

5.3 Visual Effects/Neighborhood Character

This section describes the existing visual setting of the project site and vicinity within the context of the surrounding community, identifies applicable guidelines and regulations related to visual resources, and evaluates potential visual impacts related to implementation of the project.

5.3.1 Existing Conditions

5.3.1.1 Environmental Setting

Existing Landforms

Rancho Peñasquitos is identified as a Planned Urbanized community in the City's General Plan and as of 2018, build-out of the community is nearly complete. The community has a diverse topography that is characterized by numerous canyons, hillsides and ridges. The most prominent feature is Black Mountain which rises to an elevation of 1,500 feet at the north end of the community. The RPCP also discusses the fact that there are numerous canyons, hillsides and ridges, including the Los Peñasquitos Canyon Preserve which has an elevation of less than 200 feet and which forms that southern boundary of the community. Due to the varied topography, much of the area (including the area within the immediate vicinity of the project site) was developed with cul-de-sacs and curvilinear streets.

Visual Setting and Site Characteristics

The project site is located in the northeastern corner of the RPCP and is separated from most of the rest of the community by the regional Black Mountain Open Space Park. Immediately to the south is one of the few areas (two percent by acreage) in the RPCP that is designated for commercial. This area is developed with the Hotel Karlan. The areas to the west and northwest are designated for residential uses and are developed primarily with single detached residential uses; but also include multi-family buildings in the area along Del Diablo Way and Avenida Montuosa. I-15 forms the eastern boundary of the RPCP, but the area east of I-15 is developed with a large shopping center and other office and commercial uses.

The entire site was disturbed during development of the golf course in the early 1960s and no naturally occurring topographic features occur on site. While there are steep slopes within the project site (25 percent or greater); they were modified and contoured during development of the golf course, and are therefore no longer natural.

The project site topography varies widely from north to south and from east to west but generally slopes down from north to south and west to east as discussed in Section 2.2. Topography on the site ranges from approximately 750 feet AMSL at the extreme northern corner of the project site to approximately 620 feet AMSL at the central eastern portion of the project site. Because the golf course closed in 2015 and the landscaping has not been irrigated since that time, the course is in poor condition. Maintenance is restricted to intermittent brush-fire-related vegetation management, and there are numerous fallen trees, the asphalt golf cart road has eroded and has been overgrown, and the majority of the turf is dead and/or has been replaced with non-native vegetation and weeds (Figure 5.3-1, *Photographs of Typical Project Conditions*).

Community and Neighborhood Character

Many elements define the visual character of an area, including, but not limited to, the visible or underlying landform and existing natural elements and their location relative to identified scenic resources, as well as land use patterns. These latter vary in development intensities, bulk or scale of built structures, massing of those structures and presence of retained open space, and associated circulation elements. Architectural style, colors and distinct identity can contribute to a sense of place, especially as the viewer grows closer. The community and neighborhood character of the project site and surrounding community are described below.

Rancho Peñasquitos Community Plan

As discussed in Section 5.1.1.2, the RPCP area comprises approximately 6,500 acres, including Black Mountain Open Space Park. The RPCP is nearly built-out and its two largest land uses by acre are residential (51 percent) and parks and open space (34 percent). The project site is located in an area designated in the RPCP as the “Glens neighborhood,” which is currently comprised of a mix of single-family residential, multi-family residential, open space, neighborhood commercial, and commercial recreation (hotel) uses. The RPCP identifies the former hotel golf course as “Preserve Golf Course Use,” on Figure 10. This designation reflected the site’s function at the time of adoption; and is further addressed on page 39 of the RPCP where the course is described as a “unifying open space element and buffer from the freeway.”

RPCP Views

Designated Views

There are no specific scenic views or routes designated in the RPCP. With respect to community appearance, the RPCP (2011) states:

Rancho Peñasquitos is a community physically characterized by a unique system of canyons, hillsides and ridges. As a consequence, most of the neighborhoods in the community possess substantial open space areas, views into canyons, and in some cases views of the Pacific Ocean. A major issue in the community is the preservation of open space and significant environmental resources including major canyon systems, sensitive slopes and tree grove areas. The two most sensitive environmental resources in the community include Black Mountain and its surrounding hillsides, and the Peñasquitos Canyon Preserve and its finger canyons.

The RPCP policies include:

- Preserve significant natural features and canyons as viable connected open space systems; and
- Protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the Rancho Peñasquitos Community.

No designated state or county scenic highways are located within the project area. I-15 is immediately adjacent to the project site; but is not identified either as a state or scenic highway; nor is the segment adjacent to the project site eligible for designation.

Public Views

The terrain in the Glens neighborhood around the project site is gently rolling, with streets climbing up, down and around hillsides (RPCP). As a consequence of the rolling hills and curvilinear streets, the project site is not visible from numerous publicly accessible locations. Lots largely developed with existing uses, and fences or landscaping in the small setbacks between structures, also shield views to the site along the closest streets (Caminito Oreste Este, Del Diablo Street, Del Diablo Way and Andorra Way). Locations from which public views are accessible are shown on Figure 5.3-2, *Typical Public Views to the Project Site*. Photographs depicting typical views from these locations were taken, and are briefly described below.

Existing public views of the project site from south or west of the site are limited primarily to the area near the intersection of Janal Way and Peñasquitos Drive (where the primary project entrance is proposed). Public views may also be obtained from the businesses and parking areas associated with business park and commercial areas east of I-15 along Rancho Carmel Drive and Avenue of Science, as well as from the pedestrian/bicycle trails along Rancho Carmel Drive (west of the shopping center) east of I-15 (Figure 5.3-2a, *Site Photos at Janal Way/Yukon Street and from Rancho Carmel Drive*). More limited views are available from corridors such as Cuca Street, with direct views toward the project, but circumscribed in their breadth due to the narrowness of the street, edging uses and topography (Figure 5.3-2b, *Site Photos from Cuca Street*).

I-15 edges the project site and provides the largest number of public views to the site. The project is adjacent to I-15 for a total of less than 1 mile but is not visible for all of this distance. Overall visibility from I-15 varies from the north end to the south end of the project, and whether the viewer is on southbound or northbound I-15. Travelling southbound, for approximately 0.37 mile southerly of the northernmost point of the golf course edging I-15, views onto the golf course are obscured by a berm and the vegetation topping it. From approximately that point south to the southbound exit onto Carmel Mountain Road, the berm comes to grade with the freeway edge, and the road edge landscaping becomes sparser. Relatively open views onto the property are available and become increasingly open as the driver approaches the Carmel Mountain Road exit, showing the low rolling topography of the site. Shortly after exiting, another berm is in place, which obscures views to the property. These views approaching and entering Carmel Mountain Road are also obscured by topography and intervening uses. The terrain also generally rises to the west, so that although the more easterly portions of the property may be below direct line-of-sight for the westward looking viewer, the portion of the property farther west (below the existing housing development) is higher. Taking all these considerations together, the site could be visible to southbound travelers for a maximum of approximately 30 seconds.

Views to the west encompass the lower hill rising to the west with a water reservoir on the northerly side. This topographic feature reaches approximately 880 feet AMSL. It is backed by higher hills (rising to approximately 1,550 feet AMSL) in the Black Mountain Open Space Park. These topographic forms back the residential developments that provide the project western boundary and are notable features, with a more “sugar loaf” than conical shape, and deeply incised with intermittent drainages, views toward the site with the higher hills backing them are visible to the

westward viewer over the existing golf course and development to the west from both south- and northbound lanes of I-15.

Views to the west onto the project site are more available from the northbound lanes of I-15 than from the southbound lanes due to the southbound travelers' proximity to the earthen berm along I-15. The northbound viewer, however, is also looking over a minimum of four through lanes of freeway traffic, which would be expected to result in some distraction from/potential obstruction from view elements beyond (Figure 5.3-2c, *Site Photos from I-15 NB*), and Figure 5.3-2d, *Site Photos from I-15 SB*). Figure 5.3-2c photos variously depict the width of the transportation facility and a snapshot in time of vehicles upon it, as well as differences in visibility onto the site and to a section of existing residential area west of the site, based on existing slope variation. Figure 5.3-2d photos illustrate the high level of existing shielding to the site by intervening berms west of I-15, as well as potential to see over those berms to off-site residential west of the project and an area in which current views onto the site are relatively open, and consist of vegetation in varying degrees of health/maintenance.

The project is also visible from some trail locations in the Black Mountain Open Space Park. As shown on Figure 3.5-2e, *Project Photo from Black Mountain Open Space Park*, the Manzanita Loop Trail is located on the slopes above Peñasquitos Drive. At elevations up to 1,200 feet AMSL and above, viewers have the ability to see down into the site over the scrub habitat edging the trail. Views are open to the western extent of the project that would contain duplexes and the affordable housing components of the project. Although shielded from view by other intervening built uses, it is also possible from this elevated location to see the line of vegetation located between project homes and I-15 in the more northerly portion of the site. Other potential views would be located at a greater distance or offset farther to the south.

Some single-family and multi-family housing immediately adjacent to the project western boundary is shown in Figure 5.3-3, *Project Vicinity Photos of Del Diablo Street and Caminito Orense Este*. These structures are primarily two-story in nature. In addition, in the immediate vicinity, two-story multi-family housing is located along Cuca Street and three-story multi-family housing is located along Del Diablo Way.

5.3.1.2 Regulatory Framework

Section 5.1, *Land Use*, provides analysis of the consistency of the project with the General Plan and the RPCP. Summarized below are the notable adopted policies related to visual quality and neighborhood character, as well as applicable regulations contained in the SDMC.

San Diego General Plan

The Urban Design Element of the General Plan contains the goals, recommendations, and urban design objectives that relate to visual issues and community and neighborhood character. The stated purpose of the Urban Design Element is to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City (City 2008a). The Urban Design Element defines community and neighborhood character as the visual and sensory relationship between people and the built and natural environment. The Urban Design Element identifies several goals and policies to help guide compact, efficient, and environmentally sensitive patterns of development. Goals and policies contained in the Urban

Design Element and Economic Prosperity Element applicable to the project as it relates to visual effects and neighborhood character are identified below. Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

Urban Design Element

A. General Urban Design

Goals

- A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context; and
- Utilization of landscape as an important aesthetic and unifying element throughout the City.

Policies

Sustainable Development

- UD-A.4 Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.

Architecture

- UD-A.5 Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context; and
- UD-A.6 Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.

Landscape

- UD-A.8 Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

B. Distinctive Neighborhoods and Residential Design

Goals

- A city of distinctive neighborhoods.

Policies

Residential Design

- UD-B.1 Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but

viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.

C. Public Spaces and Civic Architecture

Goals

- Significant public gathering spaces in every community.

Policies

Public Spaces

- UD-E.1 Include public plazas, squares or other gathering spaces in each neighborhood and village center.

Rancho Peñasquitos Community Plan

The Neighborhood Planning Element and Community Appearance and Design Element of the RPCP contain goals, objectives, and recommendations to guide the form of development within the Rancho Peñasquitos Community. They focus on ensuring a pleasant, healthful, physical and social environment for residents by balancing development with the preservation of the community's natural resources and amenities. Applicable general policies relevant to the project are identified below and assessed for consistency in Section 5.1. Goals and objectives related to visual effects and neighborhood character are identified below and are addressed in the following analysis, as guided by the different issue statements.

