

## 3.0 PROJECT DESCRIPTION

This section of the EIR provides the project's goals and objectives, background information related to the project, including information on the project site, delineation of the project's main features and community benefits, and a listing of the discretionary actions required in conjunction with project approval by the City and other agencies. This section has been prepared pursuant to Section 15124 of the State CEQA Guidelines.

### 3.1 Project Goals and Objectives

The goals and objectives of the project are to:

1. Address the City's housing supply needs by providing an expanded residential footprint which includes both for-sale market rate and for rent affordable age-qualified (55+) residences;
2. Provide a diversity of housing opportunities and include 15 percent affordable housing rental units on site;
3. Provide compact infill residential uses in proximity to existing neighborhood commercial to support a walkable neighborhood with access to services;
4. Construct and maintain a multimodal circulation system for vehicles, bicycles and pedestrians to enhance accessibility and support active transportation and public transit use;
5. Provide a new public community-accessible park and provide public access to certain on-site private parks and trails to create a connected trail system for additional public recreational opportunities and to promote general community-wide health and wellness;
6. Reconstruct the on-site drainage as a natural drainage feature with native and wetland species, resulting in a gain in native habitat;
7. Provide solar panels on 100 percent of the project's for-sale and affordable housing structures;
8. Improve emergency access and enhance egress routes on and off site; and
9. Provide electric vehicle (EV) charging stations and a centralized mobility area to support multi-modal transportation options, ride-sharing, and informational kiosks to support walking, cycling and transit use.

### 3.2 Background/Orientation

Based upon a review of aerial photographs and U.S. Geological Survey (USGS) maps, the site appears to have been in a natural/native state until the early 1960s. Grading for the golf course and neighboring subdivisions, along with associated infrastructure, appears to have been ongoing

throughout the early to mid-1960s, with the golf course (Carmel Highland) beginning operations in 1967 as the Rancho Peñasquitos Golf Course.

A local developer proposed replacing the golf course and associated DoubleTree Hotel with a mixed-use development including residential and commercial uses, a boutique hotel and a community center with an Olympic-sized pool, tennis courts and a fitness center in 2006. That plan was abandoned in 2007 during the recession.

A prior owner purchased the subject golf course/hotel property in 2011. While a number of improvements were then made to the golf course, the prior owner elected to shut down in 2015, citing reduced golf course usage/revenues and higher water costs as the reasons for the closure. Irrigation ceased at that time, resulting in the loss of some golf course vegetation and an increase in weedy growth.

The project applicant purchased the majority of the property in 2016, and subsequently acquired the adjacent tennis courts/maintenance yard that were associated with the Hotel Karlan in 2018. There are no active land uses currently on the golf course site, although it ~~is being maintained for brush/fire management purposes~~ receives annual maintenance to reduce flammable vegetation.

### 3.3 Project Characteristics

The project proposes the redevelopment of the former golf course and adjacent acquired land previously associated with the Hotel Karlan. The California Legislature has declared that there is an inadequate supply of housing to meet the special living requirements of senior citizens, and has consequently authorized specialty housing for citizens 55 years of age and over, consistent with California Civil Code Section 51.3(b)(1). The site would be developed as a cohesive age-qualified, active adult (55+) community consisting of several interconnected neighborhoods, various private recreational common areas and usable open space for residents, a public park and a public recreational walking trail loop (referred to as the social loop or social loop trail), and supporting public and private infrastructure improvements. Residential units would include up to 455 for-sale residential units and 81 for-rent affordable residential units. This would result in total development of 536 units on the project site. Figure 3-1, *Illustrative Site Plan*, shows the relationship of built and open space/park elements. A schematic of housing types is shown on Figure 3-2, *Proposed Site Plan Overview*.

The project site encompasses approximately 112.3 gross acres, including: (1) approximately 110.46 acres of privately-owned golf course land, and (2) approximately 1.85 acres of tennis courts and maintenance facilities previously associated with the Hotel Karlan, that have been added to the project site through a lot line adjustment. Collectively, these two areas comprise the “project site” or “site.” The project site is comprised of six parcels, including Assessor’s Parcel Numbers (APNs): 313-011-06, 313-011-07, and 313-011-10, and 313-060-01 and 313-060-06. Please refer to Sections 2.0, *Environmental Setting*, and 4.0, *History of Project Changes*, for additional information.

A Fire Protection Plan (FPP) and Evacuation Plan have been prepared for the project, which would become HOA documents. All new structures would be constructed to ignition-resistant standards that exceed the SDFRD Fire Code, including requirements of the CBC Chapter 7A “Materials and Construction Methods for Exterior Wildfire Exposure,” and CFC Chapter 49 “Requirement for



Wildland-Urban Interface Areas.” These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors, and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires. In addition, the project would include fire-resistive landscaping. The Community HOA would oversee landscape committee enforcement of fire-safe landscaping, ensure continued incorporation and maintenance of fire-resistive building materials, and provide for continued education of residents regarding evacuation plans.

These project features are described in more detail below. The zoning to support the project is addressed in Section 2.0 of this EIR. Discussion of incorporation of Open Space and Park/Community Center zoning changes into the project that would prohibit residential expansion into zones for those purposes is addressed in Section 4.0, *History of Project Changes*.

### 3.3.1 Project Components

#### 3.3.1.1 For-Sale Residential

The proposed age-qualified multi-family, for-sale housing, all of which would be classified as condominiums, would be located in Lots 1 through 4 (refer to Figure 3-3, *Proposed Lot Detail and Zoning*, for lot locations). The project includes three for-sale housing unit types that would be distributed among the lots as follows:

Lot Number*	Lot Acreage	Housing Unit Types and Numbers of Units by Lot			
		50x90 Single Detached Units	Duplexes	Six-plexes	Totals**
1	12.49	4	86	6	96
2	24.41	129			129
3	19.24			180	180
4	5.71		50		50
Totals	61.85	133	136	186	455

\*Note: Lots 1 - 4 are located behind a private gate allowing residents a controlled point of access into the community.

\*\* With approval of the proposed PDP and CPIOZ these totals for each lot may not be exceeded without additional discretionary action and CEQA review.

#### 50x90 Single Detached Units

Four single detached 50x90 units would be constructed in proposed VTM (refer to Section 3.5, *Discretionary Actions*) Lot 1, and 129 single detached 50x90 units would be constructed in Lot 2. All of these units would be one to two stories high, with floor plans ranging from 1,738 to 2,527 SF, including three or four bedrooms and two to three bathrooms. While project zoning allows for a 30-foot structure height, the maximum height for the single-story units is planned to be 21 feet, 6 inches, and the maximum height for the two-story units is planned to be 28 feet, 7 inches, with most unit styles being approximately 2 to 3 feet less than that. Single-story units would be sited along the western project boundary and two-story units would be sited along the eastern boundary of Lot 2, with the center of the lot containing a mix of both elevations.

Project architecture references design elements found in historic adobe ranch houses (e.g., those built at Los Peñasquitos approximately 6 miles from the project); as well as the Rock Spring House

and the Mohnike Barn. Four primary architectural variations have been designed for the project and would be interspersed within the development: Adaptive Modern, Mohnike Barn, Elevated Ranch/Adobe Ranch, and Rustic Minimalist. Each of these shares general architectural basics, such as a stucco body that may be color blocked in various shades, accent walls with stone or slump block, and horizontal or vertical siding. Typical sample structural elevations for all four sides of these structures are depicted in Figures 3-4a through 3-4e, *Single Detached 50x90 Residential Units*. The figures illustrate potential variations in detail combined with consistent architectural references to design features such as angularity and varied roof lines. Variation in structure heights is also depicted. Primary variations in the architectural designs include:

- Rustic Minimalist (also includes Minimalist Lodge and Rustic Farm) exemplifies simplified cross-gable forms with predominantly front-to-back roofs, horizontal siding on gable ends, and vertically stacking rectangular windows and doors. In addition to the slump block accent walls, this style often uses brick trim around headers. It began to show in the area in the early 1800s.
- Elevated Ranch/Adobe Ranch is exemplified by simplified front-to-back roof forms, accented by expansive porches with wood posts and a predominant use of stucco forms with brick and/or stone accent walls, decorative awnings with knee braces at feature windows, and decorative pot shelves. Decorative gable-end details and decorative chimney caps are also notable. Adobe Ranch homes are known in the County (e.g., the Ruiz Adobe from 1823), with wood construction and siding blending into the Southwest form when railroad connections to the East became available in early 1860s.
- Mohnike Barn (modeled after a 1912 structure) contains symmetrical forms, high contrast materials (e.g., plaster walls combined with dark siding), cross-gables with pitch breaks, vertical siding to be found at gable ends, and vertically stacked recessed windows with decorative shutters at key windows and doors.
- Adaptive Modern is a more recent form that builds on elements from earlier styles. It contains simple gable end forms, tightly recessed windows, floor to ceiling glass, and the use of stucco.

In addition to the above-described structures, a series of privacy fencing/walls would be located throughout project residential uses. None of these features would exceed 6 feet in height. In some locations along the eastern site boundary, the privacy fences would be replaced with sound barriers that would be between 6 and 9 feet high in order to achieve desired noise levels within private yard spaces. Detail as to proposed privacy barrier location and style is provided in Section 5.3, *Visual Effects/Neighborhood Character*.

## Duplexes

Forty-three duplex buildings (with 86 dwelling units) would be constructed in Lot 1 and 25 duplex buildings (with 50 dwelling units) would be constructed in Lot 4. The duplex units would range from 1,946 to 2,106 SF, with 3 bedrooms and 2 or 2.5 bathrooms each on 40' x 50' modules. These structures would all incorporate two-story elements, with a maximum height of 30 feet, and a planned maximum height of 27 feet 10 inches, with a number of duplex structures being 2 to 3 feet less high.

The same exterior architectural styles and privacy barrier elements would be interspersed throughout the project. Sample four-sided treatments, roof lines and structure heights, etc., are shown in Figures 3-5a through 5d, *Duplex Residential Units*. Privacy fencing and walls are described in Section 5.3.

### **Six-Plexes**

One six-plex building (with 6 dwelling units) would be constructed in Lot 1 and 30 six-plex buildings (with 180 dwelling units) would be constructed in Lot 3. The six-plexes, which are a clustered product type, with six units in a “U” shape, organized around a single drive-aisle, would range from 1,199 to 2,240 SF, with 2 to 4 bedrooms and 2 to 3 bathrooms each, on 160 feet x 125 feet modules. Six-plex one-story units would have a maximum height of 20 feet, 11 inches, and two-story units (with the second story occupied by a den or bedroom suite) would reach a maximum of 26 feet, 9 inches high.

The six-plexes also would be available in various styles as shown in Figures 3-6a through 3-6f. Sample four-sided treatments, roof lines and structure heights, etc., are depicted in *Six-Plex Residential Units*. Privacy fencing and walls are described in Section 5.3.

#### **3.3.1.2 For-Rent Affordable**

Lot 5 (Juniper Commons) would be developed with up to 81 income-restricted, for-rent, affordable, housing units, which accounts for 15 percent of the total proposed units on the site.

The multi-family for-rent senior affordable is also an age qualified (55+) product targeting low and very low area median income (AMI). The units would be one- and two-bedroom apartment homes. The structure is anticipated to be three stories ranging up to just under 40 feet in height (39 feet, 11 inches). All parking would be on-grade, surface spaces. Photovoltaic panels would be sited over both the surface-grade carports and the roof of the three-story apartment structure. The proposed affordable housing street front is depicted in Figure 3-7a, *Affordable Housing Street Front*, with the four-sided architecture of the affordable housing and structure heights illustrated in Figure 3-7b, *Affordable Housing Elevations*. As one of the discretionary actions, the project will request a variance from the Inclusionary Affordable Housing Regulations to address comparable bedroom mix requirement between affordable and market rate units.

Incorporation of these income-restricted units would exceed the project’s affordable housing obligation with the approval of the variance, and would qualify the project for an exemption from the Inclusionary Affordable Housing Regulations pursuant to SDMC Chapter 14, Article 2, Division 13, Sections 142.1303 (f) and (g).

#### **3.3.1.3 Sustainable Design Features**

The project would include the following sustainable and environmentally friendly design features, techniques and materials to reduce energy demand, water and resource consumption, and environmental waste, and to generate renewable energy on site:

- The project has demonstrated conformance with City of San Diego landscape water use requirements (Chapter 14, Article 2, Division 4) and the California Model Water Efficient Landscape Ordinance (MWELO). Water savings have been achieved with native and

drought-tolerant plant species, hydrozoning, the use of high-efficiency irrigation technology, and fully-automatic, weather-based irrigation controllers;

- Low-flow sprinkler heads, drip irrigation, and automatic weather-sensitive controllers in irrigation systems to reduce water usage;
- Strategic placement of trees to provide shade and cooling;
- Light-colored stone pavers to reduce heat absorption;
- Low Impact Design measures such as use of grasscrete, permeable pavers, extensive landscaping with climate-appropriate materials and other methods to reduce surface runoff;
- Heat-reflecting roofing to reduce heat absorption;
- Compliance with the 2016 Title 24 energy efficiency standards;
- Installation of rooftop photovoltaic (PV) solar systems for a combined total system size of at least 1,396 direct current (DC) kilowatts (kW);
- Increased transit accessibility due to improved pedestrian and bicycle access through the project site (near Metropolitan Transit System [MTS] Line 20) and provision of new senior housing adjacent to a SANDAG Transit Oriented District (SANDAG 2015);
- Pre-wiring (i.e., cabinets and conduits provided for future wiring) of 3 percent of general community parking spaces is required (a total of 37 spaces for the future installation of EV charging stations, with 50 percent of that number (19 of the 37 spaces) to contain additional necessary equipment to create active vehicle charging stations consistent with the City Climate Action Plan. The 19 fully active EV charging stations would be located throughout the community, including 6 publicly accessible stations to be located on Lot F. In addition, the project would provide EV-ready pre-wiring in all 455 market-rate residential garages (exceeding the requirement by 419 spaces);
- Incorporation of a mobility zone and bicycle hub within the publicly accessible, privately owned Homeowners Association (HOA) park in Lot F, within the southeastern corner of the project site, to promote bicycling as an alternative to motorized vehicles. The mobility zone is proposed to include a drop-off/pickup area for rideshare, carpool and similar purposes; signage regarding transit options and schedule; and shaded seating areas. The bicycle hub is proposed to include bicycle racks (14 spaces), pneumatic air pressure facilities, bike stands with tethered repair tools, outdoor day use lockers and two bike vending kiosks, a staging area for shared scooters and ebikes with posted user information, and posted information regarding local and regional streets and trails showing bike routes. A shade structure will also be provided to create an environment conducive to waiting for on-demand services (Figure 3-8, *Mobility Zone, Bicycle Hub and Park*);
- Provision of a pedestrian access network that internally links all uses and connects to all existing external streets and pedestrian facilities contiguous with the project site;

- Provision of areas for storage and collection of recyclables and yard waste in accordance with 2016 CALGreen;
- Diversion of a minimum of 54 percent of operational waste from landfills through reuse, recycling, and on-site composting of conservative percentages of household food waste and HOA-maintained landscape vegetation waste;
- Diversion of construction/demolition debris away from landfills (90 percent of inerts and 70 percent of all other materials); and
- Energy-conserving lighting to reduce electricity consumption.
- Natural gas fireplaces would be installed only in the 133 single detached units with four additional natural gas fireplaces in and around the Clubhouse. No other fireplaces or hearths would be installed.

