, December 1, 2011.
2. BfSA Environmental Services, *Cultural Resources Survey and Analysis Results for the Omni Hotel Driving Range/Parking Lot Project*, 2023.
3. BfSA Environmental Services, *Avian Assessment for the La Costa Driving Range Expansion Project*, 2023
4. *Cal Fire, Fire Hazard Severity Zone Map*, 2019.
5. California Dept. of Conservation, *California Geological Survey Earthquake Fault Zones*, 2018.
6. Chang Consultants, *Drainage Report for Omni La Costa Driving Range Expansion*, 2023.
7. Chang Consultants, *Preliminary Priority Development Project Storm Water Quality Management Plan for Omni La Costa Driving Range Expansion*, February 20, 2023.
8. *Carlsbad Municipal Water District (CMWD) Recycled Water Master Plan*, January 2012.
9. *Final Environmental Impact Report* for the City of Carlsbad General Plan and Climate Action Plan (SCH #2011011004), June 2015.

10. City of Carlsbad, *Carlsbad Climate Action Plan*, September 2015.
11. Carlsbad Climate Action Plan Ordinances CS-347, CS-348, CS-349, and CS-350, adopted March 12, 2019.
12. City of Carlsbad. *Carlsbad Tribal, Cultural, and Paleontological Resources Guidelines*. September 2017.
13. *Carlsbad General Plan*, September 2015.
14. *City of Carlsbad Municipal Code (CMC), Title 21 Zoning*.
15. City of Carlsbad Transportation Demand Management Handbook, August 2018.
16. City of Carlsbad, *Habitat Management Plan for Natural Communities in the City of Carlsbad (HMP)*, November 2004.
17. City of Carlsbad, *Landscape Manual*, 2016.
18. Geocon, *Grading Plan Review Omni La Costa Driving Range Expansion*, January 25, 2023.
19. O'Day Consultants, *Special Use Permit for Omni La Costa Driving Range Expansion Plans*, 2023.
20. Planning Systems, *Biological Resources Technical Report for the Omni La Costa Resort Golf Course Renovation*, 2022.
21. Planning Systems, *Jurisdictional Delineation for the Omni La Costa Champions Course Revitalization Project*, July 25, 2022.