General Policies

- The major RPCP recommendations for the Glens neighborhood are to preserve the golf course as a unifying open space element and buffer from the freeway, and to maintain the existing quality of development in the area. The RPCP also seeks to protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the Rancho Peñasquitos Community.

Urban Design

- **Compatibility with Existing Development.** The design of any new construction should respect existing development with regard to preservation of views from public rights-of-way where possible, and compatibility of scale, bulk, architectural styles, building materials, color, and landscaping; and
- **Differential Land Uses.** Particular care should be given to the treatment of different land uses sited side-by-side, such as single-family and multifamily developments located adjacent to each other. Such developments should be compatible in design. Buffers between land uses, such as fencing, landscaping and elevation separations, may be appropriate in order to reduce adverse visual, noise and other impacts.

Landform and Grading

- Overall Landform. Site planning should maintain the topographic relief of the existing terrain, minimize cut and fill slopes and preserve significant views from and of development areas. The ridge-canyon relationship should be maintained and not obliterated. While hilltops and valleys may be graded to permit development, the sense of distinctive landform should remain. Special care should be taken to preserve the landform of the ridgetop in the Black Mountain area and the Camino del Sur open space corridor in Peñasquitos Canyon;
- Artificial Slopes. In engineering design throughout the community, the heights of manufactured slope banks should be minimized. For artificial slopes over 15 feet in height, slopes should be blended, tops of slope banks should be rounded and contoured or sculptured, grading should be both horizontally and vertically, all artificial slopes should be blended to meet native terrain. The overall effect desired is a natural undulating terrain rather than a manufactured appearance; and
- Landscaping. Areas disturbed by grading should be landscaped expediently, with planting done in sequence with grading rather than on a project-wide basis. On manufactured slopes greater than 30 feet in height in the special development areas, clusters of trees with other plant materials should be planted to visually break up the tall banks.

Site Design

- Building Coverage. Building coverage should take into account the quality and intensity of site vegetation, geology, topography, and other environmental resources. A mix of one- and two-story dwellings should be considered, permitting a variety of responses to site features.

Building Design

- Building Compatibility. In order to preserve existing landform, building design should reflect split-level, hillside development techniques. Structures within a development should possess similar architectural styles but also provide visual variety. Earth tones, textured materials and California ranch house and Spanish mission styles are considered appropriate in residential construction in Rancho Peñasquitos;
- Shadow Relief. All buildings should have shadow relief where pop-outs, offsetting planes, overhangs and recesses are used to produce effective visual interest. Large unbroken expanses of wall should usually be avoided;
- Rear Elevations. The rear elevations of buildings facing into canyons or visible from streets should be as well-detailed and visually interesting as front elevations; and
- Roofs. Special care should be taken in roof design and selection of roofing materials in hillside areas because of roof visibility. Roofs should be constructed of shake or Spanish tile.

Landscaping and Urban Design

- **Function and Aesthetics.** Landscaping and urban design features should enhance residential developments aesthetically, while meeting functional requirements such as screened outdoor living areas, sufficient night lighting and adequate signage;
- **Climate.** Landscaping and building materials should be durable, easy to maintain and appropriate to the local climate. Use of drought-resistant plant materials is recommended;
- **Street Lighting.** Low-intensity, shielded light standards should be used in all areas of the community; and
- **Slope Banks.** Appropriate measures should be taken to maintain highly visible slope banks and fences both within private lots and abutting residential development areas. Homeowners' associations, for example, may take responsibility for grounds maintenance for their areas.

San Diego Municipal Code – Lighting and Glare Regulations

Lighting within the City is regulated by the City's Outdoor Lighting Regulations contained in SDMC Section 142.0740 (Outdoor Light Regulations). The City's Outdoor Lighting Regulations are intended to protect surrounding land uses from light pollution; including light trespass, glare, and urban sky glow in order to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. General regulations limit illumination intensities and times of operation, require shielding and directional controls, and mandate compliance with applicable regulatory standards (i.e., CBC and Electric Code, FAA).

Glare within the City is controlled by SDMC Section 142.0730 (Glare Regulations), which include the following proscriptions:

- A maximum of 50 percent of the exterior of a building may be comprised of reflective material that has a light-reflectivity factor greater than 30 percent (Section 142.0730 [a]); and
- Reflective building materials shall not be permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space (Section 142.0730 [b]).

5.3.2 Impact 1: Scenic Vistas

Issue 1: Would implementation of the project result in the blockage of public views from designated open space areas, roads, or parks or to any significant visual landmarks or scenic vistas?

5.3.2.1 Impact Thresholds

The City's Significance Determination Thresholds (2016a) establish thresholds for potential impacts to public views from designated open space areas, roads, or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program;
- The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan; and/or
- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

5.3.2.2 Impact Analysis

As noted above under Existing Conditions, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas on site or in the project vicinity identified in the RPCP. Furthermore, there are no designated state scenic highways located within the project area. Although I-15 is immediately adjacent to the project site, it is not a designated scenic highway; nor is it eligible to be designated as such. Therefore, implementation of the project would not block a designated public view corridor. The remainder of this discussion addresses the potential for view blockage of significant visual landmarks or scenic vistas.

The project site is a defunct golf course which has been closed since 2015. There has been little to no maintenance of the site since that time, other than annual disking for fire prevention purposes, and the current appearance is degraded as compared to the time period when the golf course was operational. The site would not be considered to contain any substantial scenic resources or natural landforms that could be considered important visual resources. The RPCP's identification of the golf course as a unifying open space element for the Glens neighborhood is addressed in Section 5.3.4, *Neighborhood Character*.

Locally notable views to the west do take in the higher hill forms of the Black Mountain Open Space Park (see, for example, Figure 5.3-2a from Rancho Carmel Drive). Relatively brief (due to traffic moving past the site) but open views also would be available from I-15. Black Mountain Open Space Park is a designated open space area that contains trails that allow for expansive views both to the west of the peak and to the east. From points west (including from Black Mountain Open Space Park), viewers looking over development and the I-15 corridor to the east can see notable peak forms such as Twin Peaks Mountain. These features are considered locally significant visual landmarks in this analysis. This discussion therefore addresses views both from and to this area.

The project would construct for-sale one and two-story residences with a current planned maximum height of 28 feet, 7 inches. This would be within a planned zone (RM-1-1) allowing height of 30 feet, which is lower than the currently allowed height regulation of 35 feet for the RS-1-14. See Table 5.3-1, *Comparison of Existing and Proposed Bulk and Scale Development Regulations for The Junipers Residential Units*, in the discussion of Impact 2, below. Many of the residences would be substantially less high, as dwellings would have roof heights as low as 18 feet, 1 inch for one of the single-story structures and 24 feet for one of the two-story structures, with substantial variation between them. Rooftop elevations of the affordable housing development are expected to be approximately 34 feet, 11 inches to 39 feet, 11 inches in height. The height of these features would slightly exceed the existing (RS-1-14) zone, but would be within the proposed future (RM-3-7) zone for top roofline.

**Table 5.3-1
 COMPARISON OF EXISTING AND PROPOSED BULK AND SCALE DEVELOPMENT
 REGULATIONS FOR THE JUNIPERS RESIDENTIAL UNITS**

Regulation	Existing Bulk and Scale Regulations RS-1-14	Proposed Bulk and Scale Regulations RM-1-1	Proposed Bulk and Scale Regulations RM-3-7
Maximum Permitted Density	1 DU per lot	3,000 SF per DU	1,000 SF per DU
Minimum Lot Area (SF)	5,000	6,000	7,000
Maximum Structure Height (feet)	35	30	40
Maximum FAR	0.60	0.75	1.80
Minimum Lot Dimensions			
Lot width (feet)	50	50	75
Street Frontage (feet)	50	50	70
Lot depth (feet)	95	90	100
Lot Coverage	N/A	N/A	N/A

DU = dwelling unit; SF = square feet

All of these uses would be notably down slope from the park, and seen more in plan view, without interruption of the scenic views to the east. As such, no view blockage of the sensitive part of the view would occur. Existing trails within the park open space can allow for expansive views both to the west of the peak and to the east. Particularly relevant to this project would be trails allowing for views to the east that encompass the project. As noted above, the closest trail is the Manzanita Loop Trail. Even from this trail, in closest proximity to the project, the project would be located down slope and between other developed areas (refer to Figure 5.3-2e). The project would not block a public view to another designated open space area or scenic vista. Views to Twin Peaks Mountain to the east of I-15 would remain, with the viewer's gaze directed up and over the lower-lying uses in the valley and along I-15.

From the east, project construction would take place between the viewer and existing development aligned along the lowermost slopes of the Black Mountain topography, and therefore generally would not introduce a new visual element (built structures) against an open space boundary. Figures 5.3-4a through d (*Photo-simulations Toward the Project from Carmel Mountain Road and I-15*, depict the extent to which views would remain the same (e.g., from viewpoints 1, 2, 5, and 6), or introduce new built elements (viewpoints 3, 4, and 7 through 13).

The project would introduce built elements in a peripheral but open line-of-sight for users of I-15. Project residences would be located between the viewer and the mountain, but generally would not block views to the mountain/slopes to the west. The exception is shown in Figure 5.3-4c, viewpoint 9, where a distant topographic form provides the horizon line and provides a "peek" view, west of vegetation and some other development. From this transitory view area, the slopes seen in viewpoint 8 are visually "lowering" for the I-15 viewer, and the upper story/rooftops of the project homes would provide a proximate built element that is currently not present in the view. The transitory nature of the obstruction, however, together with the fact that the horizon line is not a more substantial element in the view (compare, for instance with viewpoints 8 or 12, where the higher hills provide relatively more notable context to the views), combine to result in this not resulting in substantial view blockage.

The easterly viewer of Black Mountain Open Space Park generally would be looking up and over the project site, to the higher points of the park and the skyline above. As shown in Figures 5.3-4b, d, and e, respectively, in viewpoints 5, 8, 12 and 13, the project would introduce additional built structures into views toward the open space to the west. In general, however, it would be east of existing development located closer to the hills (seen in viewpoints 5, 12 and 13). Whereas that development appears to be along the hill slopes, the project development would be located at lower elevations. Obstruction of views to the hills would not result. This is also true for views encompassing the three-story affordable housing element. As shown in Figures 5.3-4a and b, respectively, viewpoints 3, 4, 5 and 7 are generally oriented toward westerly views. The before/after depictions illustrate that no substantial view blockage would occur. The relatively small footprint of that structure when viewed in conjunction with the expansive views to the east, render the affordable housing height notable, but not visually significant relative to the rest of the viewshed. The project would not obstruct a designated scenic view corridor, and proposed height limits would not result in substantial blockage of a public visual resource. Therefore, the project would not result in a significant impact related to view blockage from a public viewing area to significant visual landmarks or to scenic vistas.

5.3.2.3 Significance of Impacts

The project would not substantially block a designated view or result in substantial view blockage from a public viewing area or to a public resource identified as significant in the RPCP. No significant visual impacts would occur.

5.3.2.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.3 Impact 2: Development Features

Issue 2: Would the project create a negative aesthetic site or project?

