

## 3.14 PUBLIC SERVICES AND UTILITIES

This section evaluates the potential impacts of the Enhancement Project alternatives on fire and police protection services and facilities, as well as impacts on lifeguard operations at local beaches. This section also describes the utility supply and infrastructure that currently serve the project site and surrounding area and assess potential impacts associated with the project on this supply and infrastructure. This analysis is based on the baseline conditions described in the *BVLEP – Utility Investigation Memorandum*, (Everest 2014h), as well as other publicly available public service and utility information, as referenced. Potential impacts to parks and recreational facilities are discussed in Section 3.1 Land Use/Recreation.

### 3.14.1 EXISTING CONDITIONS

The proposed Freshwater, Saltwater, and Hybrid Alternatives include lagoon enhancement activities and materials disposal and/or placement. Therefore, the project study area includes the lagoon and the proposed materials disposal and/or placement sites, as described below.

#### **Buena Vista Lagoon**

Buena Vista Lagoon straddles the border between the Cities of Oceanside and Carlsbad, with the northern portion of the lagoon located within the City of Oceanside and the southern portion of the lagoon located within the City of Carlsbad. Public service and utility facilities for both cities are described within this section.

#### Fire Protection

Fire prevention, fire suppression, and life safety services in the City of Oceanside are provided by the Oceanside Fire Department, which consists of eight stations and 124 personnel (Oceanside 2014a). The project area is served by Fire Station 2, located at 1740 South Ditmar Street, approximately 0.45 mile northwest of the project site. Equipment typically includes a truck and engine company staffed with a minimum of one company officer, one engineer, and one firefighter/paramedic. Ambulances are staffed with a minimum of two firefighter/paramedics (Oceanside 2014a).

Fire protection services in the City of Carlsbad are provided by the Carlsbad Fire Department, which consists of six fire stations. The project area is served by Fire Station 1, located at 1275 Carlsbad Village Drive, approximately 0.65 mile southeast of the project site. Fire Station 1 is staffed with a crew of five, including a captain, an engineer, and three firefighter/paramedics. Equipment at this station consists of one fire engine and one paramedic ambulance (Carlsbad 2014i).

## Public Safety

### *Police Protection Services*

Police protection services in the City of Oceanside are provided by the Oceanside Police Department. The largest division of the Department is the patrol division with 113 officers and 13 field evidence technicians. The City is divided into four sectors and 10 beats; officers are assigned to a beat for 1 year (Oceanside 2014b).

Police protection services in the City of Carlsbad are provided by the Carlsbad Police Department. The patrol division provides the fundamental base for the Department's law enforcement services and includes street patrols, canine units, bicycle patrol, and other special details and services (Carlsbad 2014j).

### *Lifeguard Services*

The Oceanside Lifeguard Service serves the beaches along the coastline of the City of Oceanside and currently has over 60 seasonal staff and six full-time lifeguards (Oceanside 2014c). The closest lifeguard tower to the lagoon is at the inlet of Loma Alta Marsh, approximately 1 mile north of the inlet of Buena Vista Lagoon and within the Oceanside beach placement site, described below under Beach and Nearshore Placement Sites.

The lagoon is located at the northern boundary of the City of Carlsbad; beaches in north Carlsbad do not have lifeguard services (Carlsbad 2014k).

## Water

In the City of Oceanside, the Water Utilities Department is responsible for purchasing water from the San Diego County Water Authority and delivering it throughout Oceanside for domestic, commercial, irrigation, and fire protection purposes (Oceanside 2014d). For the portion of the project site located within the City of Carlsbad, the Carlsbad Municipal Water District delivers potable and recycled water (Carlsbad 2014l).

### *Water Conveyance Infrastructure*

Existing water conveyance infrastructure in the project area includes several 6-inch water pipes serving the St. Malo community of the City of Oceanside; several 4-inch, 6-inch, and 8-inch City of Oceanside water pipes in the communities to the north of the Railroad and Coast Highway Basins; and a 12-inch City of Carlsbad water pipe that runs along Jefferson Street east of I-5. No water lines were found within the lagoon.