Although the project is located outside a transit priority area (TPA), it is within an area accessible to public transportation, as the site is within 2,000 feet of existing east- and west-bound bus stops adjacent to Carmel Mountain Road. The project also provides a network of on-site trails that connect to project amenities, as well as providing non-vehicular access routes that connect to off-site bicycle and pedestrian routes. On-site accessibility features are depicted on Figure 3-9a, *Project Site Connectivity Map*. As shown, the social loop trail will be recorded with a public access easement and provides a public amenity that loops around the entirety of the project. Primarily consisting of stabilized decomposed granite (DG), it would connect to Peñasquitos Drive, Del Diablo Way (pedestrians may pass through bollards at this emergency access point), and Carmel Mountain Road; and thereby would provide easy access to the loop for residents of the Glens. Project residents would connect to the perimeter trail via internal private sidewalks or DG pathways. Class II bike lanes are also proposed, connecting Peñasquitos Drive and Carmel Mountain Road through the project via Private Driveways A and V in both directions of travel. Figure 3-9b, *Local Connectivity Map*, shows the site location relative to the Carmel Mountain Plaza major shopping/commercial amenity (just across I-15), off-site proposed and existing bike lanes, bus stops, park & ride locales, and the Sabre Springs Transit Center. Figure 3-9c, *Regional Connectivity Map*, provides further context for these resources by continuing south to Poway Road and north to Rancho Bernardo Road, additionally showing connections from the project to the Rancho Bernardo Transit Station. They also link to the above-described mobility zone and bike hub and provide easy access to the Carmel Mountain Road transit stops.

### **3.3.1.4 Project Parking**

#### **For-Sale Residential Parking**

Pursuant to the SDMC parking requirements, the project is proposing 1,160 vehicle parking spaces for the 455 for-sale units, including 910 residential garage spaces as well as 250 spaces for the common areas. All of the for-sale units would include two garage spaces per unit, for a total of 910 garage spaces. Hence, the required 124 spaces for the 2-bedroom units would be provided entirely in garages. Of the 884 spaces required for the 3- to 4-bedroom units, 786 would be provided in garages and the remaining 98 in common areas. The remaining balance of 152 common area spaces satisfies the required 15 percent common area parking multiplier. The 250 common area

spaces include 231 parallel spaces (including 9 EV spaces), 12 standard spaces (including 3 EV spaces), and 7 accessible spaces. In addition, the required 46 motorcycle parking spaces would be provided. Common area parking would be spread throughout the site, including areas adjacent to the private parks and recreational areas and at the private pool and spa. Parallel spaces would be located along project driveways. Four loading spaces would be provided within the community. Residential long-term bicycle parking would be accommodated within the garage spaces.

The project would place 18 fully active and usable EV charging stations throughout the for-sale portion of the proposed development (approximately 50 percent of the 37 total spaces), as required by code. In addition, 36 of the 455 residential garages would be EV ready. The remaining garages would all be pre-wired to accommodate future EV setup and to provide maximum flexibility regarding the type of EV eventually installed.

Additionally, bicycle racks would be located adjacent to the public park areas, along the private park in the northern portion of the project, and at the private pool and spa area.

### **For-Rent Affordable Parking**

Pursuant to SDMC Chapter 14, Article 2, Division 5, Table 142-05D, the code requires a minimum of 81 vehicle parking spaces to accommodate the for-rent, age-qualified, affordable units. The project would provide the 81 parking spaces in a surface lot, including 78 standard spaces, 1 fully active and usable EV charging station and 2 accessible spaces. In addition, 8 motorcycle spaces would be provided. Several parking stalls would be located within carports, the roofs of which would support photovoltaic panels. Bike racks sufficient to accommodate 36 bicycles would be provided.

### **Parking for the Public Park**

A total of 19 parallel parking spaces and 1 parallel accessible space would be provided for the public park. Public bicycle racks would also be located near the playground area. Additional information is provided in Section 3.3.1.5.

### **3.3.1.5 Recreational Amenities**

As shown on Figure 3-10a, *Proposed Open Space and Park Areas*, there are 14 common open space areas identified throughout the project site, as well as a designated public park, that would span two parcels near Peñasquitos Drive. A social loop trail is also proposed within the open space buffer areas along the project edges. The required and provided areas of proposed parks and open space are summarized in Table 3-1, *Proposed Parks and Open Space*.

**Table 3-1  
PROPOSED PARKS AND OPEN SPACE**

Resource	Amount in Square Feet (SF) and/or Acres (ac)					
Open Space Type	Market Rate Required	Market Rate Provided	Affordable Required	Affordable Provided	The Junipers Required	The Junipers Provided
Public Park	NA	NA	NA	NA	2.55 ac	125,110 SF (2.87 ac)
Private Trail with Public Easement	NA	NA	NA	NA	NA*	122,664 SF (2.82 ac)
Private Exterior Open Space	60 SF/unit = 27,300 SF 0.63 ac	212,970 SF 4.89 ac	60 SF/unit = 4,860 SF 0.11 ac	5,103 SF 0.12 ac	NA	NA
Common Usable Open Space	NA	184,065 SF 4.23 ac	NA	13,800 SF 0.32 ac	NA	NA
Total Usable Open Space (Private plus Common)	500 SF/unit = 227,500 SF 5.22 ac	398,035 SF 9.14 ac	125 SF/unit = 10,125 SF 0.23 ac	18,903 SF 0.43 ac	NA	416,938 SF 9.57 ac

\* Trail is not counted toward park requirement.

### Public/Public Use Parks

The project would construct a public park, sited south and north of the Janal Way entry road to the project (see Figure 3-10a, P-1 and P-2). The general public can access the public park and social loop trail via Janal Way and a public access easement on Private Drive "A." This public park would provide approximately 2.87 net usable acres of parkland. This park would satisfy and exceed the project's public park requirement of 2.55 acres. The land set aside for public park would be dedicated to the City, and would be maintained by the City. The public park is undergoing a GDP process, as defined by Council Policy 600-33. The GDP process is used to collect public input and design ideas for this community facility. Thus far, the plan that has received approval through the Rancho Peñasquitos Recreation Advisory Group is shown in Figure 3-10b, *Proposed Public Park Development Plan*. It includes a dog run area south of Private Driveway A, children's play areas and picnic and game areas north of Private Driveway A, bike racks near the center of the park just west of the children's playgrounds, and additional picnic areas and a large turf area in the northern portion of the park.

### Private Park/Recreational Facilities Open to the Public

In addition to the proposed public park, the project includes an HOA-owned and maintained private park and social loop trail that would have public access easements to allow public access. With the easement in place, members of the public and the larger Glens community would be permitted to access these facilities. The facilities would be signed as open to the public, and would be open during the same hours to the public and to project residents.

The publicly accessible private park is located in the southeastern corner of the project site, adjacent to Carmel Mountain Road. This park incorporates the above-described mobility zone and bike hub, as well as two pickleball courts, a basketball court, shade structures and seating areas. Refer to Figure 3-10 (OS-13 and OS-14) and Figure 3-8. A total of six EV charging stalls would be located in the private open space adjacent to this park.

As noted above, an approximately 2.75-mile long social loop trail would trend around the project and would be open to both project residents and other community members. Located within a dedicated open space lot, this trail and affiliated activity area would include a minimum 6-foot-wide, primarily decomposed granite path sited within the open space, as shown on Figure 3-10a (identified as T-1) and Figure 3-11, *Social Loop Trail*. This trail would be available for use by pedestrians and bicyclists and would be an additional amenity to benefit the overall community.

A 0.58-acre dog park would be provided in the area identified as OS-10 on Figure 3-10a, in the northernmost portion of the project site, accessible from the social loop trail. Separate areas would be provided for large and small dogs, along with seating areas, shade structures and shade trees. The surrounding community would also be permitted to use this park.

### **Private Parks Reserved for Project Residents Only**

Private park areas that would serve as common open space within The Junipers Project also are depicted on Figure 3-10a, as well as on the detailed landscape plans in Section 5.3 of this EIR, which detail specific planned amenities. The various private parks throughout the project would be posted for use by for-sale or rental residents only and maintained by the HOA through resident dues and assessments. They comprise recreational/open space elements beyond the public park allocation described above. From the private parks, resident-only connections to the social loop trail are provided where appropriate.

Two areas of open space, totaling approximately 1.13 acres, located along the western side of the project (designated OS-5 and -6 on Figure 3-10a) would include a private project pool and spa deck, bocce ball and pickleball courts, a fitness deck, a fire pit, shade structures with seating, outdoor kitchen/dining areas, a greenhouse and garden area, an orchard, a compost enclosure, an outdoor classroom/amphitheater, turf areas, and restrooms. This area would be provided to “for sale” resident use only and the pool would be gated.

Smaller pocket parks, totaling an additional 2.57 acres, would be located throughout the project, and are shown as OS-1, -2, -3, -4, -7, -8, and -9 on Figure 3-10a. These parks generally would be landscaped with turf, gardens, shade trees, seating areas, pathways, seating, and community gathering areas and decorative pavement. Additional special features proposed include game tables, shade structures, and a community book-sharing station.

OS-11 and -12, totaling 0.32 acre, would serve the affordable housing residents only. Proposed amenities include vegetable and pollinator gardens, a fire pit with lounge chairs, a meditative rock garden, and an outdoor dining area with a trellis.

### **Private Exterior Open Space**

In accordance with the SDMC, the project would be required to provide a minimum of 60 SF of private open space per for-sale residential unit, or approximately 27,300 SF. As indicated on Figure 3-10a, the project would provide a private courtyard or patio for each unit. The total private exterior open space allocated to the 455 units is approximately 4.89 acres (212,970 SF), which exceeds the SDMC requirement.



The project would be required to provide a minimum of 60 SF of private open space per for-rent affordable residential unit, or approximately 4,860 SF. This requirement would be achieved through the provision of 63 SF private exterior balconies for each unit, for a total of 5,103 SF for the 81 units.

### **Total Usable Open Space**

The City also applies a total usable open space requirement of 500 SF for the proposed market rate units and 125 SF for the for-rent affordable units. Total usable open space includes both private exterior open space and common open space.

The market rate, for-sale units are required to provide a total of 5.22 acres of usable open space. The combined total for the proposed private exterior open space and common open space (including OS-1 through OS-9, plus OS-13 and OS-14) is 9.14 acres, which exceeds the requirement. Similarly, the affordable, for-rent development area is required to provide 0.23 acre of common open space, but provides a total of 0.43 acre, which exceeds the requirement. The 0.43 acre includes both the open space components (OS-11 and -12), as well as the private exterior balconies.

### **3.3.1.6 Access/Egress Including Off-site Improvements**

A schematic of the overall internal layout is shown in Figure 3-12a, *Project Internal Street Layout and Connections to Off-Site Roads*. The project's main vehicular access would be from Peñasquitos Drive at Janal Way/Private Driveway A. The project would add a deceleration lane along Carmel Mountain Road to allow right turn in only access at Private Driveway V. Improvements are depicted on Figures 3-12b, *Typical Existing and Proposed Carmel Mountain Road Street Section*, 3-12c, *Carmel Mountain Road Frontage and Off-Site Conceptual Improvements*, and 3-12d, *Carmel Mountain Road Details*.

This project entrance would provide for right-in traffic only off of Carmel Mountain Road, due to its close proximity to I-15. The driveway would capture the majority of the trips from I-15 and areas further east and minimize additional project trips on Peñasquitos Drive. It also would provide emergency-only egress, through an emergency personnel-operated RF (radio frequency) gate, and a mountable median with delineators in the median center. Emergency vehicles would thus be able to turn right or left, into or out of the development, and this route also could be opened by emergency personnel in the event of an emergency evacuation.

The project proposes road widening on Carmel Mountain Road for the deceleration lane, which would result in a 315-foot long deceleration lane plus a 90-foot long bay taper for a total of 405 linear feet. This lane would not extend to the I-15 southbound ramps intersection and would not affect the traffic signal; however, it would be necessary to make improvements in both City and California Department of Transportation (Caltrans) right-of-way (ROW; see Figure 3-12d). It should also be noted that the project would provide a Class II buffered bike lane and non-contiguous sidewalk along this section of Carmel Mountain Road. Potential striping is depicted on Figure 3-12c.

Primary vehicular access to the project, as well as fire and emergency access, would be from a new driveway, connecting to Janal Way at the current intersection of Janal Way with Peñasquitos Drive, to form a new four-way intersection designed as a traffic-calming roundabout occurring within the public road right-of-way and a portion of the project site. Figures 3-12e, *Peñasquitos Drive – Janal Way Roundabout Improvements* and 3-12f, *Peñasquitos Drive – Janal Way Section*, depict the draft

conceptual layout for this roundabout. The roundabout would provide single-lane approaches on all sides with a single circulating lane, consistent with the existing cross-section of Peñasquitos Drive. Bicyclists in the existing buffered bike lanes would merge into the auto lane and navigate the roundabout as would a vehicle, returning to the bike lane thereafter. The radii, width, and hardscape to retain line-of-sight (see additional discussion below) of the San Diego Fire and Rescue-Department (SDFRD)-approved roundabout would meet design requirements for emergency vehicle usage.