5.3.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project may have a negative visual appearance if one or more of the following conditions occur:

- The project would create a disorganized appearance and would substantially conflict with City codes (i.e., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance);
- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment);
- The project includes crib, retaining, or noise walls greater than 6 feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public; and/or

- The project is large and would result in an exceedingly monotonous visual environment (e.g., a large subdivision in which all of the units are virtually identical)

5.3.3.2 Impact Analysis

Potential for Disorganized Appearance

The project would introduce a new age-restricted residential neighborhood where there is currently a defunct golf course. The 18-hole course would be replaced by a mix of attached and detached residences, duplexes, six-plexes, and a multi-family residential building, as well as substantial open space/park area. The project design is organized around an east-west Private Driveway "A" which would provide primary access to the site as well as to the western duplex area; and a primary north-south Private Driveway "B," which provides primary access to the remainder of the site. The public park is proposed at the main entry along Peñasquitos Drive; while the internal recreational amenities (pool and spa deck, event garden, shaded gathering areas) would be accessed from the north-south street. A privately owned park with a public access easement is proposed at the southeastern tip of the project site.

Structural design proposes use of architectural themes (Rustic Minimalist [including Minimalist Lodge and Rustic Farm], Adaptive Modern, Elevated Ranch, Adobe Ranch, and Mohnike Barn) with architectural features that are commonly seen together in southern California, and contain common and/or complementary design elements. Sample depictions of the proposed styles are shown on Figures 3-4 through 3-6 in Section 3.0. These include uniformly one- to two-story structures, use of brown and gray tone roofs, lighter colored and potentially color-blocked base stucco walls with darker design elements such as shutters and other window trim elements, rectangular structural elements, and generally rectangular windows and doors. Notable design interest would be provided through roof gabling. Structure heights for the for-sale homes would vary from a maximum height of 18 feet, 8 inches for a single-story home in the six-plex format (the lowest structure) to approximately 28 feet, 7 inches for the single detached two-story format. For views to and within the project, this would provide visual variety, but within clearly defined parameters. There would be a cohesive feeling to the architecture throughout the project in terms of both design and size.

Exterior open space privacy/sound walls and retaining walls would be visual elements of the project that may be seen by public or off-site viewers as these features would be located along the perimeter social loop trail (e.g., retaining walls), as well as along easterly facing lots adjacent to I-15 (e.g., privacy/sound walls). The sound barriers would be generally consistent in height and format (being 6 to 9 feet in height, and consisting of either a solid privacy wall format or a solid base with a see-through upper element where a view barrier is preferable). Both of these formats would be seen throughout the development and would again provide some consistent and organized visual elements to the project. These features are also discussed below relative to their visibility and massing under "Walls and Fencing."

The configuration and types of proposed street trees would be compatible with existing decorative and shade streetscape landscaping in the community. Likewise, on-site landscaping would be provided in accordance with the landscaping plan and plant palette and would include types and arrangements that are similar to surrounding landscape treatments and patterns known to perform well in San Diego.

Landscaping would be provided around the site perimeter and within the project site, including pedestrian and open space areas, the recreational amenity areas, and the proposed public and private parks. It would be drawn from a single overall palette. Figure 5.3-5a *Landscape Plan Sheet Summary* provides orientation to the following more detailed information. Figure 5.3-5b, *Concept Plant Schedule*, lists proposed landscape plantings by zone and detail sheets in Figures 5.3-5c through 5n, *Landscape Plan*, provide information about their proposed locations and inter-relation.

The primary entrance road from Peñasquitos Drive and the spine road (Private Driveway "B") up the west side of the project adjacent to off-site residences along Del Diablo Street include shade trees on either side of the road including species such as oak varieties, ~~acacia~~, marina strawberry, jacaranda, California sycamore, pink trumpet tree, etc. These same shade trees would be on either side of the street up to the connection to Del Diablo Street and along the project's internal streets where streetscape would be installed. The shade trees would range from 25 to 40 feet at maturity, and would reach higher than the tallest for-sale structures on the property, providing notable visual relief from built structures for adjacent off-site uses.

Views onto the property from the perimeter also would be specifically softened and obscured by the installation of staggered and multiple trees along the far western side of the project, between project uses and Caminito Oreste Este, Del Diablo Street and along the on-site path that trends generally northwest-southeast between Del Diablo Street and Private Driveway "B." A single row of perimeter trees also would be aligned along portions of the western property line edging Andorra Way parcels. These trees would be found all along the social loop trail and would include such species as marina strawberry tree, western redbud, desert willow, ~~Torrey pine~~, California sycamore, western cottonwood, and oak species.

From off-site elevated areas above the project (including the Black Mountain Open Space Park), structure size (detached or attached) would be within the notable range of variety seen from those vantage points, which includes single-family and multi-family residential uses, as well as large commercial and business structures. Roof tops also would be expected to visually merge with the variety of those already seen (red tile roofs, asphalt shingle darker-colored materials and light colored "cool roofs" on some of the commercial structures; as well as homes with existing solar panels, including some on Del Diablo Way, Del Diablo Street, Andorra Way, Amalia Street, Susita Street, etc.). Project roofs, which would incorporate tile and shake effects and solar features, would be encompassed within this variety in terms of coloration. (See also discussion below, in Section 5.3.6, for discussion of solar panels and potential for glare.)

These unified site planning and design considerations, and consistency with other seen elements, would provide for an organized and visually compatible development that would not create a disorganized visual appearance distinct from surrounding uses. Associated visual impacts would be less than significant.

Specific to the affordable housing in the southern portion of the site, this component would be a single rectangular structure built around a central courtyard. Architecture would be four-sided in nature. Roof heights would vary from approximately 34 feet, 11 inches to 39 feet, 11 inches, the highest roofline to provide visual interest; conceptual elevations are depicted in Figures 3-7a and 7b). The variation in top structure height adds visual interest and keeps the eye moving, minimizing adverse visual massing effects that can occur with flat-surfaced and uniform multi-story structures. Surface parking (81 vehicular spaces) would be sited on the south, east and northern portions of the

development, and generally consist of two rows of parking separated by an access drive (on the south side of the building only one row of parking would be provided).

As shown on Figure 3-7a, the building would incorporate architectural references to the other project components; including façade treatments, dark-colored roofing, multiple gables, varied window sizes and exterior treatments (e.g., trims and awning elements), and incorporation of balcony and patio elements. Together, the repetitive variation in materials, as well as architectural projections, recessed elements, and repeated variation in line, combine to present an organized and visually interesting structure. The overall appearance would not be disorganized.

Bulk and Scale Regulations

The proposed changes in land use and development intensity to RM-1-1 and RM-3-7 would result in a change in density from what would be allowed under the RS-1-14 zoning. Table 5.3-1 identifies the maximum building height, development intensity, building coverage, and maximum floor area ratio (FAR) requirements per the existing and proposed zoning designations for the project site.

RM-1-1 Zone

As shown, for the for-sale units in the RM-1-1 zone, proposed changes would not increase the allowable height of the residential buildings over what is currently allowed by the underlying RS-1-14 zoning. Rather, allowable height would be slightly reduced over current allowances. It is also noted, however, that the proposed structures would remain incrementally lower even than the 30-foot height allowance in the RM-1-1 zone. Similarly, the proposed rezone would not substantially modify the minimum lot area or lot dimensions. (Lots would increase in size, while lot depth could be more shallow, generally balancing out the changes in these regulations.) The maximum FAR, however, would increase from 0.60 to 0.75 with the proposed rezone; resulting in a greater percentage of the lot being built upon (or second story elements). While the entire project would be under condominium style ownership (common lots), 127 of the units would be detached residences on 50x90 lots that would be similar in bulk and scale to a structure that would be allowed under the RS-1-14 zoning regulations (Figures 3-4a through 3-4e). As shown in Figures 3-5a through 3-5d, the duplexes would look similar to the detached units, but would entail the construction of two units with a greater bulk and massing as compared to the detached units. The six-plex units would, accordingly, have a greater bulk and scale, but would still be limited to the same 30-foot height limit as the other product types (Figures 3-6a through 3-6f).

The visual appearance of structures and their FAR varies based on orientation of the viewer to the property and the layout of the structure relative to the lot. As a result, it is not a reliable indicator of visual effect associated with lot coverage. Regardless, the change between the existing and proposed FAR, combined with the orientation of/distance from off-site viewers and other site elements within the view, renders this a less than significant visual element.

Comparison of Figure 2-4, depicting existing off-site uses with the proposed structure layout in Figures 3-1 and 3-2 shows that the project proposes orientation of the structures' widest widths along a roughly east-west axis throughout the majority of the site. This presents streets and green swards between structures in the line-of-sight for viewers along I-15 or from homes looking down into the project from the west. Comparison of the Figure 2-4 aerial depicting existing off-site uses

with the proposed structure layout in Figures 3-1 and 3-2, shows that visible breaks between project structures would be similar to or improved, compared to the adjacent residential neighborhoods.

The increase of an additional 15 percent to allowable FAR is not anticipated to result in a significant visual conflict compared to the allowable FAR of 60 percent. Similarly, the potential loss of some lot depth is considered incremental and without significant visual weight given the overall consolidated nature of the project. Regardless, the significance threshold also requires a lack of architectural interest (e.g., use of tilt-up industrial elements) in order for there to be a significant impact. As indicated above, project design assumes a coordinated but varied building scheme, with notable highlighting of structural elements such as doors, windows, and porch/balcony areas; and both dropped and higher roof lines in tile. As such, the project would provide notable architectural interest.

RM-3-7 Zone

The proposed RM-3-7 zone for the affordable housing would increase the allowable structure height by approximately 5 feet (from 35 to 39 feet, 11 inches) and triple the FAR. The affordable housing would comply with lot area, FAR, lot width, frontage, and depth. The affordable structure elevations are depicted in Figures 3-7a and 7b.

Similar to the discussion for the RM-1-1 zone, the increase of overall height of the structure (approximately 5 feet) from the previously allowed 35-foot height is not considered a substantial visual change, particularly in a neighborhood with topographic variation and where there are existing three-story structures. In addition, and similar to RM-1-1 housing, structures generally would be visually diminished due to distance or being downslope from many off-site viewers, as well as containing projections, recessed areas, balconies, varied window treatments, and decorative veneers and detailing.

Conclusion

Based on the above considerations, and taking into account some elements exceeding setbacks/frontage, there would not be a *substantial* visual variation associated with numerical variation in zone regulation and the project would provide architectural interest through its varied residential sizing and design elements. The notable architectural detailing and structural visual interest provided by the project would result in a less than significant impact.

Walls and Fencing

The project would include retaining walls and private exterior use area privacy/sound barriers that would abut off-site uses and potentially be visible to off-site viewers. The reader is referred to Figures 5.3-5, for sheets detailing wall locations relative to other project features, and to Figure 5.3-6, *Project Proposed Retaining Walls*, for a summary schematic depiction of retaining walls throughout the project. Figure 5.3-7, *Typical Walls and Fences*, illustrates typical depictions of project privacy walls and fencing.

Retaining Walls

In order to implement the grading plan, construction of retaining walls would be required on site. As shown in Figure 5.3-6, there would be a series of 1 to 5-foot high retaining walls sited within interior portions of the project neighborhoods. There is also one 6-foot wall located in the middle of the project between two homes, and 5- and 6-foot walls against the western property boundary just north of the primary project entrance within residential backyards. These are required in order to create residential pads following the general slope of the existing topography (which tends to slope toward the freeway). Most of these walls would be separating individual building pads and would therefore be between structures and hidden from view, or be downslope from off-site viewers. As vertical features that retain soil behind and above them, they have very limited visibility from above. These retaining walls would not constitute primary elements of project views and are not further discussed.