### *Water Treatment Facilities*

Within the City of Oceanside, the Water Division of the Water Utilities Department operates and maintains the City's water treatment facilities. Water is purchased from the San Diego County Water Authority and is treated at the Robert A. Weese Filtration Plant, which has a capacity of 25 million gallons per day (Oceanside 2014e).

Water distributed by the Carlsbad Municipal Water District is also purchased from the San Diego County Water Authority. The water purchased for use by the City of Carlsbad is treated at the San Diego County Water Authority's Twin Oaks Valley Water Treatment Plant in San Marcos, which has a treatment capacity of 100 million gallons per day (San Diego County Water Authority 2014).

### Wastewater

The City of Oceanside Water Utilities Department is also responsible for the operation and maintenance of the City's wastewater collection infrastructure and treatment facilities (Oceanside 2014d). The City of Carlsbad maintains approximately 252 miles of wastewater collection pipes within the City (Carlsbad 2014m).

### *Sewer Lines*

Existing wastewater collection infrastructure (i.e., sewer lines) in the project area include several 6-inch sewer lines in the St. Malo community, several 6-inch and one 10-inch sewer line in the City of Oceanside communities north of the Railroad and Coast Highway Basins, an 8-inch City of Oceanside sewer line north of the I-5 Basin, and two force main 24-inch sewer lines that run underground along Jefferson Street in the City of Carlsbad south of the I-5 Basin. A 16-inch sewer line in Jefferson Street and sections of sewer lines at the corner of Jefferson Street and Marron Road were abandoned in 2010 and replaced by the 24-inch force main lines. No sewer lines are found within the lagoon.

### *Storm Drains*

Several storm drains discharge into the lagoon. The major storm drains enter the lagoon via the I-5 and Coast Highway Basins. No major storm drains enter the Railroad Basin or the Weir Basin. Within the City of Oceanside on the northern side of the lagoon, a 16-inch pipe drains into the Coast Highway Basin just east of Carlsbad Boulevard. On the southern side of the lagoon, within the City of Carlsbad, a 48-inch and a 66-inch storm drain run parallel to each other just east of Carlsbad Boulevard, as well as an 18-inch pipe outfall farther to the east. These three

facilities drain into the Coast Highway Basin. In the I-5 Basin, a 24-inch storm drain runs parallel to I-5 and extends approximately 600 feet from Jefferson Street to the I-5 Basin. There are also five 18-inch storm drain outfalls running from Jefferson Street on the southern side of the lagoon to the I-5 Basin. Near the eastern boundary of the I-5 Basin, a 72-inch storm drain enters the I-5 Basin just west of Marron Road, and on the northern side of this basin, two smaller storm drains enter the lagoon.

#### *Wastewater Treatment Facilities*

Within the City of Oceanside, wastewater from the project area is conveyed to La Salina Wastewater Treatment Plant, which has a planned treatment capacity of 5.5 million gallons per day (San Diego County Water Authority 2011). Wastewater in the City of Carlsbad is conveyed to the Encina Wastewater Authority's Encina Water Pollution Control Facility, which currently treats approximately 22 million gallons of wastewater per day and has a design capacity of up to 40.5 million gallons per day (Encina Wastewater Authority 2014).

#### Solid Waste

Both the Cities of Oceanside and Carlsbad contract solid waste services through Waste Management of North County, which provides residential, commercial, and industrial solid waste collection services (Waste Management, North County 2014). The primary landfill serving the project area is the Palomar Transfer Station. The Palomar Transfer Station is owned by the County of San Diego and operated by Palomar Transfer Station, Inc. This site accepts municipal, construction/demolition, and industrial waste and has a permitted capacity of 800 tons per day (CalRecycle 2014).

#### Other Utilities

##### *Natural Gas*

Natural gas in San Diego County is provided by San Diego Gas & Electric. Existing gas lines within the lagoon include a 4-inch gas line that runs along Carlsbad Boulevard, crossing the lagoon via the Carlsbad Boulevard bridge on the west side of the bridge. A 12.75-inch Southern California Gas Company gas main line runs along the railroad, crossing the lagoon via the railroad bridge on the west side of the bridge. Other gas lines near the lagoon run mostly underground along the residential roads bordering the lagoon.