Once on site, the extension of Janal Way (Private Driveway "A") would form the fourth leg of the roundabout, and would have a public access easement to provide access to the public park areas south of Lot 1 (discussed in Section 3.3.1.5). This roadway would be 48 feet wide curb to curb where there is no parking allowed, and would include two 12-foot travel lanes, buffered bike lanes, and an 8-foot wide raised median, with pedestrian path on both sides, separated from the pavement by 6.5-foot landscaped buffers. The terminus of the public road is depicted on Figure 3-2. Prior to the main entrance to the for-sale residential uses, the public road would include a median and roundabout. The roundabout would allow drivers to reverse direction and exit the project site, proceed north into condominium Lot 1, or proceed southeasterly to access the remainder of the project site. This Janal Way/Peñasquitos Drive roundabout was identified as mitigation in the project traffic analysis to mitigate impacts to this intersection, and has therefore been incorporated into the project design. This subject is addressed further in Section 5.2, *Transportation/Circulation*.

Additionally, a traffic signal is proposed by the project at the intersection of Peñasquitos Drive and Cuca Street as a traffic mitigation measure to mitigate traffic impacts, as described further in Section 5.2. The traffic signal would be consistent with the existing cross-section of Peñasquitos Drive, providing left-turn lanes with protected phasing on Peñasquitos Drive. Figure 3-12g, *Peñasquitos Drive – Cuca Street Intersection Improvements*, provides a draft conceptual layout of the proposed traffic signal.

The project also would improve and retain an existing fire/emergency access/egress connection from Del Diablo Street to the northwestern portion of the project site, approximately 100 feet east of the intersection of Del Diablo Street and Satanas Street between parcels 313-261-12 and -13. This connection is currently gated, and has an existing curb cut. The project emergency-only road would connect the project to Del Diablo Street within the existing Glens community. Off-site emergency access/egress between Andorra Way and Corte Raposo would be improved by the project to remove inoperable bollards, install an automatic gate to SDFRD requirements, resurface the connection to carry the imposed load of fire apparatus (75,000 pounds), and provide ongoing ~~brush management~~ vegetation maintenance and gate maintenance funding, providing a usable emergency link between the two streets. The project would also provide for landscape and gate maintenance. The planned improvements for Andorra Way are shown on Figure 3-13, *Andorra Way Emergency Access Road*. At the Carmel Mountain Road access to the project, an automatic gate also would be installed. Both gates would be opened by emergency responders only. All primary and secondary entry points described above would be constructed to accommodate emergency vehicle access.

Sight-distance analysis has been completed at both existing intersections and adequate vertical and horizontal sight distance is available (see Figure 3-12d). Project plans restrict landscape placement and height adjacent to intersections to ensure continued sight distance.

### 3.3.1.7 Landscaping

The project would provide new landscaping elements throughout the project site, including along all setbacks, within the entries, courtyards, surface parking areas, and along the pedestrian walkways. An overall conceptual depiction of the landscaping is provided in Figure 3-14, *Landscape Concept*, with detailed information provided in Section 5.3 of this EIR. As described below, the landscape plan would include the use of drought-tolerant, ornamental, native and naturalized plants and irrigation standards in accordance with the City's municipal code requirements identified in SDMC Chapter 14, Article 2, Division 4. The project conforms to the standards for water-efficient landscape design and is well below the Maximum Applied Water Allowance (MAWA) as calculated using the State of California MWELO. The appropriate Water Use Classification of Landscape Species (WUCOLS) plant factors are embodied within the MAWA calculation. A landscape design addressing goals, plant types and hardscape has been developed for the project based on the following principles:

- Sustainability through the use of drought tolerant and fire-resistive ornamental, native and naturalizing plantings, per City of San Diego landscape guidelines, used in appropriate areas;
- Avoidance of plants considered invasive in the region;
- Use of low-fuel plant materials with minimal pruning requirements;
- Appropriate groundcover material and use of mulch to retain moisture, prevent erosion, and filter runoff from the project through the landscaping;
- A Mediterranean landscape style that complements the project and the existing surrounding development, and incorporates layers of color and texture;
- Siting of trees for maximum aesthetic and passive solar benefits, providing summer shade and winter sun;
- An accessible pedestrian walkway system that connects all areas of the project site; and
- A landscape design that incorporates a variety of turf (turf not to exceed 10 percent of the landscape area), planted and hardscape materials, and softens the development and parking areas while maintaining views and providing public spaces. Fescue blend turf grasses would be used to minimize water consumption.

The primary entrance driveway from the Janal Way roundabout (Private Driveway A) would include a median (with one vehicle turnaround break), and groupings of accent trees. Street trees throughout the project include species such as the strawberry tree, California sycamore, ~~shoestring acacia~~, gold medallion tree, and thornless Chilean mesquite. These trees and several additional types of trees would be utilized throughout the interior private open spaces, including such species as pink trumpet tree, western redbud, African sumac, Catalina ironwood, European olive, and tipu tree. The perimeter of the site, including the social loop trail, and other open spaces would be planted primarily with native or naturalized California tree species and supported by select drought tolerant shade tree species offering flowers and seasonal interest. Examples include marina strawberry tree, ~~Torrey pine~~, coast live oak, western cottonwood, and holly oak, among others. These would be complemented by shrubs and groundcover, such as agave, lantana, lavender, and myoporum ~~and~~

salvia. Refer to the Section 5.3 for the project plant palette with a comprehensive list of tree, shrub and groundcover species.

Landscaping would include numerous shade trees, such as those listed above, ranging in height at full maturity from 15 to 40 feet, with canopy spreads ranging from 15 to 40 feet in width. Shade trellises, benches, courtyards, and walkways with a variety of landscaping themes would provide passive and active uses for the on-site residents. Shrubs, groundcovers, and naturalized ornamental grasses would be located throughout the project site, and would provide visual interest while minimizing turf and improving hydrology and water quality by filtering stormwater throughout the site. Example species include bougainvillea, lavender, flax lily, coast rosemary, California coffeeberry, and autumn moorgrass.

Perimeter landscaping, providing buffers between the vertically developed portions of the project and off-site uses, would include shrubs, grasses and perennials that would provide color variation, as well as variety in plant massing and density. While the groundcovers and grasses would be low, larger plants such as toyon, California coffeeberry, and California flannel bush, ~~and California sagebrush~~ would reach heights of 5 to 6 feet, and widths of 6 to 10 feet per plant.

An existing non-wetland, man-made ditch that trends through the eastern portion of the site is subject to the jurisdiction of the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and California Regional Water Quality Control Board (resource agencies). Impacts to this feature would be mitigated through on-site reestablishment of this drainage feature, off-site creation or preservation of wetland habitat, and/or purchase of wetland credit within a mitigation bank, subject to permit approvals by the resource agencies, and as described in greater detail in Section 5.8, *Biological Resources*. These permits are currently under review by the resource agencies and cannot be finalized until after the CEQA process is complete. The project plans depicted in this section of the EIR reflect the proposed on-site mitigation concept for the on-site mitigation that is under review by the resource agencies. As shown, the drainage would be reestablished along the eastern perimeter of the site and enhanced with native wetland habitat, such as southern willow scrub, mule fat scrub, and baccharis scrub. Only non-invasive landscape species would be permitted adjacent to this biology mitigation area. Plants within the mitigation area, along the reestablished drainage, would be expected to have a relatively high internal moisture content with higher ignition resistance. The area would be required to be maintained regularly, including removal of invasive species, dead and dying plant material, and debris. This subject is addressed further in Section 5.8.

A number of vertical wall/barrier elements would be sited within project landscaping/open space areas. Retaining walls ranging up to 12 feet in height would be sited along the western, southern, and eastern site perimeters in the southern half of the site to support project slopes, private driveways and residential pads. Smaller retaining walls up to 6 feet in height would be utilized within the interior of the site. Publicly visible retaining walls exceeding 5 feet in height and 50 feet in length would be screened with vines or other intervening shrubbery/perimeter planting. Refer to Section 5.3 for additional discussion.

Project landscape irrigation would comply with City of San Diego Land Development Code Section 142.0413H, as well as MWEL. The irrigation system would provide the minimum amount of water necessary to support good plant health and would include a number of design elements in order to reduce water use. It would be a fully automatic, weather-based system using a rain sensor, low-flow drip and bubbler distribution, and sprinklers with matched precipitation-rate nozzles. The

system would be designed to deliver water to hydrozones based on the water requirements of the plant grouping, thereby avoiding water waste. It also would include a master control valve and flow-sensing capability that would shut down all (or part) of the system if leaks are detected.

### **3.3.1.8 Wet Utilities**

Potable water, sewer and storm drain upgrades, installation, and modification would occur during construction so that all required utilities are in place and functional prior to opening day. Existing, public, on-site utilities generally would be re-routed to follow project streets. Limited off-site connections also would occur within adjacent roadways and easements. Detail as to locations and sizing is provided in Section 5.12, *Public Utilities*. SDG&E facilities are addressed in Section 3.4, *SDG&E Facilities Modifications*, as well as Section 5.12. Sewer, storm drain and other easement vacation and dedication plans are shown on Figure 3.15, *Public Easement Dedications and Vacations*. As shown, an existing City of San Diego 10-foot wide sewer easement recorded in 1969 (File 59386) will be vacated.

### **3.3.1.9 Noise Control**

In order to comply with City standards, noise levels at the private exterior use areas of the proposed for-sale residences are required to be reduced to 70 CNEL or below, and interior noise levels must not exceed 45 CNEL. The project Acoustical Analysis Report (Appendix C to this EIR) identified measures that have been incorporated into project design and analyzed as appropriate throughout this EIR (e.g., see Sections 5.1, *Land Use*, and 5.3, *Visual Effects/Neighborhood Character*).

Where the market rate residences would have exterior use areas that would be exposed to noise levels exceeding 70 CNEL, barriers with a height of 6 feet, 8 feet, and 9 feet have been incorporated to reduce exterior noise to acceptable levels. All such noise barriers would replace the project's proposed privacy walls. The barriers would be solid, and constructed of masonry, wood, plastic, glass, fiberglass, steel, or a combination of those materials, with no cracks or gaps, including any gates. Additional specifics are provided in Appendix C.

Extra sound-attenuating treatment is proposed for those residential units for which standard construction would not achieve interior noise levels of 45 CNEL or less. In particular, the second and third stories of the proposed market rate and affordable housing units that would have a direct line-of-sight to I-15 will require extra attenuation to meet the City's noise conformance requirements. Appendix C specifies the design measures needed to achieve the required 45 CNEL interior sound levels for project homes. Examples include incorporation of air conditioning or mechanical ventilation systems shall be installed to allow windows and doors to remain closed, and use of windows and building materials with higher Sound Transmission Class (STC) ratings. In order to meet the City's noise compatibility standards and comply with Title 24 requirements as well, additional exterior-to-interior noise analysis would be conducted during final design for all proposed residences exposed to an exterior noise level of 60 CNEL to verify that the final design will provide attenuation to 45 CNEL or better, and to identify further attenuation if necessary.

### **3.3.1.10 Landfill Diversion**

During occupancy, it is estimated that the project as a whole would generate approximately 696 tons of waste per year and divert approximately 374 tons per year to recycling/reuse facilities, resulting in an estimated 54 percent diversion of waste from the landfill. These materials would consist of clean, recyclable materials, gathered in on-site recycling bins, as well as compostable materials from both household and HOA-maintained landscape areas.

## **3.3.2 Construction**

Construction is anticipated to take approximately 40 months, beginning with demolition in 2020 and finishing in mid- to late 2023.

The City's Noise Ordinance (SDMC Chapter 5, Article 9.5, Noise Abatement and Control) regulates noise produced by construction activities. Construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. and on Sundays and legal holidays, except in the case of emergency. Section 59.5.0404 of the Noise Ordinance limits construction noise to an average sound level of 75 dBA at the affected property line during the 12-hour period from 7:00 a.m. to 7:00 p.m. Construction-related activities would typically occur Monday through Friday, between 7:00 a.m. and 7:00 p.m., with some work anticipated to occur on Saturdays. Nighttime construction work is not anticipated, nor is construction anticipated to occur on Sundays or major legal holidays.

Throughout the construction period, from site clearing through completion of vertical structure construction, there would be construction-related traffic. Construction traffic is expected to use Circulation Element roadways, including Peñasquitos Drive and Carmel Mountain Road, and would not need to use existing residential streets. Construction traffic control plans would be prepared to identify truck routes, the hours of construction activity, work zones, staging areas, and other traffic controls as necessary. The plan would include measures to reduce traffic delays and minimize public safety impacts, such as the use of flaggers, traffic cones, detours and advanced notification signage, pedestrian/equestrian detours, movement restrictions and temporary lane closures to minimize traffic delays during construction of residential, commercial, recreational and public services/utility project elements. In addition, the construction contractor shall provide a means for public liaison/contact information for public inquiries and concerns. Construction traffic control plans must be satisfactory to the City Engineer prior to initiation of on-site construction activities. A Construction Fire Prevention Plan would also be required for communication of fire safety requirements that would be employed throughout construction to reduce the risk of ignition and to respond quickly in the event of a fire incident.

### **3.3.2.1 Demolition**

At the start, the entire project site would be cleared of existing structures, consisting of the approximately 5,000 SF parking and tented storage area associated with the former Hotel Karlan tennis courts. The structures are anticipated to result in approximately 1,558 cubic yards (CY) of refuse. The tennis court hardscape would be demolished, together with approximately 4.3 miles of golf cart paths and other paved storage areas. Although asphalt and concrete may have the potential to be salvaged and reused on site as fill material, it is conservatively assumed that

approximately 9,956 tons of pavement material would be removed from the site. One hundred percent of this amount is expected to be recycled, and diverted from the landfill.