Several larger walls also would be required that would not be sited within the development areas containing residences. These include a wall approximately 1,100 feet in length abutting the slope on the east side of the residences along Caminito Orense Este. This is the longest retaining feature proposed for the project. The wall would range in height from 3 to 10 feet, with the majority of the wall being 6 feet or less in height. As it would be retaining the slope between the project and the off-site residences, it would be down slope from those residences, east of the project perimeter, and generally would not be visible to off-site viewers from the west. For viewers from the east (both on-site viewers and to a very limited potential extent to off-site viewers), this wall would be screened by landscaping and climbing groundcover.

Additional substantial retaining walls are proposed for the south and east sides of the project. Locations are shown on Figures 5.3-5d, f and g. Private Driveway "A" would have retaining walls on both sides of the driveway between its two cul-de-sacs within the project. On the north side of the road, an approximately 172-foot long and maximum 4-foot high wall would be located, and on the south side, an approximately 469-foot long wall would support the road next to a detention basin. This latter wall would range in height from approximately 3 to 10 feet. The wall would not be generally visible to users of the street on top of it, and for potential viewers from the south, the detention basin planting would include shrubs of 2 to 4 feet in height, as well as trees on both the south and north sides of the basin; including white alder, western redbud, California sycamore, western cottonwood and Gooding's willow. This would constitute a varied palette that would offer color variation and diversity in height – the trees vary from 15 to 40 feet in height with similar canopy ranges.

A series of walls would anchor the southeastern portion of the property, north of Private Driveway "V". These retaining features would trend along the on-site portion of the northwesterly facing slope edging Carmel Mountain Road and I-15 southbound off-ramp. Located easterly of the privately owned park ball courts and extending northeasterly, the southeastern-most wall would be 50 feet in length and 7 feet in height. North of this wall, east of the affordable housing and close to the property line, would be a 12-foot wall extending 210 feet in length. Downslope from both of these walls (see Figure 5.3-6), would be a longer 945-foot wall that would be 12 feet in height. These three walls all would be east of the social loop trail. These retaining features have been divided into individual walls to eliminate unnecessary length and to not exceed 12 feet in height, while also providing for intervening landscaping between parallel wall stretches. As noted, these walls are all part of a series of retaining walls designed to retain slopes in the southeastern portion of the

property. These slopes are located between developable portions of the project and the southbound off-ramp from I-15 to Carmel Mountain Road and allow the social loop trail and utility access road to pass through the area. Please refer to schematic Figure 5.3-6, and landscape plan sheets L5 and L6 (Figures 5.3-5f and g for reference). These walls are necessary due to the grade difference between the roadway (I-15 SB off-ramp), and the project site at this location, as well as to support the open "U" between west- and east-facing slopes that would contain the access road. They would not be visible to off-site viewers from the east as they would be vertical downslope features as well as having intervening landscaping (including trees) and some slope features between drivers exiting I-15 and the walls. They would be visible as a peripheral view feature to on-site users of the social loop trail. Each of these features is located within an area identified for "loop trail/open space" landscaping; with a robust palette of shrubs ranging up to 8 feet in height and including agave, California sagebrush, California flannel bush, California coffeeberry, and lemonadeberry, among others. Trees in this area also would be from the loop trail/open space palette (marina strawberry tree, western redbud, desert willow, ~~Torrey pine~~, California sycamore, western cottonwood, and oak species). This substantial shielding vegetation, combined with the splitting of a potential 15-foot high wall into two sections separated by intervening landscaping, would soften the visual effect of these features.

Generally smaller walls would be located on both sides of trail features in this area. Offset and across the trail, two walls would retain the Lot 5 affordable housing pad. One would be approximately 300 feet long and reach up to 12 feet in height. This wall would retain the east-facing slope of the social loop trail/utility road. "Overlapping" the north end of this wall, a 4-foot high wall supporting the small pathway linking into the social loop trail would extend 217 feet, along the east side of this path. This wall would be downslope from the users as it would support the path that they are walking on. 2- to 4-foot high walls would be located just to the west, at lengths of 110 feet and 75 feet, respectively. Retaining soil on the upslope (western) side of this wall, these would protect the path from the western slope. Visible to path users, the low nature of these walls and their downslope location minimize their visual effect.

North of these walls, and north of the affordable housing in Lot 5, an approximately 27 foot-long and 8-foot high wall would be aligned along an eastern lot line. An approximately 202-foot long wall also would support Private Driveway "I." The supporting wall, ranging from approximately 5 to 12 feet in height would be "under" the road. Downslope from these features and west of the social loop trail, would be retaining features 4 feet in height and totaling 305 feet in length. These walls would be across the social loop trail from the northern section of the longer (945 feet) eastern wall described above. These walls generally are not anticipated to be publicly notable as they would be on the east side of project residents (and therefore below line-of-sight), and would be obscured from viewers on the I-15/Carmel Mountain Road off-ramp by the existing berm reaching up to 690 feet in elevation, as well as intervening landscaping. Neither of these walls are expected to be visible from users of the lots or road (as viewers would be moving above them) and would be shielded by the substantial social loop landscaping described above; breaking up the height of the walls, and largely shielding their extent from the social loop trail (see Figures 5.3-5f and g).

Two smaller walls (approximately 115 and 167 feet in length, respectively and both 4 feet in height) would be sited along the eastern perimeter of the project, east of the social loop trail. These would protect a water line easement and AT&T utility line and be located east of a swath of social loop trail landscaping as described above. A short 5-foot wall also would be located at the curve in Private

Driveway R. Not visible from off site to the east, these relatively low features also would be substantially obscured by the ground cover and shrubs located between them and the social loop trail.

The last of the substantial walls would be associated with the bioretention basins located east of project structural development in the middle of the project. These walls would combine to be approximately 810 feet in length, and 12 feet in height (see schematic representation on Figure 5.3-6 and more detailed depictions on Figures 5.3-5g and h). Not visible from the residences as the walls would retain the western boundary of the basins and be downslope from the houses, or from the social loop trail relative to viewers where they pass above the walls, portions may be visible to trail users at a slightly greater distance. This is because the northern portion of the retaining wall curves to the east. This means that it would not always be below and in line-of-sight, or direction of movement, of the trail user. Recreationalists potentially could look toward a section of wall that curves from them (e.g., seeing the northern east-west section as they move north, or seeing a portion of the north-south trending wall as they move east). Bioretention basin shrubbery is relatively low in nature—largely rushes/grass growing to 3 feet in height, which would allow for some views to the wall. Trees planted intermittently along the slope east of the wall would include white alder, western redbud, California sycamore, western cottonwood and Gooding's willow. Although this landscaping is relatively sparse compared to other areas, it would provide some screening. This, combined with the short period of time that the viewer would be on this particular trail segment, is expected to lessen notable adverse visual effects. From points east (e.g., I-15), any available view down into the basin would encompass the noted planting, as well as enhanced perimeter planting and trees located on the east side of the larger basin. Where there is not the additional tree screening east of the southern (for approximately 250 linear feet), passers-by on I-15 would be moving at freeway rates of speed. Any brief glimpses to these features would be less than significant given the visual freeway experience. On the east side of the basin, a 170-foot long, 6-foot high retaining wall would be located at toe of slope within the basin. This wall would be completely shielded from I-15 viewers as it would be downslope. For users of the social loop trail, the loop trail open space vegetation—as well as the trees listed above, which also would be staggered along the western edge of the basin—would provide partial or better shielding along this segment of the trail, with some additional shielding also provided by the 3-foot vegetation in the basin where peep views are available.

Overall, many project-proposed retaining features would be located interior to the residential development footprint, and would not comprise notable elements for viewers due to their limited height, short length and shielding by immediately adjacent structures. Other retaining walls would comprise more substantial linear features, but curve somewhat with the slopes that they retain, be downslope from potential viewers (and therefore out of line-of-sight due to their vertical natures), or be planted, which would visually integrate them into the surroundings. The result is that the project retaining wall elements would not result in a “disorganized” appearance. It is also noted that because of the locations of the walls (east side or west side) within the project, a single viewer also could not view all of these features at any one time. The project would not have a negative visual appearance associated with proposed retaining walls greater than 6 feet in height and 50 feet in length due to a combination of lack of visibility combined with landscaping. Associated visual impacts would therefore be less than significant.

Sound Barriers Along the East Side of the Project

The effect of introducing built elements into an area that currently generally lacks structures and primarily contains vegetation in varying levels of maturity and health overall is discussed above under the headings “Potential for Disorganized Appearance” and “Bulk and Scale Regulations.” The following discussion looks specifically at barrier effects relative to I-15 views.

North of Private Driveway “U,” the off-site berm, reaching 710 to 720 feet AMSL in height, would shield the on-site structures from I-15 viewers, and the same would occur where the southbound off-ramp from I-15 is built up to meet Carmel Mountain Road. Although areas in the north and south of the project have existing berms that would remain, and continue to shield project development from I-15 viewers, as described above, homes would be visible to travelers looking westerly from I-15 as they pass traveling south or north along the freeway. Development would be open to some I-15 users from between south of Private Driveway “O” and “C” in the central portion of the project (see Figure 5.3-4c, photos 8 and 9 showing that only upper structure areas and rooflines are visible from these vantage points on southbound I-15) to north of Private Driveway “I” in the south. In this area, the homes would provide developed features that would additionally have fencing/walls associated with them. For virtually this entire stretch, the privacy barriers planned for these residences also would serve as sound barriers. Where barriers would be enhanced as part of project design to provide attenuation for noise at the exterior use areas of these residences, they are proposed to be 6 to 9 feet in height (refer to Figure 5.1-4 of this EIR for a schematic depiction of their location), and could be expected to provide a strong horizontal element within the view.

The 6-foot walls would be located in the southernmost area requiring sound attenuation, south of Private Driveway “L.” The areas of proposed 9-foot barriers would be restricted in extent and separated from each other – so their massing would be broken up. One wall shielding two homes would be located just south of Private Driveway “M” and one wall shielding two homes would be located just south of Private Driveway “C.” The remainder of the walls are proposed to be 8-foot barriers.

The height of the barriers relative to the residences means that the barriers would be no more than half the height of the shortest residential structures, and approximately one-third of the height of structures with second-story elements. Because the homes would generally have a “short” side oriented toward I-15 (especially in the northern portion of the site), spaces between the structures above the barriers would be visible, minimizing the effect of a solid horizontal line. This would be reinforced by the frequent east-west streets in the project, which would not only break up the structural groups but also would be planted with streetscape, introducing an additional green note. The project would not provide an impression of solid mass – the structures would be sited in groups of two to four between the private driveways, and some minor elevational shifts between pads when combined with the architectural variation would result in a more varied, than constant, view.

Specific to the barriers themselves, perimeter planting would be located between the barriers and off-site viewers (passing at speed along I-15) which would provide some shielding. The project also proposes use of vines and shrubs on higher privacy walls (e.g., bougainvillea or ficus), which would create a softer edge. The landscaping is therefore considered substantial rather than “minimal” (the threshold for significant impacts, as specified above). Taking all of the above into account, the following factors all contribute to these features being assessed as less than significant relative to walls exceeding 50 feet in length and 6 feet in height:

- Intermittent nature of the barriers –interrupted by streets between them;
- Short overall distance of these features as seen from the freeway or points east;
- Relatively low nature of these features as seen against other project elements;
- Retention of visibility to architectural detailing elements of all structures above the walls; and
- Intervening landscaping.