##### *Electricity*

Electricity in San Diego County is also provided by San Diego Gas & Electric. Existing electric facilities through the lagoon include a line of overhead electric cables along Carlsbad Boulevard

and a line of overhead cables that crosses the inlet in the Weir Basin, just east of the existing weir. Other facilities near the lagoon include overhead and underground electric cables within the communities surrounding the lagoon.

### *Communications*

Several different communications service providers serve the project area. Communication cables proximal to the lagoon include those owned by Pacific AT&T, Verizon, Nextel Crown Castle Wireless, Cox Communication, and Time Warner Cable. Within the lagoon, both overhead and underground communication cables are found along Carlsbad Boulevard; underground cables run along the railroad tracks of the Railroad Basin; and, within the Weir Basin, an underground cable runs through the middle of the basin and an overhead communication cable crosses the inlet just east of the existing weir.

### **Materials Disposal/Reuse Sites**

#### Littoral Cell Nourishment

Public service and utility facilities are not typically located within the onshore sandy or rocky beach areas as these locations are too volatile. The only public service facilities located near the beach placement sites are lifeguard towers. The nearshore materials placement site is located in a submerged area, where public service and utility facilities do not exist.

### *Oceanside*

As shown in Figure 2-~~H13~~<sup>H13</sup>, the beach placement site in the City of Oceanside extends from Wisconsin Street on the north to Morse Street just south of the inlet of Loma Alta Marsh. As previously discussed, the Oceanside Lifeguard Service provides public safety services along the coastline of the City of Oceanside. There are three lifeguard towers near the Oceanside beach placement site: one tower near the western terminus of Wisconsin Avenue at the north end of the placement site, one tower near the western terminus of Oceanside Boulevard, and one tower just north of the inlet of Loma Alta Marsh at the south end of the placement site.

### *Carlsbad*

The Carlsbad beach placement site is located near the northern boundary of the City of Carlsbad. As previously discussed, beaches in north Carlsbad do not have lifeguard services (Carlsbad 2014k).

### Offshore Disposal

#### *LA-5*

LA-5 is an offshore sediment disposal site located approximately 6 nautical miles from the San Diego coastline. This site does not contain public service or utility facilities within its boundaries.

#### *Regulatory Setting*

A full description of the regulatory setting for this document can be found in Appendix B. The following laws, regulations, policies, and plans are applicable to this resource area:

- California Government Code, Section 4216: Protection of Underground Infrastructure
- Senate Bill 1374: Local Government Construction and Demolition Guide

#### **3.14.2 SIGNIFICANCE CRITERIA**

Pursuant to Appendix G of the CEQA Guidelines, a significant impact to public services and utilities would occur if implementation of the Enhancement Project would result in any of the following:

- A. Substantial adverse physical impacts associated with the provision of new or physically altered facilities, or a need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for the following public services:
  - a. Fire protection and
  - b. Public Safety.
- B. Exceedance of wastewater treatment requirements of the applicable RWQCB;
- C. Construction of new water or wastewater treatment facilities or expansion of existing facilities would be required or result from the project, the construction of which could cause significant environmental effects;
- D. Construction of new storm water drainage facilities or expansion of existing facilities would be required or result from the project, the construction of which could cause significant environmental effects;

- E. Water supplies would be required that would exceed existing entitlements and resources, or require new or expanded entitlements;
- F. The project's waste disposal needs would exceed existing landfill capacity; or
- G. Violation of federal, state, and local statutes and regulations related to solid waste.

Additionally, the project would result in significant impacts to utilities if it would:

- H. Result in the relocation of gas lines, electric cables, communication cables, or other utility lines, the construction of which could cause significant environmental impacts.

### 3.14.3 IMPACT ANALYSIS

#### **Lagoon Enhancement**

The locations of existing public service and utility facilities in proximity to the lagoon would be the same for the Freshwater, Saltwater, and Hybrid Alternatives. As such, several of the potential impacts to public services and utilities would be the same under each of the three build alternatives. Those impacts that would be common among the three build alternatives are discussed in the following paragraphs.

#### Construction

Construction activities increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. In most cases, the implementation of BMPs by the construction contractors and work crews would minimize these hazards. These procedures include the maintenance of mechanical equipment in good operating condition, careful storage of flammable materials in appropriate containers, and the immediate and complete cleanup of flammable materials spills when they occur.