Currently, the number of on-site utilities to be removed is not precisely known. Existing water pipelines are assumed to be the same length as project area golf cart paths; resulting in approximately 22,704 feet of 3-inch-diameter asbestos cement pipeline, and 22,704 feet of 8-inch diameter asbestos cement pipeline. Based on this, an estimated total of approximately 293 tons of pipeline materials would be removed from the site.

Clearing/grubbing involves the removal of existing vegetation. The site is mostly covered in grasses and small shrubs, but mature trees also exist on site. Exact estimates of vegetation removal are not known at this time. The Federal Emergency Management Agency (FEMA) Debris Estimating Field Guide (2010) estimates that one acre of mixed debris 10 feet high converts to 16,133 CY of material. With an approximate average vegetation height of 2 feet across the site, and approximately 100 acres of vegetated area, clearing/grubbing would require the removal of approximately 322,660 CY of material. Using the City's Construction and Demolition (C&D) Debris Conversion Rate Table (City 2016e, Appendix B), approximately 48,399 tons of vegetation would require removal.

Most of the existing landscaping on the project site would be removed as most of the trees are in a degraded state of health. A few healthy trees with appropriate diameters may be retained if they are compatible with the project development/landscape plans. The project geotechnical report (Appendix H) establishes backfill procedures for adequate soil stability in areas where tree demolition falls outside the limits of grade. Currently, it is not anticipated that removed vegetation would be reused or mulched on site. Vegetation would be processed and recycled at a target rate of 100 percent diversion to Miramar Greenery, or a similar City-certified green waste recycling facility. The City's Certified C&D Recycling Facility Directory (City 2018a; Appendix A) states the diversion rate for clean source-separated materials shall be 100 percent. Other waste materials associated with the clearing and grubbing are anticipated to include relatively negligible amounts of waste generated by contractors working on the site during the clearing and grubbing process.

In sum, during the pre-construction phase, the project would produce an estimated 23,083 tons of green waste, asphalt/concrete, and other construction and demolition waste, and divert 22,599 tons of these materials from Miramar Landfill. Depending on the material type, 66 to 100 percent of waste generated during demolition, clearing/grubbing, and grading would be disturbed for an overall pre-construction diversion rate of 98 percent. The reader is referred to the Waste Management Plan (WMP) for the project in Appendix J4 to this EIR, as well as to Section 5.12, *Public Utilities*, of this EIR.

### **3.3.2.2 Grading**

The prior golf course use did not result in soil conditions adequate to support residential uses. As a result, soils within the limits of project grading, which does not extend to the edge of the site adjacent to existing residential uses, would be removed and properly compacted prior to placing additional fill and/or structural loads. The project assumes conformance with applicable regulatory/industry guidelines, as well as updating of the tentative map-level design recommendations as project plans progress to 40-scale grading plans.

Approximately 91 percent of the site (101.9 acres) would be graded to implement the project (see Figure 3-16, *Preliminary Grading Plan*). Proposed grading includes an estimated 820,000 CY of cut and fill (balanced), and little to no import or export of graded material is anticipated (excavated material would only be exported if a suitable use for the material is not available on site). Maximum depth of fill would be 34 feet. The maximum height of a cut slope would be 48 feet, and the maximum height of a fill slope would be 37 feet. Fill and cut slopes would have a maximum gradient of 2:1 (horizontal to vertical extent). Approximately 12,250 feet of retaining walls are proposed around the site perimeter, with heights of up to 12 feet, to support project slopes and protect certain utilities in place, including an SDG&E north-to-south gas transmission line and existing underground AT&T distribution line. Limited grubbing and grading would occur over the existing 16-inch, high-pressure gas line, in direct coordination with SDG&E.

The site has a history of containing underground and aboveground storage tanks and handling or generating hazardous materials including fertilizers, waste and mixed oil, diesel fuel, solvents, and gasoline. Based on this historical use, the project would be conditioned to implement a soil management plan to address any potentially contaminated soils during demolition or grading activities.

An asbestos containing materials (ACM) and lead-based paint (LBP) investigation was performed for the project. It was determined that there was no danger to workers with respect to LBP; however, ACM were noted as being present within the roofing materials for both the former golf course maintenance shed and similar structures, which have since been removed (refer to Appendix K3 of this EIR). As detailed in the ACM/LBP report, removal of ACM during removal of the asbestos cement pipes referenced above, and any other remaining ACM-containing materials, would be performed by a licensed contractor according to all federal, state, and local laws governing asbestos.

All grading would be performed in accordance with the Recommended Grading Specifications (refer to the project Geotechnical Investigation; Appendix H to this EIR), all earthwork specifications would be observed, and all fills within the limits of grading would be tested for proper compaction. Additional standard evaluation within the limits of grading would include applicable field/laboratory investigations and construction monitoring by an engineering geologist, to: (1) provide design and construction recommendations for proposed excavation/grading activities, engineered fill, structures (including seismic loading parameters), foundations/footings, pavement, manufactured slopes, and drainage/landscaping (including potential infiltration of storm water runoff); and (2) review site grading/excavation and construction operations in the field to ensure conformance with applicable requirements/recommendations and/or provide modified criteria as appropriate. The project Geotechnical Investigation evaluated the potential for the project to destabilize adjacent properties during project grading and the results indicate that with implementation of the recommendations within the Geotechnical Investigation, slope stability would be within acceptable safety parameters. Measures such as slot buttressing would be employed to ensure the stability of existing manufactured slopes along the northern and western site boundaries and to protect the adjacent properties during project grading. Based on the Geotechnical Investigation, Geocon concludes that the proposed development would not destabilize or result in settlement of adjacent properties or City right-of-way, provided the recommendations presented in the referenced report are followed during design and construction (Geocon 2019a and 2019b). Additional information is provided in Section 5.10, *Geology*, and Appendix H.



### 3.3.2.3 Construction Staging and Component Phasing

All construction materials would be stored on the project site; no off-site staging areas would be needed. Construction workers would park on the project site. It is assumed that development of the for-sale and rental components of the project would be constructed concurrently.

### 3.3.2.4 Landfill Diversion

During project construction, the project would produce an estimated 1,226 tons of solid waste (metal, concrete, concrete/steel, asphalt, brick/masonry, wood, drywall, carpet/carpet padding, mixed debris, and trash), and divert approximately 938 tons of solid waste materials from the landfill, as identified in Table 5 in the project's WMP, a copy of which is included in Appendix J4 to this EIR. The diverted material would consist of clean, source-separated (segregated) recyclable and/or reusable material, as well as mixed debris, to be deposited at the recycling/reuse facilities identified in the City's Certified C&D Recycling Facility Directory (Appendix B). Approximately 288 tons of solid waste material generated during construction is anticipated to be disposed of as non-recyclable/non-reusable waste at Miramar Landfill, for an overall diversion rate during construction of approximately 77 percent.

With the combined pre-construction and construction phases, the project would produce 24,308 tons of solid waste and would divert 23,537 tons. This would be an overall diversion rate during pre-construction and construction of 97 percent. The reader is referred to the project's WMP, a copy of which is included in Appendix J4 to this EIR.

~~During occupancy, it is estimated that the project as a whole would generate approximately 696 tons of waste per year and divert approximately 374 tons per year to recycling/reuse facilities, resulting in an estimated 54 percent diversion of waste from the landfill. These materials would consist of clean, recyclable materials, gathered in on-site recycling bins, as well as compostable materials from both household and HOA-maintained landscape areas.~~

## 3.4 SDG&E Facilities Modifications

The primary north-south electrical transmission corridor and a 16-inch gas line would be protected in place. The east-west 3- and 6-inch gas mains that bisect the project east of Caminito Orense Este would be retained, but realigned into project streets as shown on Figure 3-17, *Conceptual SDG&E Gas Mains Locations/Relocations*. An existing easement for some gas distribution regulating facilities would also be relocated within the project site. The former alignments for these relocated easements would be quitclaimed back to the applicant once the facility relocations are complete. Associated CEQA impacts are wholly subsumed within general site disturbance that would occur regardless of realignment, and realignment would not occur without the project. As a result, impacts are addressed as part of the overall project, with additional specific analysis provided in Section 5.12.

## 3.5 Discretionary Actions

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to implement the project. A number of the

discretionary actions address environmental effects (e.g., streambed alteration), or plan consistency issues. These elements are addressed in Section 5.0 technical areas.

The RPCP designates the site as Open Space specifically for use as a golf course. The project would require the approval of a CPA to allow the conversion of the golf course to Low-Medium Density Residential (i.e., 5 to 10 dwelling units per developable acre). The remainder of the site would remain open space.

The project also proposes a zoning change from RS-1-14 and CV-1-1. Proposed zones would be RM-1-1, RM-3-7, OR-1-1, and OP-1-1, as shown on Figure 3-3, *Proposed Zoning*. The RM-1-1 zone is for “lower density multiple dwelling unit with some characteristics of single dwelling unit” developments. The area identified for the affordable, for-rent housing units would be rezoned RM-3-7, which permits “medium density multiple dwelling units.” Open Space zones are meant to “protect lands for outdoor recreation, education, and scenic and visual enjoyment.”

The project also proposes a CPIOZ. This is intended to ensure that any future development of the site (not analyzed herein) is consistent with the RPCP, the adopted Community Plan. Per SDMC Chapter 13, Article 2, Division 14, Section 132.1401, a CPIOZ B ensures that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites within the RPCP. They therefore require discretionary review under CEQA for what otherwise might proceed as purely ministerial actions under approved zoning.

Additional required entitlements include a VTM; a Planned Development Permit (PDP) to allow the project to deviate in certain ways from the otherwise applicable development standards of the San Diego Municipal Code (SDMC); rescission of existing CUP 87-0346 that covered the prior golf course use; and a sewer easement vacation. A complete list of the anticipated discretionary approvals required to implement the project is identified in Table 3-2, *Discretionary Actions Required*.

The project design also would require approval of several deviations from the SDMC; these are detailed below in Table 3-3, *Proposed Deviations*.

<b>Table 3-2 DISCRETIONARY ACTIONS REQUIRED</b>		
<b>Discretionary Approval/Permit</b>	<b>Approving Agency</b>	<b>Purpose</b>
Vesting Tentative Map	City of San Diego	To subdivide the project site into 13 lots
General Plan Amendment (GPA)/ Community Plan Amendment	City of San Diego	To designate the project site as Residential in the General Plan and Low-Medium Density Residential in the Community Plan
Rezone	City of San Diego	To change the existing RS-1-14 zone to RM-1-1 and RM-3-7 residential zones and OR-1-1 and OP-1-1 open space zones
Community Plan Implementation Overlay Zone	City of San Diego	To limit the maximum density for the project site to be equal to the proposed project density, thereby ensuring that any future proposal to construct a project with a higher density would require a discretionary action
Planned Development Permit	City of San Diego	To allow deviations for private exterior open space barrier height, RM-1-1 setbacks, and length of lot frontage on public streets for multi-family residential
Rescission of Conditional Use Permit 87-0346, associated with the prior golf course use	City of San Diego	Required to replace the permitted use with residential instead of golf course uses.
Sewer Easement Vacation	City of San Diego	To vacate an existing 10-foot wide sewer easement (File No. 59386) and allow project sewer facilities to be placed within proposed streets.
Streambed Alteration Agreement	California Department of Fish and Wildlife (CDFW)	To allow impacts to CDFW jurisdictional waters
Section 404 Nationwide or Individual Permit	U.S. Army Corps of Engineers (USACE)	To allow impacts to USACE jurisdictional waters
Section 401 Certification	Regional Water Quality Control Board (RWQCB)	To allow impacts to jurisdictional waters
National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit Compliance	City of San Diego and RWQCB	To ensure compliance with NPDES
NPDES General Construction Activity Permit for Stormwater Discharges Compliance	RWQCB and State Water Resources Control Board (SWRCB)	To ensure compliance with NPDES
MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) <u>Compatibility Review</u>	San Diego County Regional Airport Authority	To ensure compatibility with the MCAS Miramar ALUCP
Right-of-Way (ROW) Encroachment Permit	Caltrans	To allow encroachment into Caltrans ROW for grading and for adding a deceleration lane on Carmel Mountain Road in the Caltrans ROW

<b>Table 3-2 (cont.) DISCRETIONARY ACTIONS REQUIRED</b>		
<b>Discretionary Approval/Permit</b>	<b>Approving Agency</b>	<b>Purpose</b>
Relocation of easements for gas distribution and regulating facilities	SDG&E	To accommodate the project site plan and allow these facilities to be placed within planned project streets
Relocation of easements for underground telecommunication facilities	AT&T	To accommodate the project site plan and allow these facilities to be placed within planned project streets
Variance to the Inclusionary Affordable Housing Regulations	City of San Diego	To address comparable bedroom mix requirement between affordable and market rate units

<b>Table 3-3 PROPOSED DEVIATIONS</b>		
<b>Development Regulation</b>	<b>Required/ Allowed</b>	<b>Proposed</b>
<b>Street Frontage</b>		
For RM-1-1 and 3-7 lots, as per Municipal Code Table 131.04g minimum street frontage in feet (')	50' (RM 1-1) 70' (RM 3-7)	0' street frontage. Allow street frontage provided by Lot H allowing ingress and egress from Peñasquitos Drive and Carmel Mountain Road to Lots 1, 2, 3 & 4 (RM-1-1) and Lot 5 (RM 3-7) instead of directly on a public street.
<b>Fence/Wall Height Deviation</b>		
Per Municipal Code Section 142.0310 (1c) the height of a solid fence located on the front or street side property line may not exceed 3', except when placed at the setback line where it may be 6'.	3'-6'	Allows 6' fences within the front setback of Buildings 44-47, 55, 61, 62, 71, 72, 87, 88, 113, 114, 135-138, 163-166, 181, 184, 185, 188, 189, 192, 193, 195, 196 (Lot 3)
Per Municipal Code section 142.0310 (4d) fences located in required side yards and required rear yards are permitted up to 9' in height. Any portion of the fence above 6' in height shall be an open fence.	9' with up to 6' of solid fence and 3' of open fence	Allow 8' of solid fence for Buildings 99, 100, 123, 124, 125, 126, 147, 148, 149, 150, 179, 180  Allow 9' of solid fencing for Buildings 101, 102, 181, 182