Potential for Monotonous Appearance

The mixture of product types would provide a variety of building forms with different sizes, shapes, and heights that would create a diverse (as opposed to monotonous or repetitive) visual environment within the project site. The architectural style of proposed buildings would provide articulation and various design elements to provide visual diversity and interest, as well as to reduce massing. All three of the product types (detached, duplex, and six-plex) would include the options for different layouts and massing by providing single- and/or two-story floor plans. Further, as discussed in Section 3.0, compatible, but varying architectural styles would be sited throughout the project. As shown in Figures 3-4 through 3-6, the three styles each use different methods to provide architectural diversity, while remaining united overall in use of various roof materials and styles, varied roof lines, and highlighted doors and windows. The affordable housing structure in the south of the site also is not a plain mass, but provides detailed four-sided architecture, as shown on Figures 3-7a and b.

Landscape elements, which would unify the project through consistency of plant types and presentation of “green” elements trending through the project, also would provide visual relief from the built environment. These would include a unified landscaping design with tree-lined streets and pedestrian walkways and with native and drought-tolerant shade trees that provide color and interest such as California sycamore, coast live oak, jacaranda, pink trumpet, and tipu. Shaded seating areas would be provided in various locations throughout the site, which would provide focused areas separate from residential structures. Perimeter planting, which would encircle the developed portions of the site with varying depths of greensward, would provide a unifying green edge with consistent, varied, plantings.

The project would not provide a single mass monotonous development. Although united in overall design elements, it would provide several different areas of differing product types, massing and architectural specifics, united by a common landscaping theme in character with the surrounding community. Project visual impacts associated with creating an exceedingly monotonous visual environment would be less than significant.

5.3.3.3 Significance of Impacts

The project buildings, layout and other features would provide for an organized and visually diverse development. Architectural treatments, design elements, and landscaping would be incorporated into the project pursuant to the proposed landscaping plan and elevations. Proposed retaining walls would be interior to the development housing, would not be visible from public viewpoints or would be largely screened by landscaping. Proposed private exterior use area screening/sound barriers

also would be landscaped on the project side where they exceed 6 feet in height. The architectural variety combined with the landscaping palette would provide a project that is visually united but diverse, and not “exceedingly monotonous.” Therefore, the project would not have a negative visual appearance and significant visual impacts would not occur.

5.3.3.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.4 Impact 3: Neighborhood Character

Issue 3: Would the project be compatible with surrounding development in terms of bulk, scale, materials, or style?

Issue 4: Would the project result in substantial alteration to the existing or planned character of the area?

5.3.4.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), a project would severely contrast with the surrounding neighborhood character if one or more of the following conditions occur:

- The project would exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project area by a substantial margin;
- The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme;
- The project would result in the physical loss, isolation, or degradation of a community identification symbol, or landmark (i.e., a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan, or local coastal program; and/or
- The project would be located in a highly visible area (e.g., on a canyon edge or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.

5.3.4.2 Impact Analysis

Bulk and Scale

As discussed in the preceding section “Development Features,” some of the condominium units would look like single-family detached dwelling units. The project also proposes a mix of duplexes, six-plexes, and an affordable apartment building, which would be correspondingly larger and bulkier. The proposed development would exceed the 0.60 FAR requirements for the RS-1-14 zone,

but upon approval of the rezone would be consistent with the 0.75 FAR requirements for the RM-1-1 zoning. All of the proposed for-sale structures would be less than 30 feet in height, consistent with the 35-foot height limitation for the RM-1-1 zoning. The affordable housing would have a maximum height of less than 40 feet (39 feet, 11 inches) for the highest element of housing roof-line. This would be consistent with the proposed zoning change to RM-3-7 for this use, which would increase the potential “allowed by right” height of the affordable housing from 35 to 40 feet.

The increased building bulk and scale would not result in a substantial change to the visual character within the context of other existing buildings in the Glens neighborhood of the RPCP. There are duplexes along Caminito Orense Este and Caminito Orense Oeste which lie along the development “peninsula” which protrudes into the central portion of the project site. There are also two- and three-story multi-family buildings sited along Del Diablo Way and Avenida Montuosa, the closest of which are approximately 400 feet to the northwest of the project site. To the south of the project site are the buildings associated with the Hotel Karlan, commercial uses south of Carmel Mountain Road, and the Peñasquitos Lutheran Church, which contain greater individual mass and bulk than the proposed six-plex units. Lastly, there is another large cluster of two-story multi-family structures south and west of Peñasquitos Drive. While the height of these structures is not appreciably taller than the proposed duplex and six-plex buildings, the massing pattern and land coverage formed by this existing residential development is greater and more intense than the overall project due to their more consistent rectangular nature (less notable roofline variation), their being more at grade with viewers on abutting public streets, closer to the viewer, and lack of intervening fencing. This is also true for the affordable housing element, as (although a larger consistent mass than other on-site structures) it would not face onto a public street traveled by off-site residents such as are seen from Del Diablo Way or Cuca Street. They would be sited in the heart of the project, and would have perimeter landscaping on west, south, and east sides.

As the existing land use is (a defunct) golf course/open space, project implementation would intensify this particular site within the Glens neighborhood of the RPCP area with an additional residential development; however, the resulting change to the visual pattern would not be substantial in terms of bulk and scale compared to surrounding development and neighborhood character. As previously mentioned, the project site is located in an area which has been urbanized. Further, while it is not within the RPCP, the area immediately adjacent to the east, across I-15, contains a large shopping center with big box and smaller retail and office buildings, as well as hospital and medical office buildings that contain greater mass and bulk than the project uses. Therefore, the resulting visual pattern created by the proposed increase in residential development would be compatible with surrounding development patterns and the existing neighborhood character.

Finally, as indicated above under Project Design, as illustrated in the architectural renderings provided in Section 3.0, and as additionally addressed above under Monotonous Appearance, the proposed buildings would use a variety of architectural treatments, colors, and other design elements, as well as varying architectural styles to provide visual interest, while maintaining a cohesive design aesthetic for the project. Thus, while the proposed GPA/CPA and rezone would increase some allowable development pertaining to bulk and scale relative to the currently adopted RPCP and zoning, such increases would not constitute substantial conflicts resulting in significant visual impacts because: (1) proposed development and visual patterns would be compatible with the urbanized character of the surrounding development; and (2) proposed architectural treatments

and design elements incorporated into the project would provide visual diversity and interest. Associated visual impacts would be less than significant.

By their nature, retaining walls are backed into soil (not visible) on one side, and generally below or just slightly above grade on the other. As detailed in Section 5.3.3.2 above, the project's retaining walls would not be highly visible due to their locations, size, and/or landscape screening. Due to their incorporation into the overall project development footprint (often below grade), and their general lack of visibility, these features would not be incompatible with surrounding development patterns.

In conclusion, although some specific project elements would exceed current height/setback or lot coverage regulations, they would not do so by a substantial margin. Most areas would be consistent with the maximums identified, or well within them, such as for for-sale units residential heights, which would be lower in height than is currently allowed. For the for-rent affordable housing, the structures would comply with the proposed zone maximum height of 40 feet and would be associated with a single structure in a single on-site location that takes up a small percentage of viewshed.

Upon approval of the rezones, the project would be consistent with the proposed regulations. Further, as discussed above, the project would not introduce structures that are inconsistent in massing overall with those that are already present in the surrounding area and in proximity to the site. It would therefore be consistent with the height and bulk of the surrounding existing development and community character overall. Therefore, the project would not be out of character with surrounding development patterns and associated visual impacts would be less than significant.

Architectural Styles

Development adjacent to the project site and within the community as a whole includes a variety of uses and styles. While individual architectural themes guided development of each individual commercial or residential development, there is not a single common architectural theme used for all the buildings in either the Glens community or the larger RPCP. There are, however, a few elements that are common to the immediately surrounding residential developments. These include roofs of different colors (often brown/gray tones with some terracotta), stucco and earth-tone colors, and recessed entryways. Varied single- and two-story homes, as well as dropped roof treatments and off-set A-line designs are also common themes between off-site structures and project development.

The proposed buildings would include white, tan, and earth-tone colors, similar to those existing in the surrounding area. Roofs would be in brown and gray tones. Building articulations, setbacks, recessed entries, and simple-format lattice windows also would be incorporated into the building designs, similar to off-site structures. These elements also would be present in the Lot 5 affordable housing. The street-edge and internal landscaping also would help to integrate the project with the surrounding areas and provide continuity along the surrounding public streets due to general consistency with landscape styles in adjacent residential areas and public streets.

As a result, the project would not substantially contrast with adjacent architectural styles and treatments of the surrounding area. The project would not have an architectural theme in stark contrast to adjacent development and associated visual impacts would be less than significant.

Community Landmarks

No specifically identified landmarks, community identification symbols, or unique visual features such as an historic stand of trees are located on the project site or within the surrounding area. The RPCP does identify “quality views [as being] towards the west and northwest and consist[ing] primarily of the chaparral covered slopes of Black Mountain” (RPCP). The project site is lower in elevation than the majority of the surrounding developments and would not block views of Black Mountain Open Space Park from residences to the east and southeast. Nor would it block views (undesignated in the RPCP) to the eastern mountains from the residential neighborhoods to the west (see Figure 5.3-2a for an example of those features).

It is noted that the RPCP also recommends that the golf course be preserved “as a unifying open space element and buffer from the freeway” (RPCP) but that language specifically does not identify the project site as a community identification symbol or landmark – instead the RPCP considers the site to be a buffer between existing residential uses and the industrial transportation nature of I-15. At this point in time, the loss of the property as a golf course is three years in the past, and preservation of it as such is not feasible. Rather, the project would implement compatible residential uses with substantial landscaping buffers onto the site. As described above, these uses would contain a scale and character compatible with the adjacent Glens neighborhood uses as a whole in terms of architectural style and color (including specific use of Spanish mission elements).

Because the project site is not located such that project features would block views toward, isolate, or cause the loss or degradation of any community identification symbols or landmarks, no impact would result.

Project Visibility and Contrast

The project is not located on a canyon edge or hilltop; rather, it is generally lower than surrounding development. It is also adjacent to some existing berms on its east side, which would shield some otherwise open views seen by the highest number of viewers along I-15. Based on re-grading of the project site, some areas that are currently down-slope from I-15 viewers would be brought closer to grade. The site would therefore be located in a highly visible area adjacent to an interstate highway for a relatively brief extent (approximately 0.6 mile). The question, however, is whether it also would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.

From I-15, views to the east would be sharply up-slope. Where intermittent brief views are available to the business uses on top of the slopes to the east, the structural massing of those business uses is greater than that of the proposed residential structures on site. Looking over the site from I-15 (where views are available) existing views to residential uses west of the interstate are also generally “peek” views, as the structures are at a bit of distance and also somewhat shielded by residential and old golf course landscaping (trees). Nonetheless, where visible, the structures show as light colored, with red and brown roofs, and roof peaks that can be clearly noted. It is also noted that the existing topography on site is not “natural.” Although not inconsistent in character with the

surrounding topography, it has been graded and aligned to provide the fairways and greens suitable to golf course use at this prior facility.