When not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. As a result, developers typically take precautions to prevent trespassing through construction sites. Per standard construction practices outlined in Table 2-9, during non-work hours, heavy equipment and vehicles would be secured in a staging area, creating physical barriers to trespassing.

The nearest lifeguard tower to the lagoon is located approximately 1 mile north of the lagoon inlet at the south end of the Oceanside beach placement site, described in the Littoral Cell

Nourishment section below. Due to its distance from the lagoon, enhancement activities would not have the potential to disrupt public safety services provided by this lifeguard tower.

As discussed in Section 3.10 Traffic and Circulation, construction activities would not generate traffic volumes that could cause poor traffic operating conditions in the project study area. As such, adequate emergency access would be maintained throughout the construction period.

**Construction activities would not result in the need for new or expanded fire protection or public safety facilities, and impacts would be less than significant for the Freshwater, Saltwater, and Hybrid Alternatives (Criterion A[a and b]).**

As discussed in Section 3.2 Hydrology, a SWPPP would be prepared that would specify appropriate BMPs to control runoff from the project site. Additionally, wastewater discharged by the proposed build alternatives must comply with National Pollutant Discharge Elimination System requirements. **Construction activities would comply with applicable wastewater treatment requirements of the RWQCB. The impact would be less than significant for the Freshwater, Saltwater, and Hybrid Alternatives (Criterion B).**

Construction activities would require a nominal amount of water consumption and wastewater disposal. However, these activities are limited and temporary in nature, and would not consume water or generate wastewater in quantities that would affect the service providers' ability to supply adequate service or exceed the capacity of existing treatment facilities. **Thus, construction of any of the build alternatives would not require new or expanded water or wastewater treatment facilities, and existing water supplies would be sufficient. Impacts would be less than significant for the Freshwater, Saltwater, and Hybrid Alternatives (Criteria C and E).**

Several storm drains discharge into the lagoon. During construction, storm drains would be protected in place, and, although not currently proposed, should grading adjacent to outfalls occur, it would be sloped to the lagoon to allow continued drainage to the appropriate basin. Thus, drainage flows would be routed through existing storm water infrastructure serving the area. **Therefore, construction activities would not require or result in the construction or expansion of storm water drainage facilities, and impacts would be less than significant for the Freshwater, Saltwater, and Hybrid Alternatives (Criterion D).**

The following sections discuss potential public service and utility impacts that would be unique to a specific alternative, as indicated.



## *Freshwater Alternative*

### Construction

Construction activities within the lagoon under the Freshwater Alternative would require dredging and excavation of soils from the lagoon; construction of the Boardwalk parallel to Coast Highway/Carlsbad Boulevard extending between the Nature Center and Maxton Brown Park; removal of accumulated sediment and vegetation from the existing channel under Carlsbad Boulevard; and replacement of the existing 50-foot weir with a new 80-foot weir, which would require widening the channel at this location.

Construction activities associated with the Freshwater Alternative would generate construction waste, such as construction and demolition debris associated with the Boardwalk and replacement of the existing weir, as well as vegetation removed from identified areas within the lagoon. It should be noted that, for each of the enhancement alternatives, the vegetation removed would be considered green waste. In accordance with recycling trends in the Cities of Oceanside and Carlsbad, and incentives for recycling, much of the construction debris would likely be recycled. However, conservatively assuming that none of the construction debris is recycled, this solid waste in addition to removed vegetation would need to be disposed at the Palomar Transfer Station. With a permitted capacity of 800 tons of solid waste per day, the Palomar Transfer Station would have sufficient remaining capacity to accommodate the solid waste disposal needs of the Freshwater Alternative. Additionally, materials would be handled and disposed of in accordance with existing local, state, and federal regulations. **Therefore, construction impacts related to landfill capacity and solid waste disposal regulations would be less than significant under the Freshwater Alternative (Criteria F and G).**

The natural gas lines and the electric and communication cables in the project area are generally located within or near road rights-of-way, in well-defined easements, or are deeply buried. As previously discussed, the utility lines and/or cables that cross the lagoon include an underground communication cable, overhead electric and communication cables, and a gas line running along the road right-of-way along Carlsbad Boulevard/Coast Highway; an underground communication cable and a natural gas main line running along the railroad tracks; an underground communication cable that runs through the middle of the Weir Basin; and an overhead electric cable that crosses the inlet of the Weir Basin, just east of the existing weir.