<b>Table 3-3 (cont.) PROPOSED DEVIATIONS</b>		
<b>Development Regulation</b>	<b>Required/ Allowed</b>	<b>Proposed</b>
<b>Setback Deviation</b>		
<p>For RM-1-1 lots, as per Municipal Code Table 131.04g. &amp; 131.0443 (d).</p> <p>Up to 50% of the front yard setbacks may utilize the minimum yard setback if the other 50% utilizes the standard yard setback.</p>	<p>Minimum front yard setback - 15'; Standard front setback - 20'</p>	<p>Lot 2 (RM-1-1) front setback; Building No. (requested setback): 259 (10'), 260 (10'), 265 (10')</p> <p>Lot 3 (RM-1-1) front setback; Building No. (requested setback): 181 (10'), 184 (10'), 185 (10'), 188 (10'), 189 (13'), 192 (11'), 193 (12'), 196 (14')</p> <p>Lot 4 (RM-1-1) front setback; Building No. (requested setback): 54 (13'), 62 (13'), 71 (18'), 72 (14')</p>
<p>For RM-1-1 lots, as per Municipal Code Table 131.04g &amp; 131.0443 (d)</p> <p>Up to 50% of the length of the building envelope on one side of the premises may observe the minimum 5' side setback, provided the remaining percentage of the building envelope length observes at least the standard side setback of 8' or 10% of the lot width, whichever is greater.</p> <p>100% of the length of the building envelopes on the opposite side may observe the minimum side setback of 5'.</p>	<p>Minimum side setback - 5'; Minimum street setback -10'; Standard side setback - 10% of lot width (see Sheet C5 of engineering drawings for specific lots and setbacks)</p>	<p>Lot 1 (RM-1-1) side setback; Building No. (requested setback): 42 (25'), 43 (15'), 44 (35')</p> <p>Lot 2 (RM-1-1) side setback; Building No. (requested setback): 231 (45'), 310 (45'), 232 (10'), 233 (10'), 234 (25'), 235 (25'), 236 (25'), 237 (20')</p> <p>Lot 3 (RM-1-1) side setback; Building No. (requested setback): 196 (17'), 195 (17'), 166 (20'), 165 (16'), 164 (22'), 163 (18'), 138 (15'), 137 (15'), 136 (20'), 135(17'), 114 (20'), 113 (15'), 88 (20'), 87 (15')</p> <p>Lot 4 (RM-1-1) side setback; Building No. (requested setback): 53 (5'), 54 (5')</p>
<b>Lot Width Deviation</b>		
<p>For 1-1 lots, as per Municipal Code 131.0231 minimum lot width</p>	<p>200' minimum</p>	<p>Allow Lot C - 10' minimum Allow Lot D - 20' minimum Allow Lot G - 10' minimum</p>

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I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\EIR\Fig3-1\_IllustrativeSitePlan.indd LEN-84 1/6/2020 - SAB



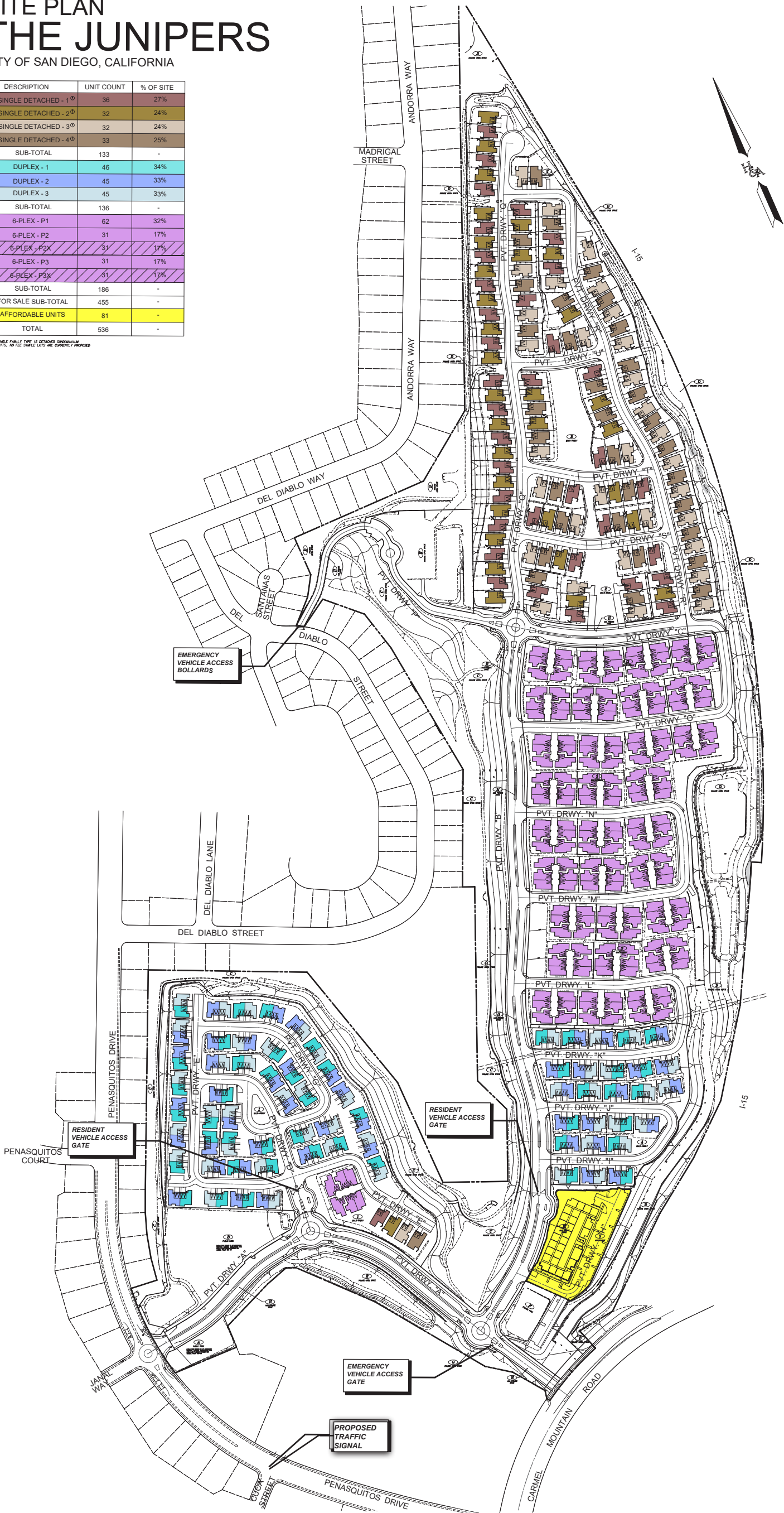
Source: Schmidt Design Group 2019



SITE PLAN  
THE JUNIPERS  
CITY OF SAN DIEGO, CALIFORNIA

DESCRIPTION	UNIT COUNT	% OF SITE
SINGLE DETACHED - 1 <sup>①</sup>	36	27%
SINGLE DETACHED - 2 <sup>①</sup>	32	24%
SINGLE DETACHED - 3 <sup>①</sup>	32	24%
SINGLE DETACHED - 4 <sup>①</sup>	33	25%
SUB-TOTAL	133	-
DUPLEX - 1	46	34%
DUPLEX - 2	45	33%
DUPLEX - 3	45	33%
SUB-TOTAL	136	-
6-PLEX - P1	62	32%
6-PLEX - P2	31	17%
6-PLEX - P2X	31	17%
6-PLEX - P3	31	17%
6-PLEX - P3X	31	17%
SUB-TOTAL	186	-
FOR SALE SUB-TOTAL	455	-
AFFORDABLE UNITS	81	-
TOTAL	536	-

① SINGLE FAMILY TYPE IS DETACHED CONDOMINIUM UNITS. NO FEE SIMPLE LOTS ARE CURRENTLY PROPOSED



I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map(EIR)\Fig3-2\_ProposedSitePlanOverview.indd LEN-84 1/6/2020 - SAB

Source: Hunsaker & Associates 10/2019



PROJECT AREA SUMMARY

DESCRIPTION	AREA	PERCENTAGE
BUILDING COVERAGE	959,625 SF	20%
PRIVATE DRIVEWAYS ①	839,594 SF	17%
PUBLIC PARK LOT A & B	140,707 SF	3%
COMMON OPEN SPACE ②	223,165 SF	4%
HOA OPEN SPACE LOTS C, D & G ③	1,410,312 SF	29%
OPEN SPACE WITHIN LOTS 1-5, E, F & H ④	1,311,558 SF	27%
PUBLIC STREET DEDICATION	7,182 SF	0%
TOTAL	4,892,143 SF	100%

① SEE SHEET C7 FOR LOCATION AND DETAILS  
② INCLUDES AREA OF PAVEMENT, EXCLUDES SIDEWALKS AND PEDESTRIANWAY  
③ INCLUDES PRIVATE/HOA OPEN SPACE WITHIN LOTS 1-5, E, F & H AND EXCLUDES PRIVATE DRIVEWAYS, BUILDING COVERAGE AND COMMON OPEN SPACE  
④ DOES NOT COUNT OPEN SPACE AREAS 4 & 10, AS ITS COUNTED WITHIN COMMON OPEN SPACE

LOT SUMMARY

LOT	DESCRIPTION	NO. UNITS	AREA	ACRE
1	MULTI-FAMILY CONDO	96	543,928 SF	12.49
2	MULTI-FAMILY CONDO	129	1,063,094 SF	24.41
3	MULTI-FAMILY CONDO	180	837,914 SF	19.24
4	MULTI-FAMILY CONDO	50	248,610 SF	5.71
5	AFFORDABLE	81	87,253 SF	2.00
A	PUBLIC PARK	-	21,204 SF	0.49
B	PUBLIC PARK	-	119,503 SF	2.74
C	HOA OPEN SPACE	-	722,151SF	16.58
D	HOA OPEN SPACE	-	630,457 SF	14.47
E	HOA OPEN SPACE	-	87,227 SF	2.00
F	PRIVATE PARK	-	50,955 SF	1.17
G	HOA OPEN SPACE	-	92,334 SF	2.12
H	HOA PVT. DRIVE	-	380,331 SF	8.73
TOTAL		536	4,884,961 SF ①	112.14

① TOTAL AREA EXCLUDES THE 7,182 SF FROM PUBLIC STREET DEDICATION

PROPOSED ZONES

- RM-1-1
- RM-3-7
- OR-1-1
- OP-1-1



MAX PERMITTED DENSITY TABLE

LOT	ZONE	MAX DENSITY	LOT SQFT	PERMITTED DENSITY
1	RM-1-1	1 UNIT PER 3,000 SF	543,928 SF	181 UNITS
2	RM-1-1	1 UNIT PER 3,000 SF	1,063,094 SF	354 UNITS
3	RM-1-1	1 UNIT PER 3,000 SF	837,914 SF	279 UNITS
4	RM-1-1	1 UNIT PER 3,000 SF	248,610 SF	82 UNITS
5	RM-3-7	1 UNIT PER 1,000 SF	87,253 SF	87 UNITS
TOTAL			2,780,169 SF	983 UNITS

PROPOSED LOTS AND ZONES

I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\EIR\Fig3-3\_ProposedLotsZoning.indd LEN-84 1/16/2020 - SAB