Specific to the criteria noted above, and consistent with prior bulk and massing discussions in this section, the project would differentiate from, but would not strongly contrast with, surrounding development. It does not propose excessive bulk, signs visible from I-15, or architectural projections that would be different from what is currently present in the vicinity. It also would not strongly contrast with natural topography. The on-site topography is already modified, and the natural topography of the Black Mountain Open Space Park to the west would remain untouched by the project. No significant impact is identified.

It is noted that the affordable housing on Lot 5 could reach almost 40 feet in height. Although largely obstructed by intervening uses and downslope from viewers along Caminito Orense Este, the pad on which building(s) would be sited would be approximately 305 feet north of the closest Hotel Karlan buildings. While potentially notable, the fact that the structure(s) would generally be a small and restricted element in a larger view encompassing both existing and other project development to the north, as well as the intervening perimeter landscaping, is expected to render potential contrast for this element to less than significant.

The project proposes several barrier types (retaining walls and private residence exterior use area screening/sound barriers) that could be variably visible from surrounding locations.¹ The retaining walls generally would be down slope from viewers (e.g., from along the most heavily traveled road, I-15), or tucked within other built elements as discussed in Section 5.3.3, above. These are not further addressed relative to community character, as they would be out of the line-of-sight for the majority of viewers, and therefore could not result in a substantial alteration to existing or planned community character.

The remainder of this discussion addresses three “typical” views from three public streets close to/with open views of the project.

As described through this section, the terrain in the Glens neighborhood around the project site is gently rolling, with streets climbing up, down, and around hillsides. Because of the rolling hills and curvilinear streets, the project site is visible from a very limited number of publicly accessible locations. The areas within the vicinity of the project site that would have views of the project include Janal Way at Yukon Street, Cuca Street at Via Lombardia, and from the bike lane/pedestrian walkway along Rancho Carmel Drive. All three of these locations are substantially higher in elevation as compared to the project site and would have relatively unobstructed views into the interior of the proposed development.

Project implementation would impact the existing streetscape along Peñasquitos Drive and would impact the existing mature tree at Janal Way (the proposed primary entrance). Proposed improvements at the project entrance include a roundabout, with a new boulevard roadway with landscaped median, ornamental and accent trees along the street and at the project frontage, and sidewalks on both sides of the proposed street. Additionally, a public park is proposed on both sides

¹ As noted above, retaining wall features are not expected to substantially affect character due to their location and screening.

of the street at the project entrance, as well as a privately owned park, with a public access easement, at the southern tip of the project site.

The following evaluates changes to the neighborhood character of the site and immediate vicinity resulting from project implementation as viewed from representative public view locations along the above-named roadways, for which typical photographs are provided in Figures 5.3-2a through 5.3-2d.

Janal Way at Yukon Street

This view is from a residential street, and is a view primarily seen by local residents. In the photograph showing the existing condition (Figure 5.3-2a), the viewer is elevated above the golf course and can see the southwest portion of the project site into the tennis court area and the driving range area behind it. The off-site residences along Caminito Orense Este are visible in the middle-ground and the Twin Peaks mountains (approximately 3 miles away) are visible in the background. While the golf course has degraded due to a lack of maintenance, views from this location are primarily of tree canopy which has deteriorated to a lesser degree. From this location, the views of the tennis court and driving range area are still of relatively intact open space. The rest of the golf course is not visible due to intervening topography and the residences along Caminito Orense Este.

The same viewpoint of the project site from an elevated position looking along Janal Way into the westernmost area of the project (Lots C, A, and 1) would contain the public park and 97 duplex units. In the foreground, implementation of the project would place a roundabout at the Janal Way/Peñasquitos Drive intersection, and replace the existing tennis courts with the main entryway, main access road, and the public park. In the middle-ground, the viewer would see some of the proposed new duplex buildings. As discussed above, the duplexes would be less than 28 feet in height, and based upon the topography and proposed grade for this area; the views of the existing residences along Caminito Orense Este would be unchanged and Twin Peaks in the background would still be fully visible.

Also as discussed above, the driving range area as viewed from this location, which is still of relatively green tree canopy and open space, would be replaced with new development. Rooftops of the duplexes would be visible, as would some structure massing. As shown in the proposed landscaping plan, the new development would be softened by new tree plantings. The public park would constitute a notable view element from this and similar vantage points, as the park would extend north and east of the currently shown (ground level) hotel tennis courts. Homes would be sited “behind” the park uses from this vantage point, and visually “fill in” the view between houses along Cuca and those shown at the off-site small hilltop in the mid-range view. Although some of the mature trees seen from this location would be removed as part of development, it is notable how few trees, planted in rows with intermittent breaks, result in the apparent wooded setting seen from off site in Figure 5.3-2a Photo 1 (compare with the plan view depicted in Figure 5.3-2). Also as shown in the plan view in Figure 5.3-2, some of the trees seen in Figure 5.3-2a are associated with off-site homes. These trees are off site and would not be affected by project construction. Although they would be located “behind” project homes, they would continue to provide a green element to the seen view. On site, the main access road (Private Driveway “A”) would be lined with shade trees and its landscaped median would also be planted with accent trees. The reader is referred to landscape sheets Figures 5.3-5d and 5f for depictions of the numerous perimeter trees that would provide

canopy between many viewers and project uses, as well as the volume of trees that would be located along the project curving driveways. Schematic park planting is also shown on Figure 3-10b, and indicates that there would be trees along the Peñasquitos Drive and Private Driveway "A" within the park that also would provide visual interruption of views to proposed built elements. These new trees and the open space (including turf areas) included within the new public park would provide visual relief (green features) and intermittent screening, which would soften views to the new duplexes, as well as drawing the eye onward from the roundabout. Upon tree maturation, views into the project site from this location would be largely of tree canopy, with intermittent built uses.

Overall, while implementation of the project would replace the existing golf course with a new residential neighborhood and a modified street view at ground level, the views from this location are considered consistent with the neighborhood. The change in character to a residential community for this focused area would be compatible with the surrounding area. As discussed above under Bulk and Scale, the project is consistent with neighboring development. Proposed architectural features and site landscaping also would be compatible with surrounding development.

Rancho Carmel Drive

Figure 5.3-2 shows a view of the project site from Rancho Carmel Drive, on the east side of I-15. This is a view that would be available primarily to shoppers or workers accessing the shopping centers and business courts east of I-15. These viewers are generally focused on the task at hand rather than accessible views, but are likely to look westerly toward Black Mountain Open Space Park with the view encompassing the project.

The photograph showing the existing condition (Figure 5.3-2a) is of the eastern portion of the golf course which is not visible from Janal Way because of intervening topography and the residences along Camino Orense Este. The viewer can see the freeway and an earthen berm in the foreground, the west-central portion of the golf course in the middle-ground, and Black Mountain in the background. From this viewpoint, the golf course appears to retain some green open space and tree canopy, but even from this distance there is evidence of a lack of maintenance (see Figure 5.3-1) in the form of inconsistent groundcover, brown vegetation, dead and dying trees, etc.

Following development, this view would look over the (foreground) freeway and berm into lots containing duplexes and six-plexes. Beyond the berm would be project perimeter landscaping, including clusters of trees, and the residential uses, including the landscaped exterior use area/sound barriers. The residences closest to the freeway are all proposed to be two-story structures. From this vantage point, the viewer would primarily see the first row of two-story structures in the foreground, with the intermittent barriers adjacent to the outdoor space along the ground floor. In the middle-ground, the golf course views would be replaced by rows of duplexes and six-plexes. There would not be any one dominant visual focal point because the primary north-south boulevard trends perpendicular to the viewshed and would be primarily screened by houses and landscaping. Details also would be minimized due to distance and the elevated nature of the viewer relative to the site, which would also tend to foreshorten some project elements. The proposed development would be a noticeable change from the existing condition, but would not be out of character for the area. Architectural themes, as well as bulk and scale, would be consistent with the surrounding neighborhoods. In addition, the site would be heavily landscaped, with at least one (and in most cases more) large shade trees per residential structure including shade and accent trees along the streets and HOA open space.

Cuca Street

This view is from south of the project, from a street accessing single-family residential and multi-family apartments along Cuca Street, and anticipated to be primarily traveled by residents. Views to the project would only be experienced by northbound travelers as southbound travelers would be moving away from the site.

From Cuca Street looking northeasterly (Figure 5.3-2b) the viewer currently can see the parking lot and some of the buildings associated with the Hotel Karlan. The hotel and parking lot and other ancillary structures are not part of the project and would be retained. The photograph showing the existing condition is similar to the view from Janal Way. From the more southern locale, the viewer is again elevated above the prior golf course and is looking northeast into the southwest portion of the project site. The rooftops of the same residences along Caminito Orense Este visible from Janal Way are also visible from Cuca Street. From this viewpoint, the portions of the golf course that can be seen beyond the hotel are more obviously dry and dead and tree canopy is more sparse.

When the project buildings and intersection improvements are added to the view, the viewer's primary visual focus would continue to be on paved transportation elements similar to the existing view and hotel structures. The vertical signal features would provide thin linear elements in the intersection view within an existing developed setting. The viewer looking toward the project also would be looking into the Lot 1 area. Proposed to contain duplex units, many would not be visible due to the intervening hotel buildings. In the middle-ground, some of the duplexes would be visible between the hotel and the residences along Caminito Orense Este. The slope beneath those residences, which is visible in the existing condition, would require some grading, and would be planted with groundcover and trees as shown in the landscaping plan.

In summary, the existing views of the golf course beyond the hotel uses would change upon implementation of the project; and current views of dead and dying vegetation would be removed. Upon implementation and maturation of the landscaping plan, project buildings would be substantially screened and the view of the site from this location would be primarily of the existing hotel in the foreground and tree canopy and existing residences along Caminito Orense Este in the middle-ground.

I-15 Views

As shown in Figure 5.3-2c, views from I-15 (for the approximately 0.6 mile along the route where the current golf course is visible) can provide open views into the site. Development is expected to result in views generally similar to those described for Carmel Mountain Road. Views from the freeway would, however, be both: (1) alternatively more immediate due to abutting I-15 rather than being at distance across the freeway, and (2) additionally constrained as they would be at grade and, therefore, would not provide as much of an overview to the project as shown from the elevated viewpoint.

Current views to vertical built elements are located west of the golf course, and therefore approximately 800 feet (looking toward the southernmost multi-family homes along Caminito Orense Este) or farther away from the viewer. Although drainage facilities would be sited between I-15 and the homes in the southern half of the project, homes could be as close to I-15 as approximately 85 feet just north of there. Raising pad elevations by approximately 10 feet would

raise the project topography in some areas, bringing base grade closer to that of the freeway viewer. Placement of two-story and higher homes with a maximum zoned elevation of 30 feet on top of these pads would bring vertical built elements closer to the viewer. The addition of these structures is depicted on Figures 5.3-4c and d.

The project would replace a former generally open and previously recreational/landscaped view with one much more weighted toward built features. Some of the intensity of development would not be apparent as the first (eastern) row of homes would shield structures to the west, although some indication of that intensity would remain due to east-west driveway corridors site within the project, as well as a slightly rising topography to the west, which could provide peep views to the tops of more western structures. Solid barriers associated with private open space/sound attenuation would be clearly seen along the bottom story of these homes.

This would be a notable change to the existing view. It is also noted, however, that freeway viewers are generally exposed to peripheral roadside scenes at freeway speeds, and also have to contend with competing visual elements for their attention. Adjacent or merging traffic, line-of-sight along the road, and other uses along the road, all compete for attention. In addition, some existing freeway edge landscaping would be expected to remain, and project perimeter planting would include green elements (including trees) that would break up development views. These considerations, in addition to the fact that the setting to the west is already residentially developed, result in visual impacts being less than significant.