Construction of the Boardwalk adjacent to Carlsbad Boulevard/Coast Highway would not affect the existing gas line along this roadway, and overhead cables at this location would be protected in place and would not require relocation. Dredging activities to optimize the hydraulic connections between the basins would occur to a maximum depth of approximately -2.0 feet

NGVD under the Freshwater Alternative. Additionally, dredging activities in the Weir Basin would occur to a maximum depth of approximately -1.6 feet NGVD. Dredging to these depths would not have the potential to disturb the underground cables along the railroad tracks or within the Weir Basin. While it may be possible to protect the overhead electric and communication cables that cross the inlet of the Weir Basin, as the Freshwater Alternative is still in the design phase at the time of this writing, it may be determined that these cables would need to be relocated during construction within this area. As noted in Table 2-9, standard construction practices include coordination with utility service providers for relocating and/or avoiding utilities infrastructure (e.g., San Diego Gas & Electric). Advanced coordination would serve to minimize service disruptions and ensure appropriate siting requirements are met. Should utility relocation be necessary, it would be temporary and is anticipated to occur within the boundaries of the project site. If the subsequent utility study indicates that utilities would need to be relocated outside of the project boundaries, the relocation would be designed to avoid significant environmental impacts in accordance with the applicable utility siting criteria. **With adherence to applicable utility siting criteria, impacts to natural gas lines and to electric and communication cables would be less than significant under the Freshwater Alternative (Criterion H).**

#### Long-Term Maintenance

No long-term maintenance activities are anticipated under the Freshwater Alternative, as described in Table 2-4. Additionally, the Freshwater Alternative would not generate new permanent residents that would increase the demand for public services or utilities. Thus, **long-term maintenance of the Freshwater Alternative would not result in the need for new or expanded public service or utility facilities, and no impact would occur (Criteria A through H).**

#### *Saltwater Alternative*

##### Construction

Construction activities within the lagoon under the Saltwater Alternative include the dredging and excavation of soils from the lagoon; construction of the Boardwalk extending between the Nature Center and Maxton Brown Park; expansion of the channel under Carlsbad Boulevard to 110 feet and replacement of the existing Carlsbad Boulevard bridge; and replacement of the existing 50-foot weir with a 100-foot-wide open inlet to provide tidal exchange.

Construction activities associated with the Saltwater Alternative would generate construction waste, such as construction and demolition debris associated with the Boardwalk, the

replacement and expansion of the Carlsbad Boulevard bridge, and removal of the existing weir, as well as vegetation removed from identified areas within the lagoon. Much of the construction debris would likely be recycled. Similar to the Freshwater Alternative, construction/ demolition debris not recycled and vegetation removed from the lagoon would be disposed at the Palomar Transfer Station. With a permitted capacity of 800 tons of solid waste per day, the Palomar Transfer Station would have sufficient remaining capacity to accommodate the solid waste disposal needs of the Saltwater Alternative. Additionally, materials would be handled and disposed of in accordance with existing local, state, and federal regulations. **Therefore, construction impacts related to landfill capacity and solid waste disposal regulations would be less than significant under the Saltwater Alternative (Criteria F and G).**