Source: Hunsaker & Associates 10/2019

# THE JUNIPERS

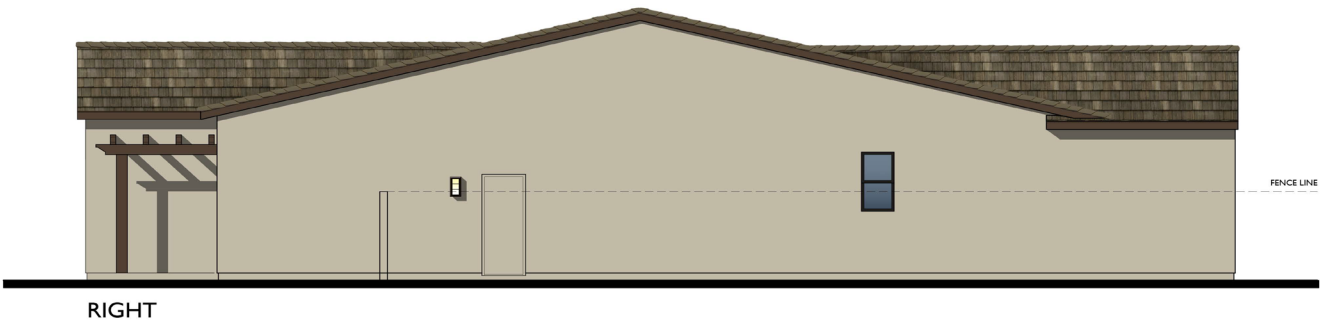
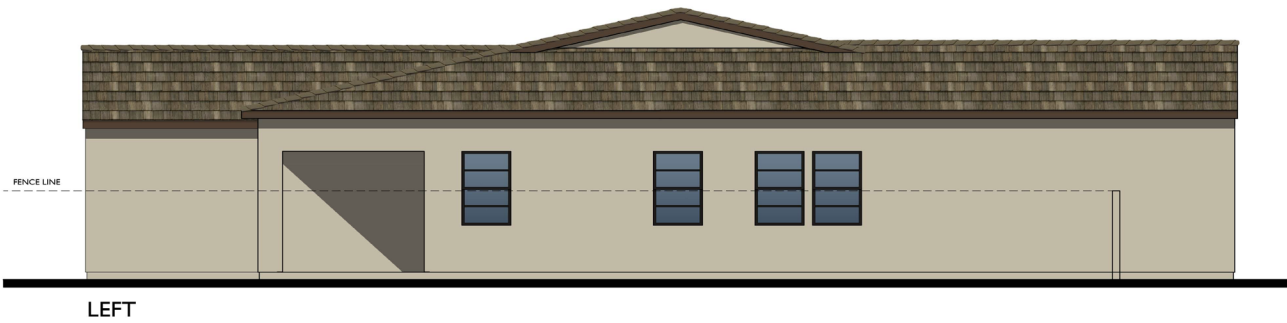
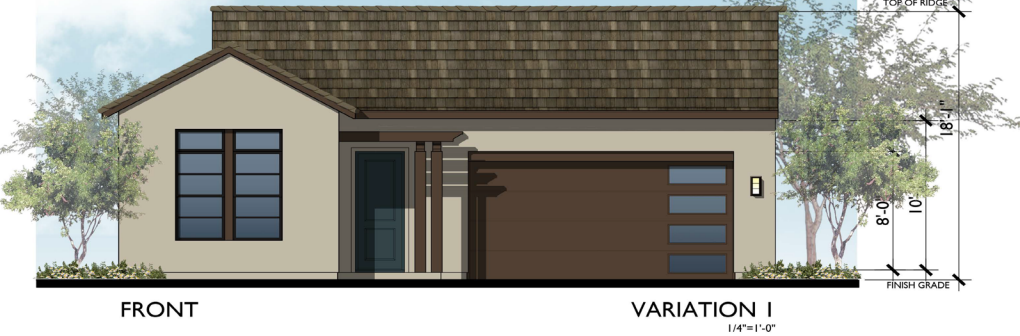
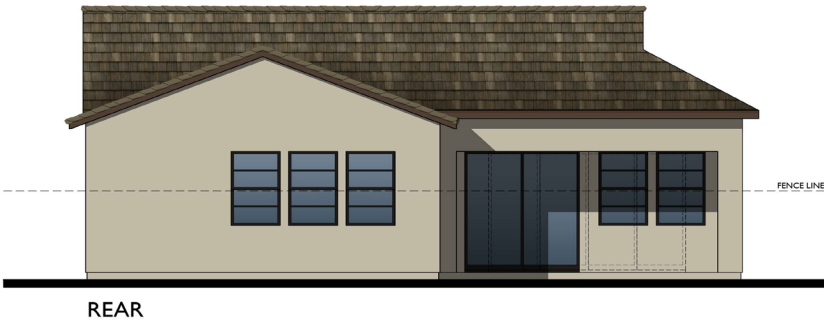
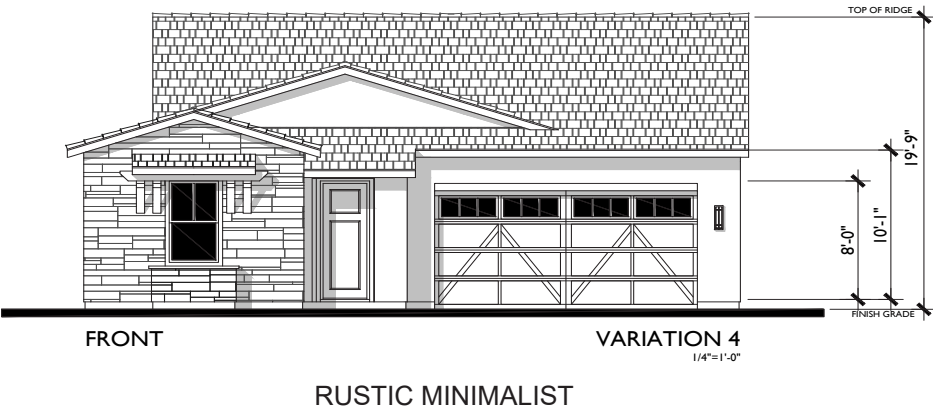
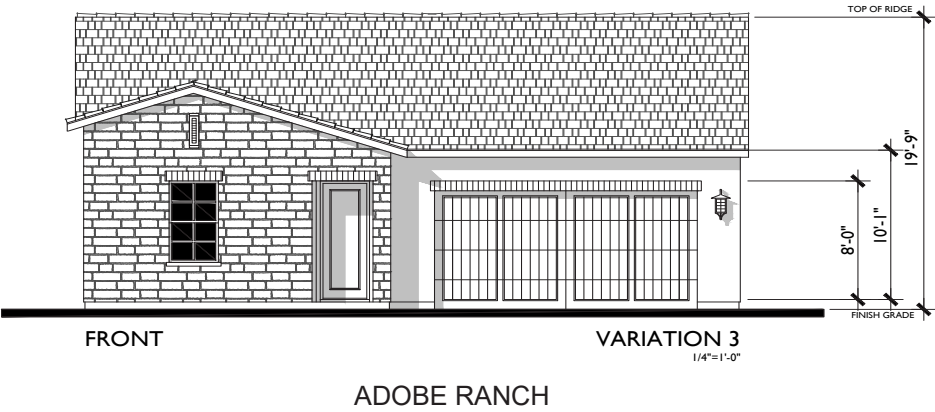
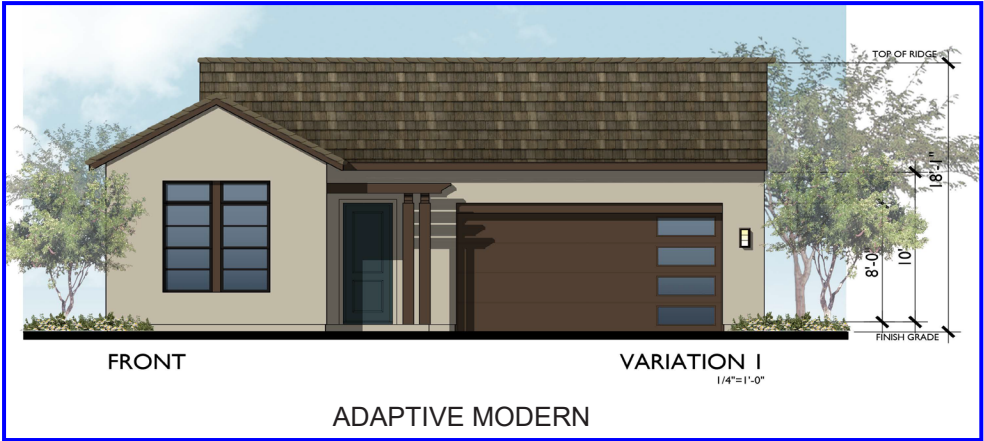
50 x 90 RESIDENTIAL UNITS



Source: Bassenian Lagoni 2019

Single Detached 50x90 Residential Units  
Sample Street Front

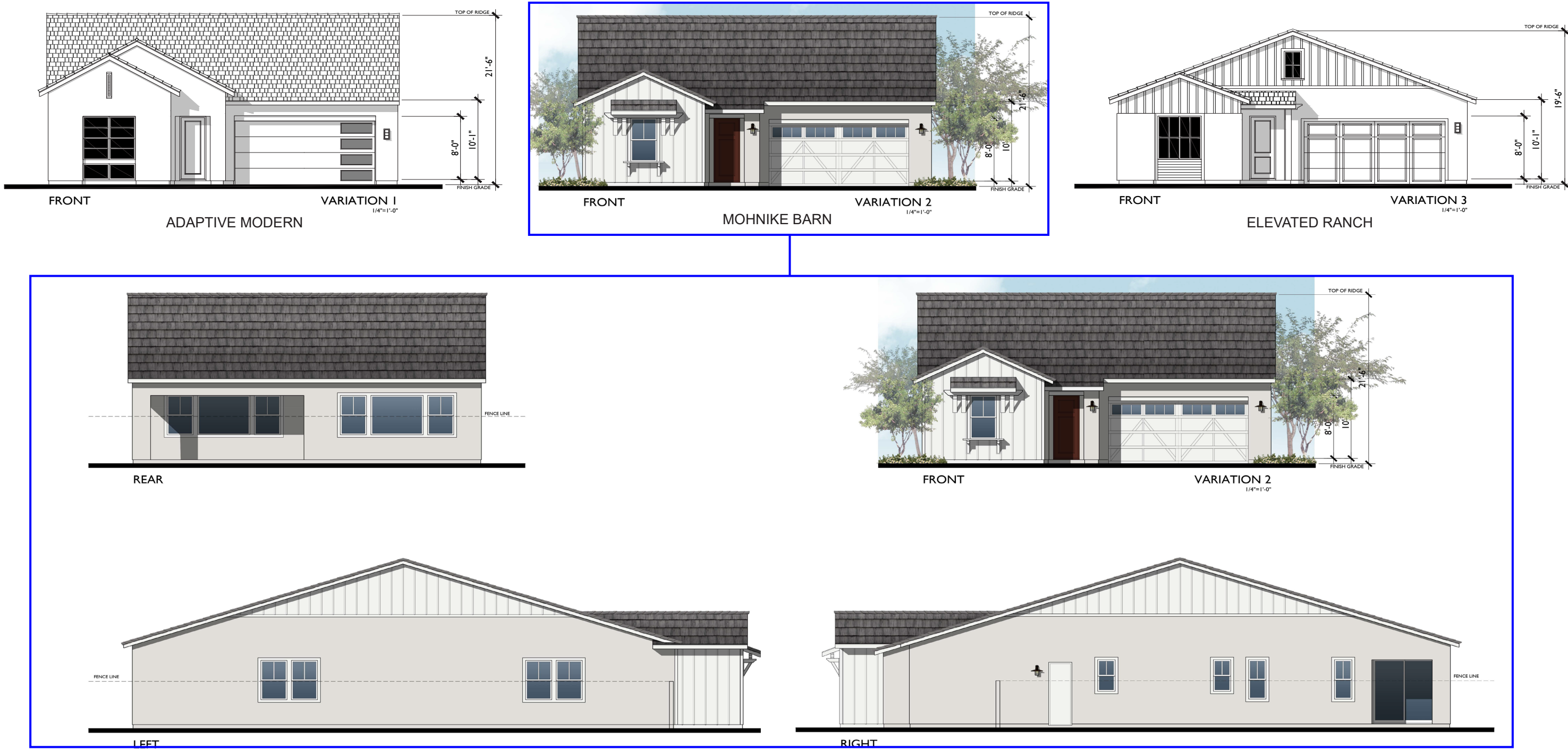
Figure 3-4a



I:\PROJECTS\INDG\INDG-01\_The Junipers\Map\ER\Fig3-4b\_SingleDetached50x90\_Plan1.indd LEN-84 1/6/2020 SAB

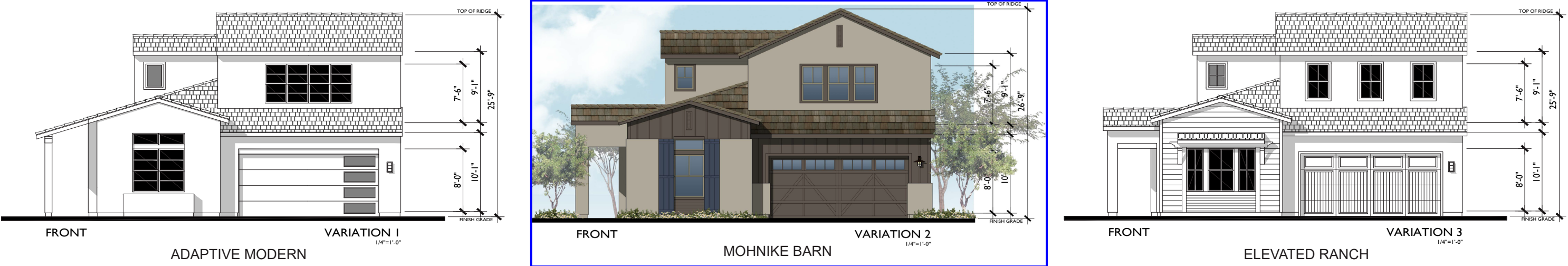
Source: Bassenian Lagoni 2019





I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-4c\_SingleDetached50x90\_Plan2.indd LEN:84 1/6/2020 SAB

Source: Bassenian Lagoni 2019

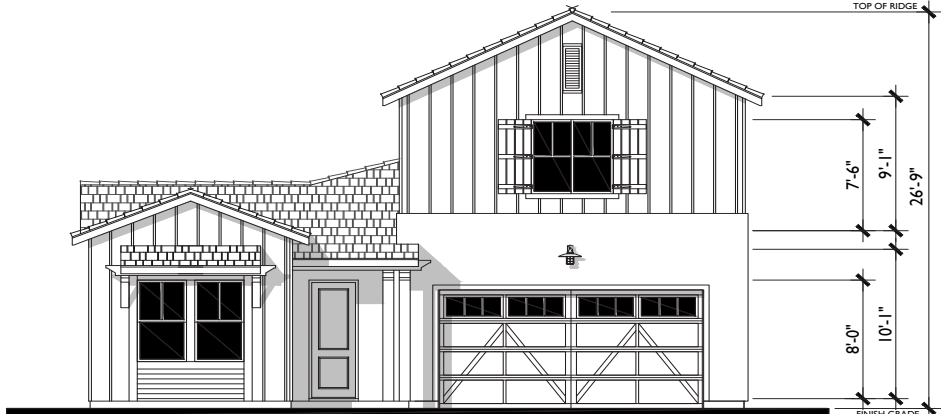


Source: Bassenian Lagoni 2019





FRONT  
ADAPTIVE MODERN  
VARIATION 1  
1/4"=1'-0"



FRONT  
MOHNIKE BARN  
VARIATION 2  
1/4"=1'-0"



FRONT  
ADOBE RANCH  
VARIATION 3  
1/4"=1'-0"



REAR



FRONT  
VARIATION 3  
1/4"=1'-0"



LEFT



RIGHT

I:\PROJECTS\N\NOG\NDC-01\_TheJunipers\Map\ER\Fig3-4e\_SingleDetached50x90\_Plan4.indd LEN-84 1/6/2020 SAB