Private Views

As described above, public views onto the site are largely attenuated by competing view elements, limited exposure due to speed at which the project would be passed, intervening structural or vegetative elements that interrupt views, etc. There are, however, a number of private views that would be substantially changed by project implementation. These are primarily associated with the homes that directly edge the project property on the west side; including approximately 30 single-family residences along Andorra Way, and Del Diablo Way, which would overlook the project; as well as the approximately 30 residences along Del Diablo Street, the attached units that appear to contain three to five residences each along Caminito Orense Oeste and Caminito Orense Este, and approximately 15 homes along Peñasquitos Drive. Each of these structures edges on a portion of the property and would have varying but open views to project uses, including for-sale and for-rent project residences, project open space/parks areas, etc. Although some homes higher on the Black Mountain Open Space Park foothills may look over these structures or see over/through them from second story features, generally it appears that views to the project from homes west of the first row facing the project would have views obstructed by the noted homes.

Some single-family homes and multi-family structures along Caminito Orense Oeste and Caminito Orense Este could have views to duplexes proposed for Lots 1 and 4, south and east of the houses. The most southerly of the multi-family homes also may see affordable housing structures on Lot 5. The remainder of the homes would have views more directly easterly in orientation, generally looking over six-plex units in Lot 3 easterly of Del Diablo Street, and single-detached units east of Andorra Way in Lot 2, respectively. These views also would incorporate the parks where visible and the robust streetscape and perimeter planting with intervening trees exceeding the heights of the proposed homes. Privacy walls along street edges facing westerly may be part of the overall view but would be located within streetscape and additionally shielded with vines. Solid walls providing

screening of exterior use areas/sound attenuation adjacent to I-15 for private yards would not be visible as those would be sited on the east side of the development, and therefore would be shielded from western viewers by the structures themselves.

The project is located in an area in which multi-family housing is present, and views currently contain both a major industrial facility associated with the I-15 freeway, as well as large-scale business park and commercial uses. Current view elements are diverse and contain substantial built elements. Although view specifics would change, the project is not expected to provide private residential views that are incompatible with surrounding development or substantially alter the existing or planned character of the area.

5.3.4.3 Significance of Impacts

The project would not substantially exceed allowable height and bulk regulations and would be consistent with development patterns of existing development within the project area. The proposed buildings would incorporate design elements and exhibit architectural styling reflective of and compatible with surrounding development. The project also would not substantially alter natural topography in the area or result in the loss, isolation, or degradation of a landmark or community identification feature.

Views of the site from public and private vantage points would change because the use is changing from defunct golf course to residential development, and these built uses would be located closer to the viewer. The project would not be out of character with surrounding development, however, based on implementation of proposed architectural style, bulk, scale, materials and style. The project would not contrast with existing surrounding development through excessive height, bulk, signage, or architectural projections. Installation/maturation of substantial project landscaping would additionally soften project features. Therefore, impacts to visual quality and neighborhood character would be less than significant.

5.3.4.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures are required.

5.3.5 Impact 4: Landform Alteration

Issue 5: Would the project result in a substantial change in the existing landform?

5.3.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), impacts from grading may be significant if the project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. In addition, one or more of the following conditions must apply to meet this significance threshold:

- The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (Land Development Code Chapter 14, Article 3, Division 1;
- The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50 percent);
- The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than 5 feet by either excavation or fill, unless the area over which excavation or fill would exceed 5 feet is only at isolated points on the site; and/or
- The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

The above conditions may not be considered significant if one or more of the following apply:

- The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding landforms. This may be achieved through “naturalized” variable slopes;
- The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations; and/or
- The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project’s overall grading requirements.

5.3.5.2 Impact Analysis

Approximately 91 percent of the site (101.9 acres) would be graded in order to implement the project. Earthwork would include approximately 820,000 CY of cut and fill and would be balanced on site such that no import or export would be required. As discussed in Section 2.0, *Environmental Setting*, approximately 93 percent of the project site (92.6 percent, or 104 acres) has slopes of less than 25 percent.

Protected steep slopes in the City are defined (SDMC Section 113.0103) as:

all lands that have a slope with a natural gradient of 25 percent (4 feet of horizontal distance for every 1 foot of vertical distance) or greater and a minimum elevation differential of 50 feet, or a natural gradient of 200 percent (1 foot of horizontal distance for every 2 feet of vertical distance) or greater and a minimum elevation differential of 10 feet.

There are no naturally occurring steep slopes on site or other notable landforms. This eliminates potential for grading impacts resulting from exceeding thresholds in bullets one, three, and four of the above impact thresholds as natural slopes would not be impacted.

Similarly, the project would not construct slopes steeper than 2:1. Project retaining walls in specific focused areas would be implemented, as discussed above. These locations are either not visible to public and off-site viewers, or would be landscaped so that they would visually fade into adjacent portions of landscaped slope. This addresses one part of the threshold in bullet two. The project would, however, create slopes exceeding 10 feet in height. This would occur in particular along both the east and west perimeters of the development.

As indicated by slope percentages, the site generally consists of gently rolling hills and flatter areas (the prior greens) and the site as a whole generally slopes toward the freeway. The sloped areas generally occur adjacent to the residences to the west which are of higher elevation, or are adjacent to the freeway. As shown in the cross sections (Figures 5.3-8a through 8c, *Cross Sections*), the northern portion of the site requires mostly fill to bring the site up to finish grade. While much of the southern area is close to grade already, some cut would be required on the eastern and western sides of Lot 1 as well as the western side of Lot 4. A more substantial amount of cut would be required along the eastern portions of Lots 3 and 4 in order to create the sewer bench. The pedestrian/multi-use trail along the eastern perimeter of the site would be constructed on top of the sewer easement.

Some of the required 820,000 CY of earthwork would occur due to the need to re-locate portions of the drainage channel from the interior of the northern portion of the site, easterly to the perimeter of the site. In addition, because of the nature of the golf course use that has occurred on the site, there was not a need to heavily compact the soil when the site was graded in the 1960s. Therefore, the soil is unsuitable for structural support and a substantial portion of the grading is occurring due to the need to over-excavate and recompact the soil in order to prepare the building pads.

Manufactured slopes would be a maximum of 2:1 gradient. While project grading would exceed 2,000 CY per graded acre and manufactured slopes would exceed 10 feet in height, the proposed landforms would largely emulate existing on-site landforms. In general, the site is lower than the neighboring residential properties, which results in the need for the manufactured slopes and retaining walls. In addition, there is a need to flatten some of the central portion of the site which is currently gently rolling. However, upon implementation of proposed grading, the site would still be lower than the adjacent properties to the west and the site would still generally slope toward the freeway.

As shown on Figures 5.3-8a through 8c, the existing and proposed site elevations generally fall within 10 feet of each other, and meet existing elevations at the site perimeter. They therefore do not vary substantially from the existing on-site and previously modified landforms. Trees, shrubs, and ground cover would be installed within the building pads and on manufactured slopes to blend the project with existing landforms in the vicinity, and to reduce their visibility. This would contribute to a "naturalized" look. Given that the project would meet this condition, project visual impacts related to landform alteration would be less than significant.

The grading for the affordable housing rental units would be consistent with the above thresholds. As with the rest of the project, no natural steep slopes would be impacted. The pad would slightly

slope a total of 10 feet in elevation from north to south (688 to 678 feet AMSL), and would not be graded into steep slopes. No project slopes exceeding 2:1 gradient would be associated with the affordable development, and no significant impacts would occur under these thresholds.

5.3.5.3 Significance of Impact

The project site is generally flat or gently rolling and does not contain notable natural landforms. No impacts would occur to natural slopes.

Although the project would involve substantial grading associated with installing utilities and raising the elevation of the building pads in the northern portion of the project site, this grading would not substantially alter on-site existing modified landforms. Project grading would result in on-site landforms very similar to existing landforms overall. Once vertical development is completed and proposed landscaping is installed, substantial variation from the existing topographic condition would not be apparent. Associated visual impacts related to landform alteration would be less than significant.

5.3.5.4 Mitigation Monitoring and Reporting

As no significant impacts would occur, no mitigation measures beyond project design are required.

5.3.6 Impact 5: Light and Glare

Issue 6: Would the project result in substantial light or glare which would adversely affect daytime or nighttime views in the area?

5.3.6.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), light and glare impacts would be significant if a project would:

- Be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area
- Shed substantial light onto adjacent, light-sensitive property or land use, or emit a substantial amount of ambient light into the nighttime sky

5.3.6.2 Impact Analysis

Light

The project site is located in an urbanized area that contains existing sources of lighting associated with commercial office, retail, and residential uses; surface parking areas; and street lighting along major arterials and local roadways. Vehicular traffic along area roadways (including I-15) also provide a source of intermittent and moving light during nighttime hours. As the golf course has been non-operational and did not include substantial lighting even while operating, implementation of the project would introduce new lighting to the project area.

The project would install exterior lighting for interior streets, driveways, parking, parks and open space areas, and pedestrian walkways. Surface parking lot lighting would be minimal because the majority of parking on site would be in garages. Proposed outdoor lighting would be in compliance with the City's Outdoor Lighting Regulations pursuant to SDMC Section 142.0740. Nighttime lighting of path areas would generally be located in lower bollard features and oriented toward illumination of the pathway. Project uses generally would be down slope from adjacent properties, with light therefore spilling down and onto project property rather than off-site uses. Regardless, project lighting would include spill control features to direct lighting to on-site areas such that light would not trespass, beyond allowable levels, onto adjacent properties or into the nighttime sky.

Compliance with regulatory lighting requirements would avoid the emission of substantial amounts of ambient light onto adjacent properties, and into the nighttime sky. Project impacts related to substantial light adversely affecting nighttime views in the area would be less than significant.

Glare

The project would incorporate non-reflective glass into the façade of each building for windows and doors. The rest of the façade would be of non-reflective stucco, and decorative trim materials (see Figures 3-4 through 3-6). Less than 50 percent of the building façades would incorporate glass or other reflective material that could cause glare effects on surrounding roadways or public areas. Further, in many cases, landscaping would be sited in front of the structures, with the tree canopy interrupting line-of-sight to windows for off-site viewers.

Some readers may question whether the project would result in glare due to the substantial solar panels proposed for the project as part of the sustainability program. Photovoltaic panels would be on all of the for-sale homes, as well as on the affordable housing and some carport roofs associated with the affordable housing.

The panels are typically constructed of primarily dark absorptive material that is designed to capture as much light energy as possible. To the extent that panels reflect sunlight, they lose their capacity to generate electricity. Anti-reflective coating, stippling, and other methods are used to trap light within the panel and minimize reflection. Because panels would be placed on roofs, they would be visible to viewers from off-site elevated viewpoints. Current technology results in these panels being less reflective than prior models, and some even look like ceramic tiling. To be conservative, however, it is noted that sun may be reflected during some times of day when the panel is located at a particular view angle. If this should occur, there is a chance that glare may be experienced by a viewer. This may occur only for a short duration per day under worst-case conditions (i.e., reflection 365 days per year, assuming no diffusion related to cloud cover or atmospheric conditions).

Taking the above into account, no substantial glare effects would occur to motorists along adjacent roadways, on- and off-site public spaces, and on- and off-site residents during daytime or nighttime hours. Impacts would be less than significant.