Similar to the Freshwater Alternative, construction of the Boardwalk adjacent to Carlsbad Boulevard/Coast Highway under this alternative would not affect the existing gas line along this roadway. Additionally, overhead cables along Carlsbad Boulevard/Coast Highway would be protected in place and would not require relocation with construction of the Boardwalk and replacement of the Carlsbad Boulevard bridge. Dredging activities to optimize the hydraulic connections between the basins would occur to a maximum depth of approximately -2.5 feet NGVD under the Saltwater Alternative. Additionally, dredging activities in the Weir Basin would occur to a maximum depth of approximately -2.5 feet NGVD. Dredging to these depths would not have the potential to disturb the underground cables along the railroad tracks or within the Weir Basin. While it may be possible to protect the overhead electric and communication cables that cross the inlet of the Weir Basin, as the Saltwater Alternative is still in the design phase at the time of this writing, it may be determined that these cables would need to be relocated during construction within this area. Additionally, the replacement of the Carlsbad Boulevard bridge may require temporary relocation of the existing gas line along this roadway in conjunction with the construction phasing plan. Similar to the Freshwater Alternative, standard construction practices identified in Table 2-9 include coordination with utility service providers for relocating and/or avoiding utilities infrastructure (e.g., San Diego Gas & Electric). Advanced coordination would serve to minimize service disruptions and ensure appropriate siting requirements are met. Should utility relocation be necessary for implementation of the Saltwater Alternative, it would be temporary and it is anticipated that this would occur within the boundaries of the project site. If the subsequent utility study indicates that utilities would need to be relocated outside of the project boundaries, the relocation would be designed to avoid significant environmental impacts in accordance with the applicable utility siting criteria. **With adherence to applicable utility siting criteria, impacts to natural gas lines and to electric and communication cables would be less than significant under the Saltwater Alternative (Criterion H).**

### Long-Term Maintenance

The tidal inlet would require periodic excavation to maintain an open inlet. Maintenance activities would be subject to the same regulations as described for construction activities. Additionally, periodic maintenance of the Saltwater Alternative would not use large quantities of water, or generate large amounts of wastewater or solid waste. Further, the Saltwater Alternative would not generate new permanent residents that would increase the demand for public services or utilities. Therefore, **long-term maintenance of the Saltwater Alternative would not result in the need for new or expanded public service or utility facilities, and impacts would be less than significant (Criteria A through H).**

### *Hybrid Alternative*

#### Construction

The Hybrid Alternative includes two options (A and B). Both options include the dredging and excavation of soils from the lagoon; construction of the Boardwalk extending between the Nature Center and Maxton Brown Park; construction of a new water control structure (weir) at the I-5 bridge to maintain a freshwater hydrologic regime in the portion of the lagoon east of I-5; expansion of the channel under Carlsbad Boulevard to 110 feet and replacement of the existing Carlsbad Boulevard bridge; and replacement of the existing 50-foot weir with a 100-foot-wide open inlet to provide tidal exchange. The Hybrid Alternative, Option A also includes the construction of a channel guide connecting the tidal inlet from the ocean through the Weir Basin and into the Railroad Basin, creating a perched water level, whereas the Hybrid Alternative, Option B would create an open inlet and channel similar to that described under the Saltwater Alternative.

Construction activities associated with the Hybrid Alternative would generate construction waste, such as construction and demolition debris associated with the Boardwalk, the replacement and expansion of the Carlsbad Boulevard bridge, removal of the existing weir, and construction of the new water control structure at the I-5 bridge, as well as vegetation removed from identified areas within the lagoon. Much of the construction debris would likely be recycled. Similar to the Saltwater Alternative, the Palomar Transfer Station would have sufficient remaining capacity to accommodate the solid waste disposal needs of the Hybrid Alternative. Additionally, materials would be handled and disposed of in accordance with existing local, state, and federal regulations. **Therefore, construction impacts related to landfill capacity and solid waste disposal regulations would be less than significant under the Hybrid Alternative (Criteria F and G).**

Similar to the Saltwater Alternative, construction of the Boardwalk adjacent to Carlsbad Boulevard/Coast Highway under this alternative would not affect the existing gas line along this roadway. Additionally, overhead cables along Carlsbad Boulevard/Coast Highway would be protected in place and would not require relocation with construction of the Boardwalk and replacement of the Carlsbad Boulevard bridge. Dredging activities to optimize the hydraulic connections between the basins would occur to a maximum depth of approximately -2.5 feet NGVD under the Hybrid Alternative. Additionally, dredging activities in the Weir Basin would occur to a maximum depth of approximately -2.5 feet NGVD. Dredging to these depths would not have the potential to disturb the underground cables along the railroad tracks or within the Weir Basin. Additionally, the replacement of the Carlsbad Boulevard bridge may require temporary relocation of the existing gas line along this roadway in conjunction with the construction phasing plan. Similar to the Saltwater Alternative, standard construction practices (Table 2-9) include coordination with utility service providers for relocating and/or avoiding utilities infrastructure. Advanced coordination with utility providers would serve to minimize service disruptions and ensure appropriate siting requirements are met. Should utility relocation be necessary for implementation of the Hybrid Alternative, it would be temporary and it is anticipated that this would occur within the boundaries of the project site. If the subsequent utility study indicates that utilities would need to be relocated outside of the project boundaries, the relocation would be designed to avoid significant environmental impacts in accordance with the applicable utility siting criteria. **With adherence to applicable utility siting criteria, impacts to natural gas lines and to electric and communication cables would be less than significant under the Hybrid Alternative (Criterion H).**