Source: Bassenian Lagoni 2019

# THE JUNIPERS

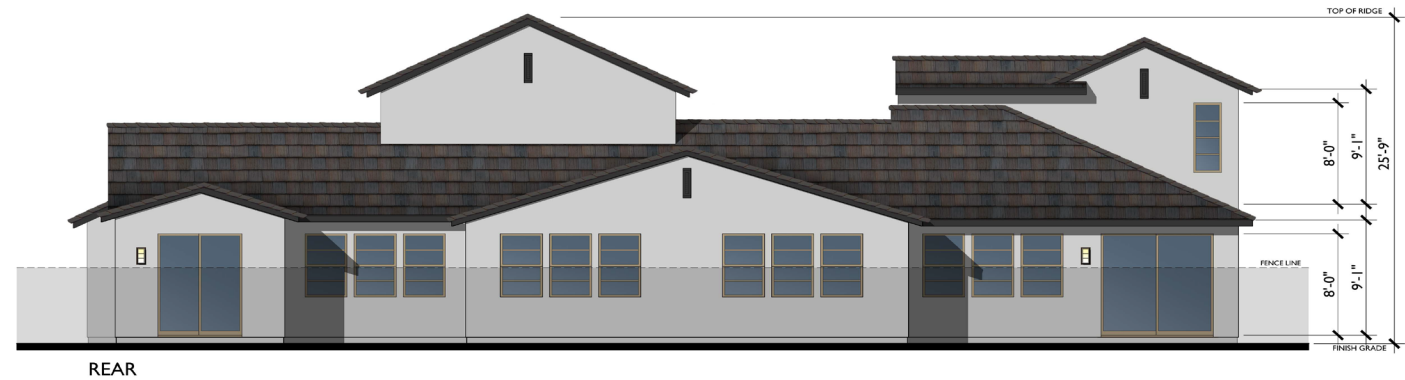
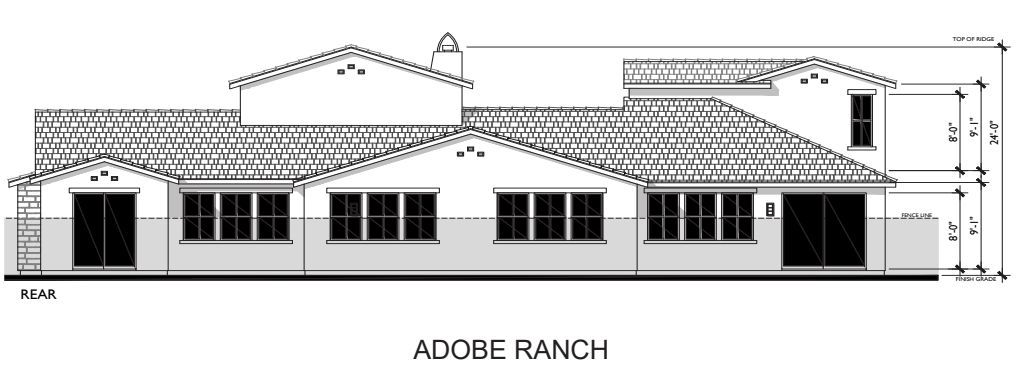
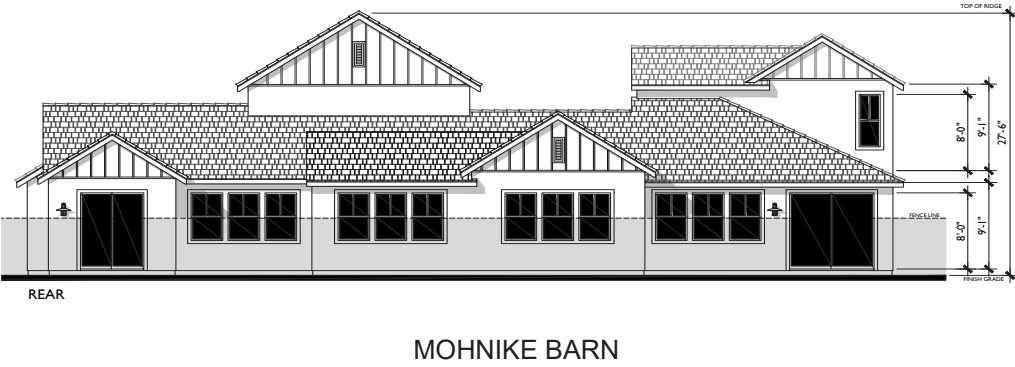
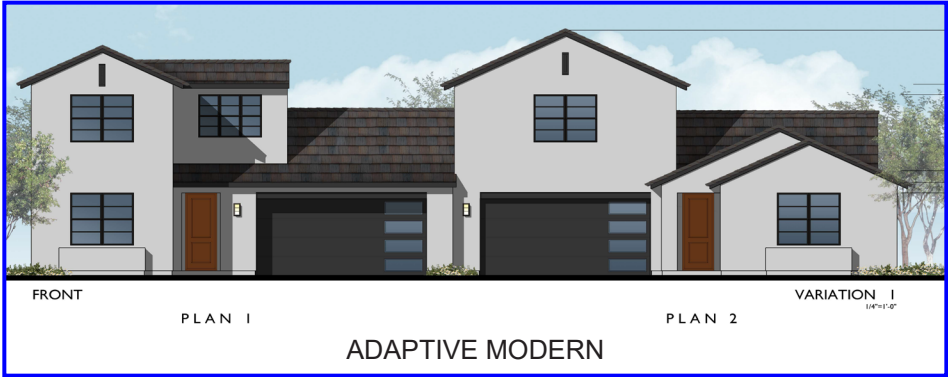
## DUPLEX



BUILDING 3  
VARIATION 2

BUILDING 2  
VARIATION 1

Source: Bassenian Lagoni 2019



I:\PROJECTS\INDG\01\_The Junipers\Map\ER\Fig3-5b\_DuplexBuilding1.indd LEN-84 1/6/2020 - SAB

Source: Bassenian Lagoni 2019





I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-5c\_DuplexBuilding2.indd LEN-84 1/6/2020 -SAB

Source: Bassenian Lagoni 2019



I:\PROJECTS\INDG\01\_TheJunipers\Map\ER\Fig3-5d\_DuplexBuilding3.indd LEN-84 1/6/2020 - SAB

Source: Bassenian Lagoni 2019

# THE JUNIPERS

6 UNIT CLUSTER

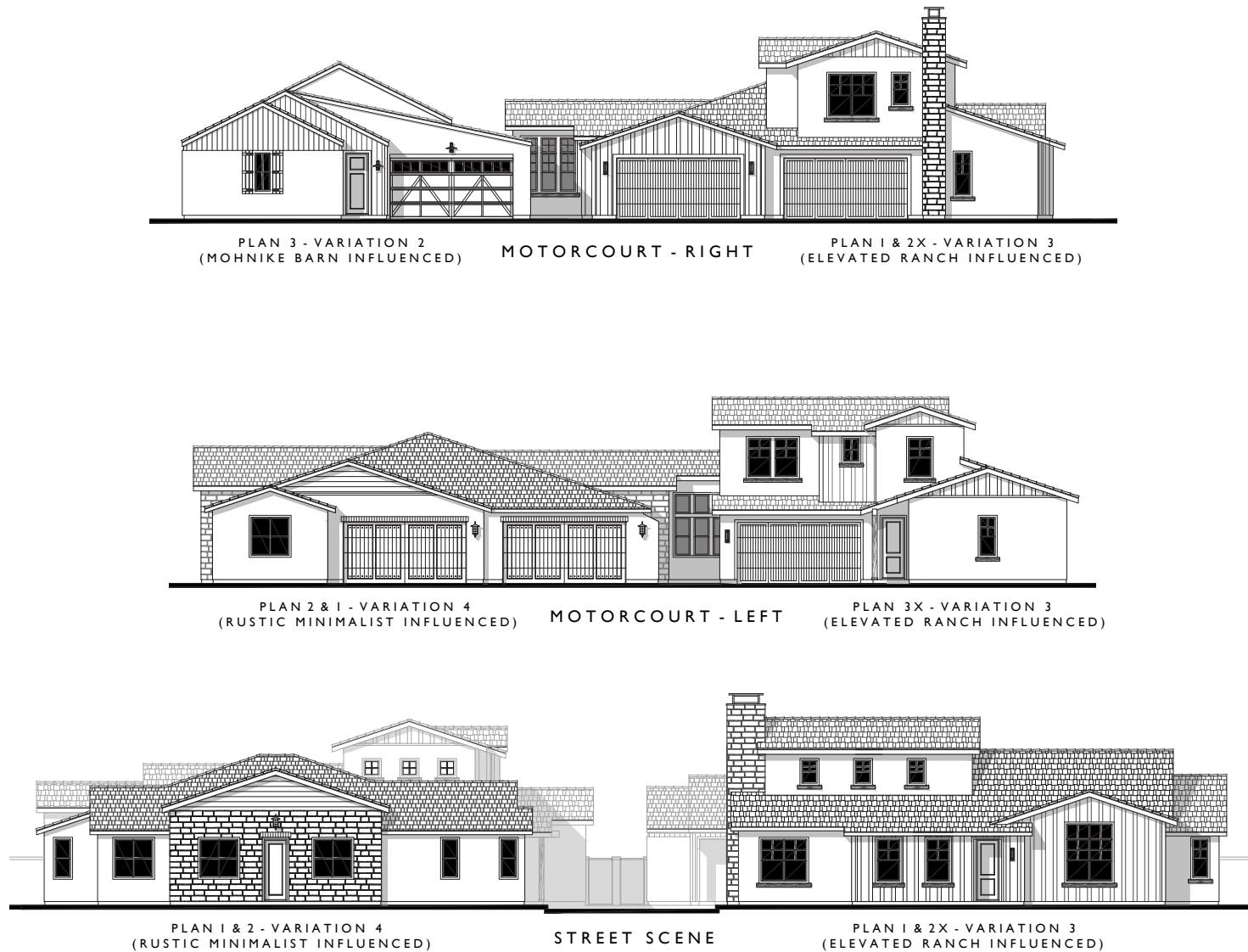


PLAN 1 & 2 - VARIATION 4  
(RUSTIC MINIMALIST INFLUENCED)

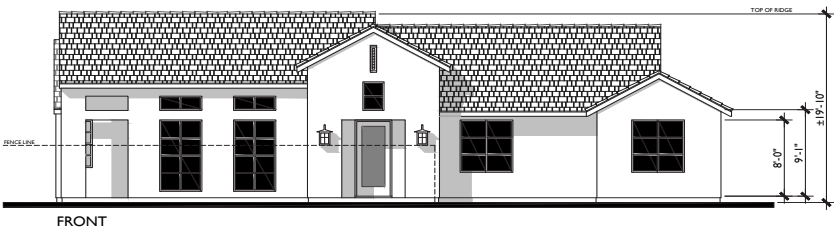
PLAN 1 & 2X - VARIATION 3  
(ELEVATED RANCH INFLUENCED)

Source: Bassenian Lagoni 2019

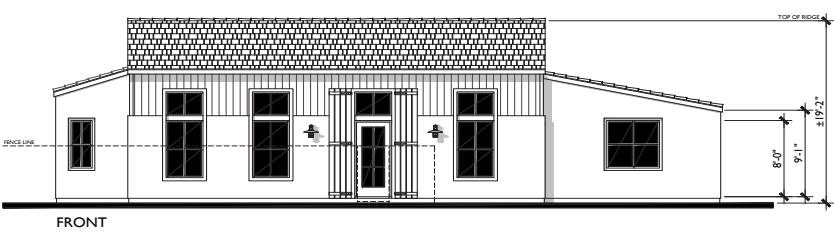




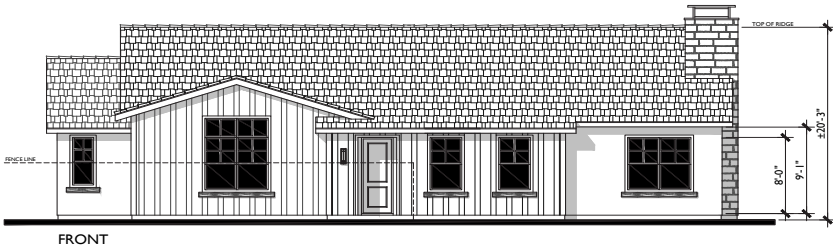
Source: Bassenian Lagoni 2019



ADAPTIVE MODERN INFLUENCE - VARIATION 1



MOHNIKE BARN INFLUENCE - VARIATION 2



ELEVATED RANCH INFLUENCE - VARIATION 3



LEFT



FRONT



RIGHT



REAR

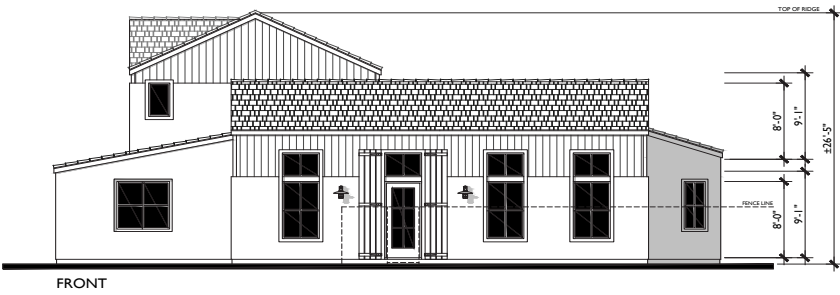
RUSTIC MINIMALIST INFLUENCE - VARIATION 4

I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-6c\_SixPlexBuilding1\_2.indd LEN-84 1/6/2020 - SAB