#### Long-Term Maintenance

The tidal inlet would require periodic excavation to maintain an open inlet. Similar to the Saltwater Alternative, maintenance activities would be subject to the same regulations as described for construction activities. Additionally, periodic maintenance of the Hybrid Alternative would not use large quantities of water, or generate large amounts of wastewater or solid waste. Further, the Hybrid Alternative would not generate new permanent residents that would increase the demand for public services or utilities. Therefore, **long-term maintenance of the Hybrid Alternative would not result in the need for new or expanded public service or utility facilities, and impacts would be less than significant (Criteria A through H).**

#### *No Project Alternative*

Under the No Project Alternative, the proposed enhancement of the lagoon would not be completed at the project site. The existing weir would remain in place. No removal of sediment or vegetation would occur, and no maintenance regime would be implemented. Additionally,

improvements such as the Boardwalk and Carlsbad Boulevard bridge replacement would not be constructed. The No Project Alternative would not include construction activities that could disrupt service or utility infrastructure. Additionally, the No Project Alternative would not increase the demand for public services or utilities. **Therefore, the No Project Alternative would not result in the need for new or expanded public service or utility facilities, and no impacts would occur (Criteria A through H).**

## **Materials Disposal/Reuse**

### Littoral Cell Nourishment

As previously discussed, no utilities exist in the beach placement sites, and the only public service facilities located near these sites are lifeguard towers. No public services or utilities are located within the nearshore placement sites. The placement of suitable materials at the beach sites would be similar to placement strategies used in the 2012 RBSP implemented by SANDAG. As such, the following analysis is partially referenced from the *Environmental Assessment/Environmental Impact Report for the Regional Beach Sand Project II* (SCH # 2010051063).

#### *Oceanside*

There are three lifeguard towers within the Oceanside beach placement site. Beach suitable materials from the lagoon would be placed at this site via a pipeline from the lagoon. The placement of materials would be conducted to ensure that access to and from lifeguard towers is not impeded. Additionally, placement of materials on the beach would not be of a height that would interfere with sight lines from viewing platforms on the lifeguard towers (PDF-7) to ensure that lifeguards have unobstructed views of the beach and water. Further, sand cover generally provides temporary stabilization and protection for these structures from storm surges or erosion (SANDAG 2011). During material placement activities, sand placement near storm drain outlets would be contained to maintain proper drainage (PDF-9) and to ensure the drainage system is not obstructed by sand accumulation. **Therefore, materials placed at this site would not disrupt service or result in the need for new or expanded public safety facilities. The impact would be less than significant (Criterion A[b]).**

#### *Carlsbad*

No lifeguard facilities are located at this placement site; therefore, **materials placed at this site would not have the potential to disrupt service or result in the need for new or expanded public safety facilities, and no impact would occur (Criterion A[b]).**

### Offshore Disposal

#### *LA-5*

All sediments transported to LA-5 would be disposed offshore at a site that does not contain public service or utility facilities. **Therefore, materials disposed at this site would not have the potential to disrupt public services or utilities or result in the need for new or expanded facilities, and no impact would occur (Criteria A through H).**

#### *No Project Alternative*

The No Project Alternative would not include sediment disposal or sand placement that could disrupt service or utility infrastructure. Additionally, the No Project Alternative would not increase the demand for public services or utilities. **Therefore, the No Project Alternative would not result in the need for new or expanded public service or utility facilities, and no impacts would occur (Criteria A through H).**

#### **3.14.4 MITIGATION MEASURES**

No significant impacts to public services or utilities have been identified under any of the alternatives. Therefore, no mitigation measures are required.

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