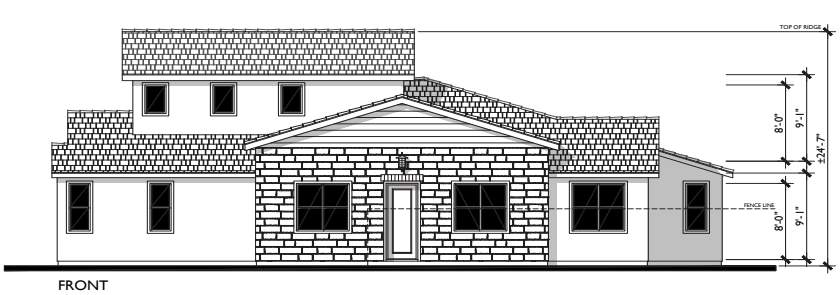
Source: Bassenian Lagoni 2019



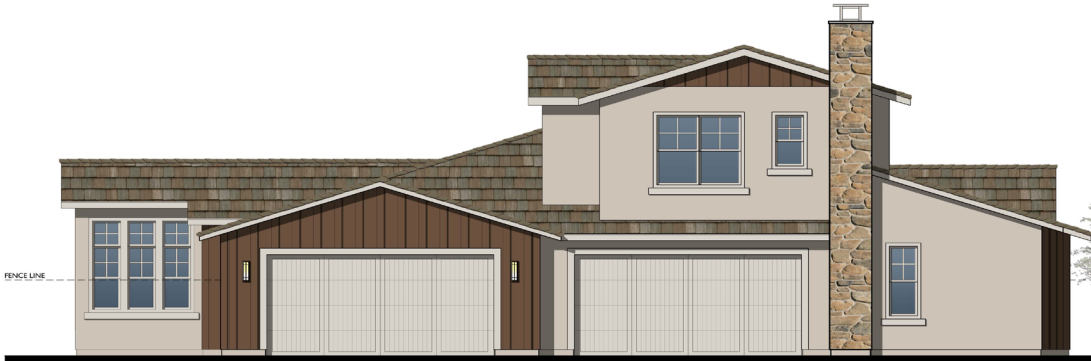
ADAPTIVE MODERN INFLUENCE - VARIATION 1



MOHNIKE BARN INFLUENCE - VARIATION 2



RUSTIC MINIMALIST INFLUENCE - VARIATION 4



LEFT



FRONT



RIGHT



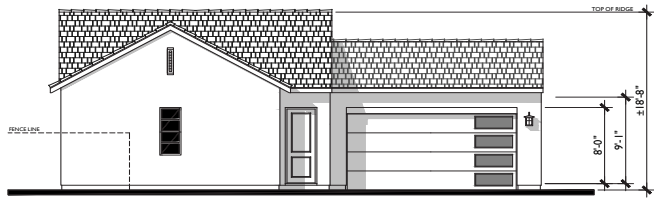
REAR

ELEVATED RANCH INFLUENCE - VARIATION 3

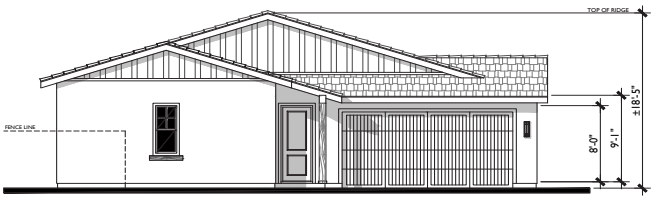
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Source: Bassenian Lagoni 2019

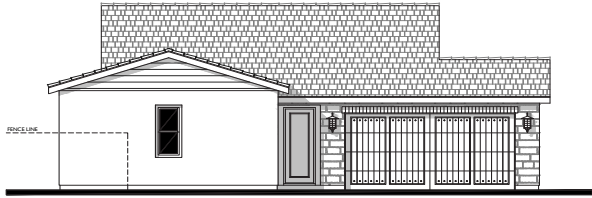




ADAPTIVE MODERN INFLUENCE - VARIATION 1



ELEVATED RANCH INFLUENCE - VARIATION 3



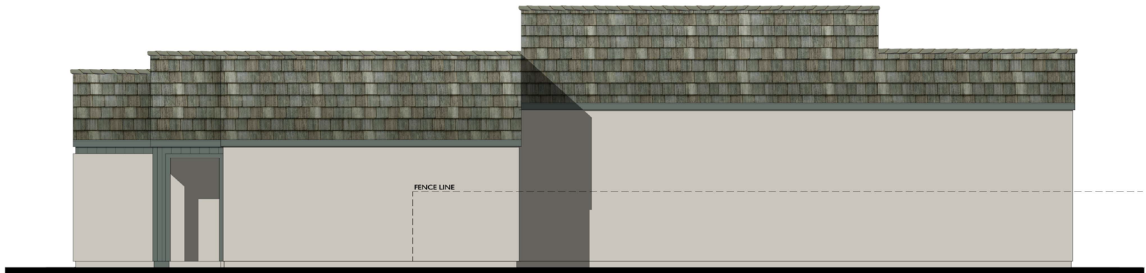
RUSTIC MINIMALIST INFLUENCE - VARIATION 4



LEFT



FRONT



RIGHT



REAR

MOHNIKE BARN INFLUENCE - VARIATION 2

I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-6e\_SixPlexBuilding3.indd LEN-84 1/16/2020 -SAB

Source: Bassenian Lagoni 2019



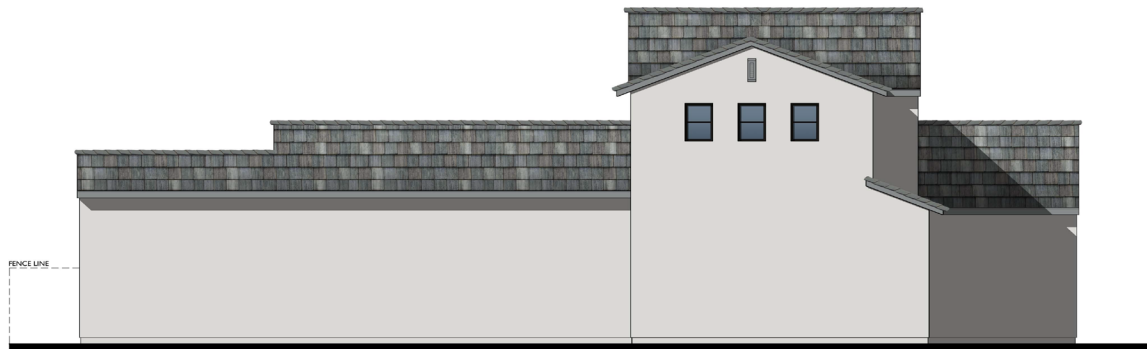
MOHNIKE BARN INFLUENCE - VARIATION 2



ELEVATED RANCH INFLUENCE - VARIATION 3



RUSTIC MINIMALIST INFLUENCE - VARIATION 4



LEFT



FRONT



RIGHT



REAR

ADAPTIVE MODERN INFLUENCE - VARIATION 1

I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-6f\_SixPlexBuilding3x.indd LEN-84 1/6/2020 - SAB

Source: Bassenian Lagoni 2019



I:\PROJECTS\INDG\INDG-01\_TheJunipers\Map\ER\Fig3-7a\_Affordable.indd LEN:84 1/6/2020 SAB

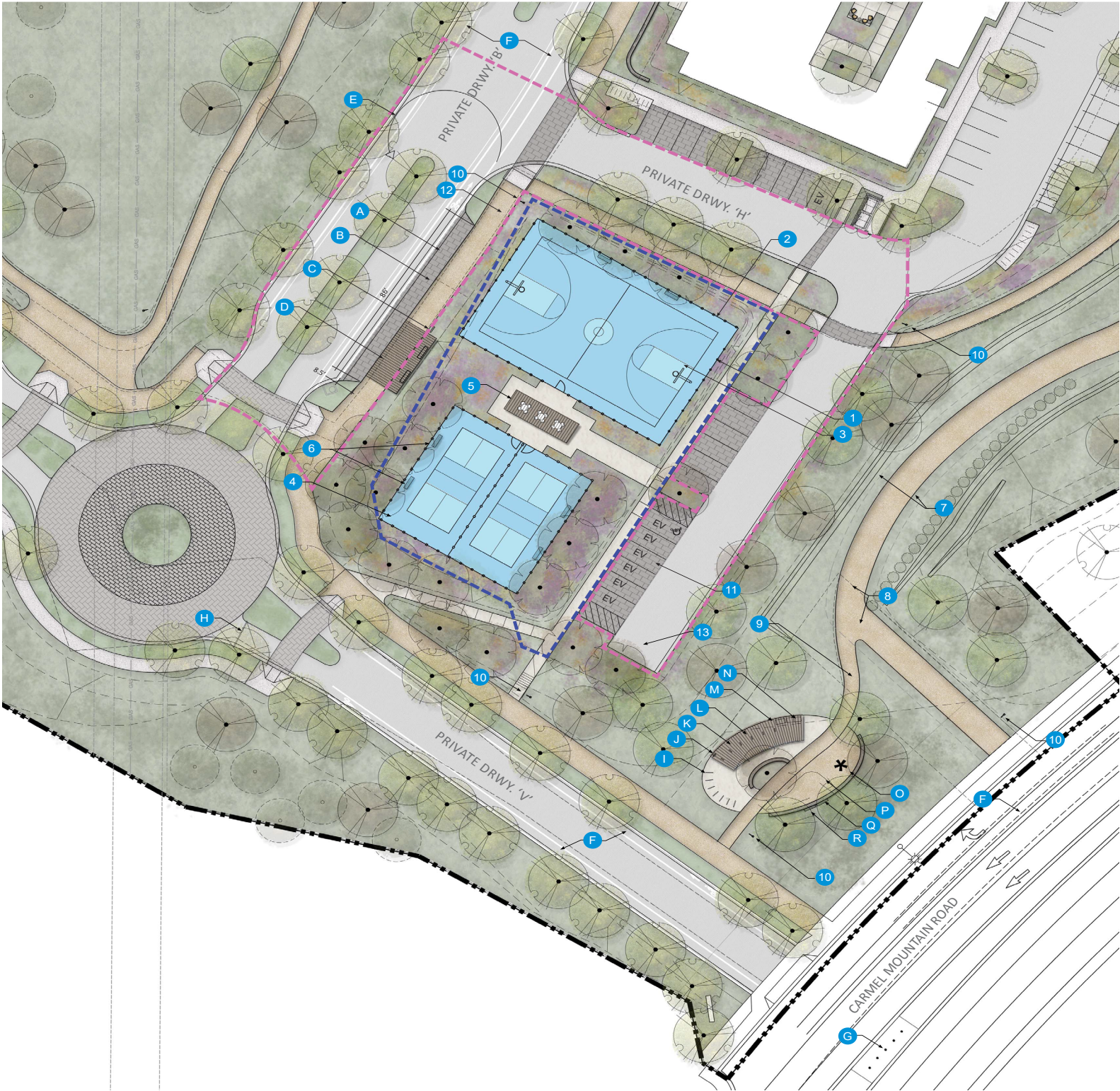


Source: Chelsea Investment Corporation, 2019



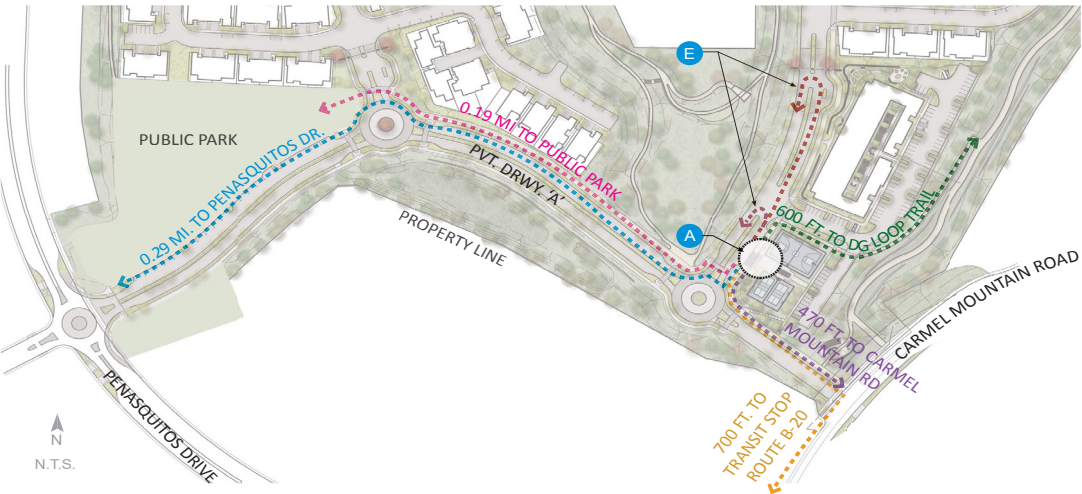
Source: Chelsea Investment Corporation, 2019





ENLARGEMENT

CONNECTIVITY



MOBILITY ZONE LEGEND:

- A MOBILITY ZONE: DROP-OFF/ PICK-UP ZONE PROVIDED FOR 4 VEHICLES. "NO PARKING" SIGNAGE AND/OR STRIPING WILL BE IMPLEMENTED.
- B PERMEABLE PAVERS
- C SIGNAGE FOR TRANSIT OPTIONS
- D SHADE STRUCTURE WITH SEAT WALLS (450 SQ. FT. )
- E TURN AROUND
- F CLASS II BIKE LANES
- G MOUNTABLE MEDIAN
- H EMERGENCY VEHICLE ACCESS GATE

BIKE HUB LEGEND:

- I BIKE RACKS (TYP. 14 SPACES)
- J PNEUMATIC AIR PRESSURE
- K SHADE STRUCTURE (460 SQ. FT.)
- L BIKE STANDS WITH TETHERED REPAIR TOOLS (6)
- M OUTDOOR DAY-USE LOCKERS (12)
- N OUTDOOR BIKE VENDING KIOSKS (TYP. 2)
- O LOCALLY COMMISSIONED PUBLIC ART (1)
- P STAGING AREA FOR SCOOTERS AND E-BIKES (200 SQ. FT.)
- Q MARKETING AND/OR USER INFORMATION FOR SCOOTER AND E-BIKE SHARING PROGRAMS (1)
- R LOCAL AND REGIONAL STREET AND TRAIL MAP WITH ALL BIKE ROUTES (1)

PARK LEGEND:

- 1 10' TALL FENCE, TYP.
- 2 42" TALL FENCE, TYP.
- 3 LIGHTED BASKETBALL COURT
- 4 LIGHTED PICKLEBALL COURTS
- 5 SHADE STRUCTURE WITH SEATING (300 SQ. FT.)
- 6 6' LONG BENCH, TYP.
- 7 DRIVABLE TURF BLOCK (4' WIDE EACH SIDE OF TRAIL)
- 8 12' D.G. SOCIAL LOOP TRAIL, TYP.
- 9 6' D.G. SOCIAL LOOP TRAIL, TYP.
- 10 SOCIAL LOOP TRAIL GATEWAY SIGN, TYP.
- 11 ELECTRIC VEHICLE CHARGING STATIONS (1-6 OF 19 REQUIRED ON SITE PER CAP)\*
- 12 10' WIDE D.G. SOCIAL LOOP TRAIL\*\*
- 13 TURN AROUND AT PARKING LOT

- PUBLIC ACCESS EASEMENT
- PUBLIC RECREATION EASEMENT



Source: Schmidt Design Group 2019