Shading

The nearby residences to the north and west occur at a higher elevation than the finished grade of the project; thus, the proposed buildings would not result in shading of residential areas. Other non-residential surrounding uses (i.e., the shopping center and office buildings east of I-15) are not

sensitive to shading (i.e., commercial uses without outdoor eating areas) or are elevated above the site and therefore would not be subject to shading from the project. While the Hotel Karlan buildings are adjacent to the south of the project site, there is generally intervening vegetation and space between the project and hotel structures. At a maximum planned height of less than 28 feet, proposed for-sale buildings would not be tall enough to create long shadows that would extend off-site such that it would interfere with activities at the hotel. It is also assumed that the maximum approximately 40-foot massing height of the affordable housing would not substantially shade the hotel grounds as the direction is north-south (both the structure itself and the orientation to the hotel) rather than the more shade-producing directions of east-west. As a result, project shading effects would be considered less than significant.

5.3.6.3 Significance of Impacts

No significant light, glare, or shading impacts would result from the project. Outdoor lighting would be in keeping with the area that surrounds the site. In addition, the project would be required to comply with the City's Outdoor Lighting Regulations. No significant glare impacts would occur because all of the proposed buildings would consist of less than 50 percent of potentially reflective materials. Proposed buildings would not cast significant shadows that would extend onto adjacent outdoor useable spaces.

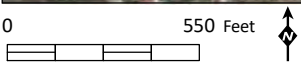
5.3.6.4 Mitigation, Monitoring and Reporting

As no significant impacts would occur, no mitigation measures would be required.

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Source: Aerial (Terraserver, 2016)



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PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



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Source: HEGIS 2013

PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



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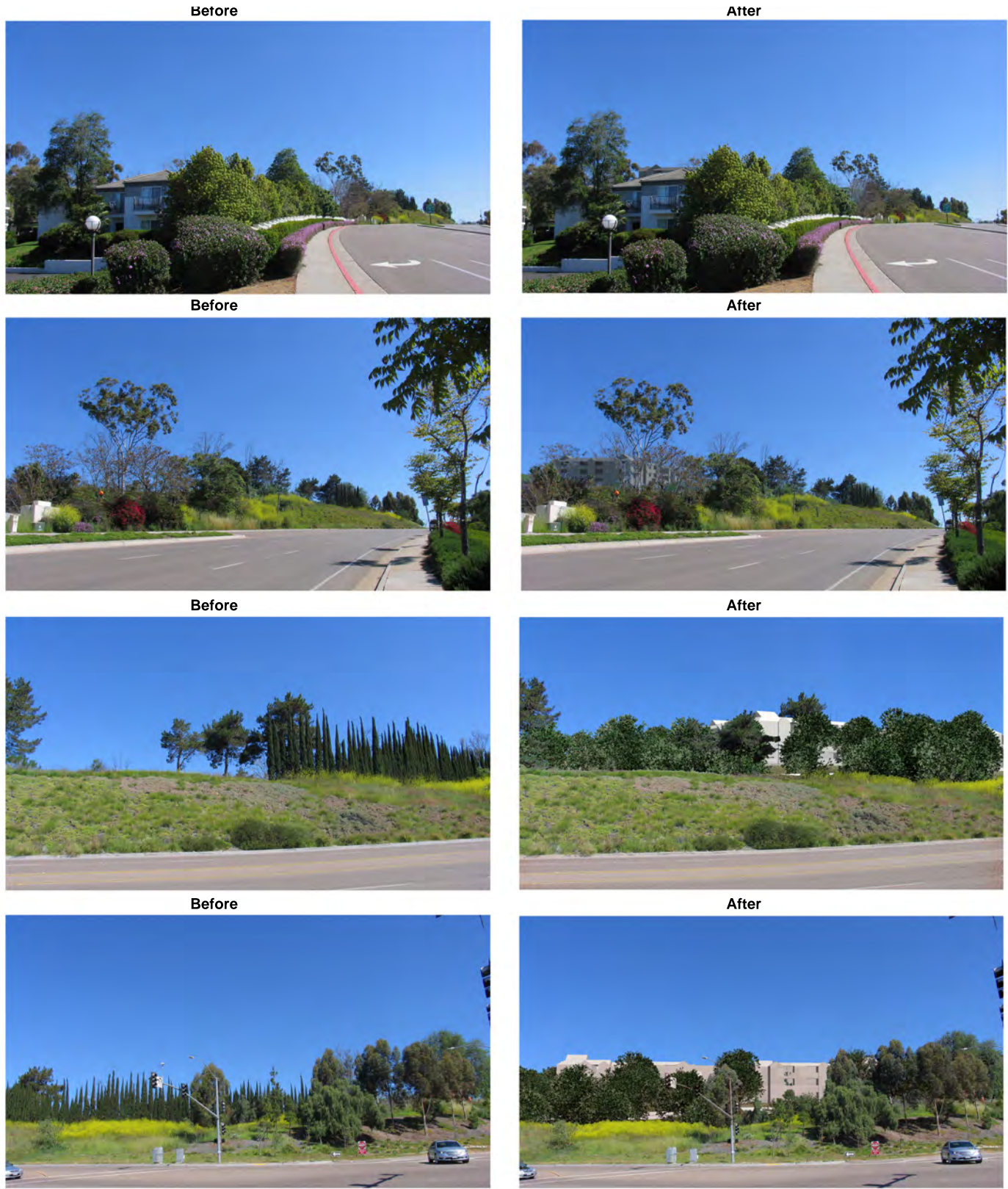


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Project Vicinity Photos of Del Diablo Street
and Caminito Orense Este

Figure 5.3-3



1

2

3

4



Source: Hunsaker & Associates 2019

Before



After



5

Before



Project obscured by vegetation



6

Before



After



7



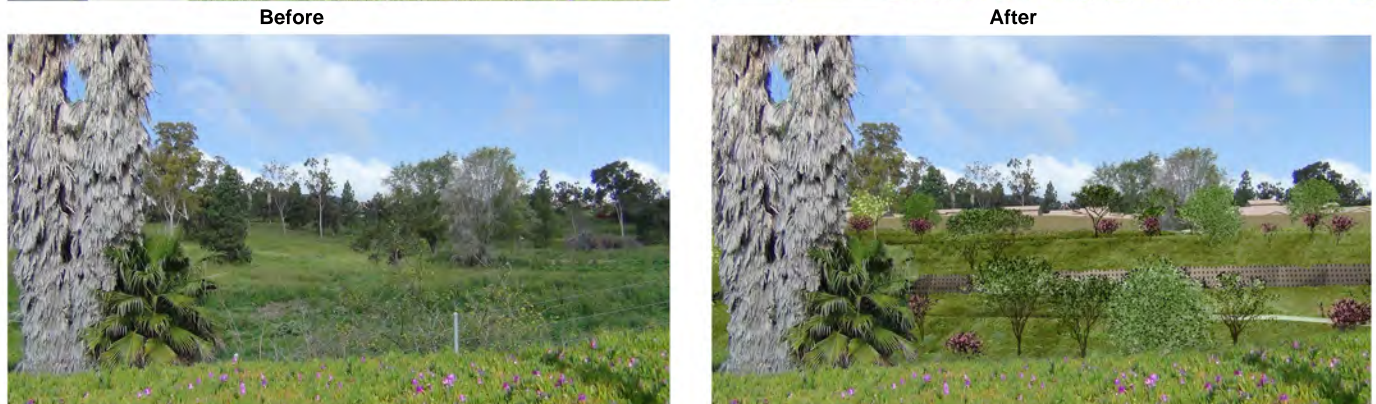
Source: Hunsaker & Associates 2019



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10a



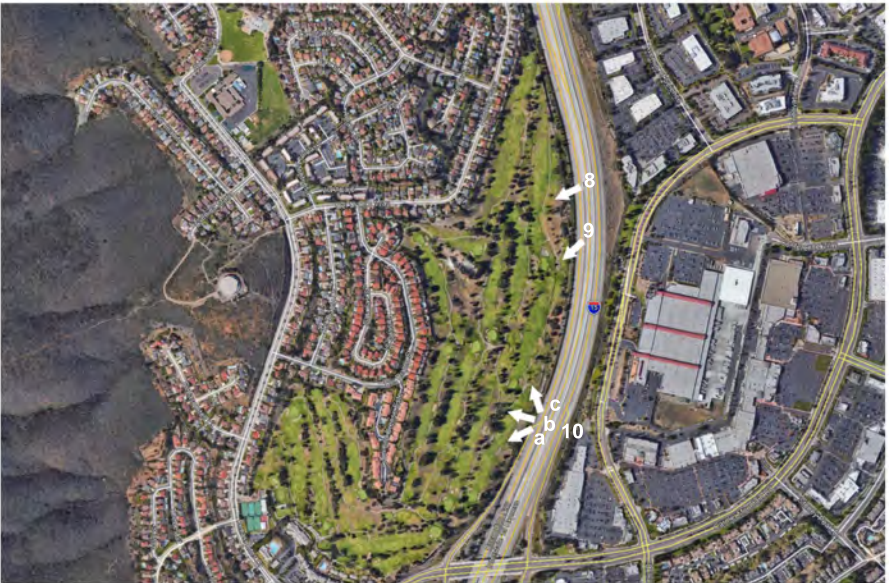
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Source: Hunsaker & Associates 2019



11a

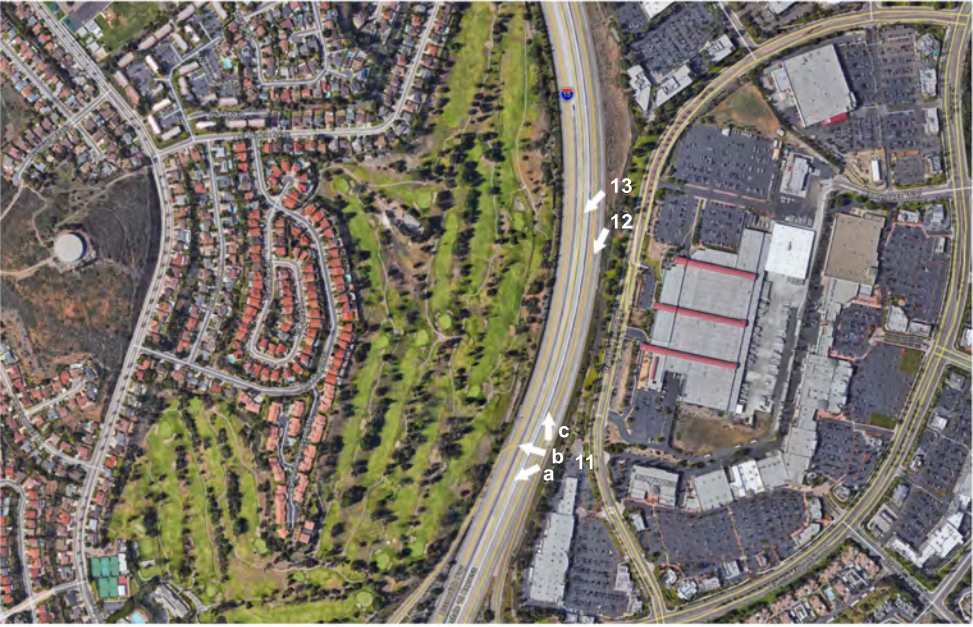
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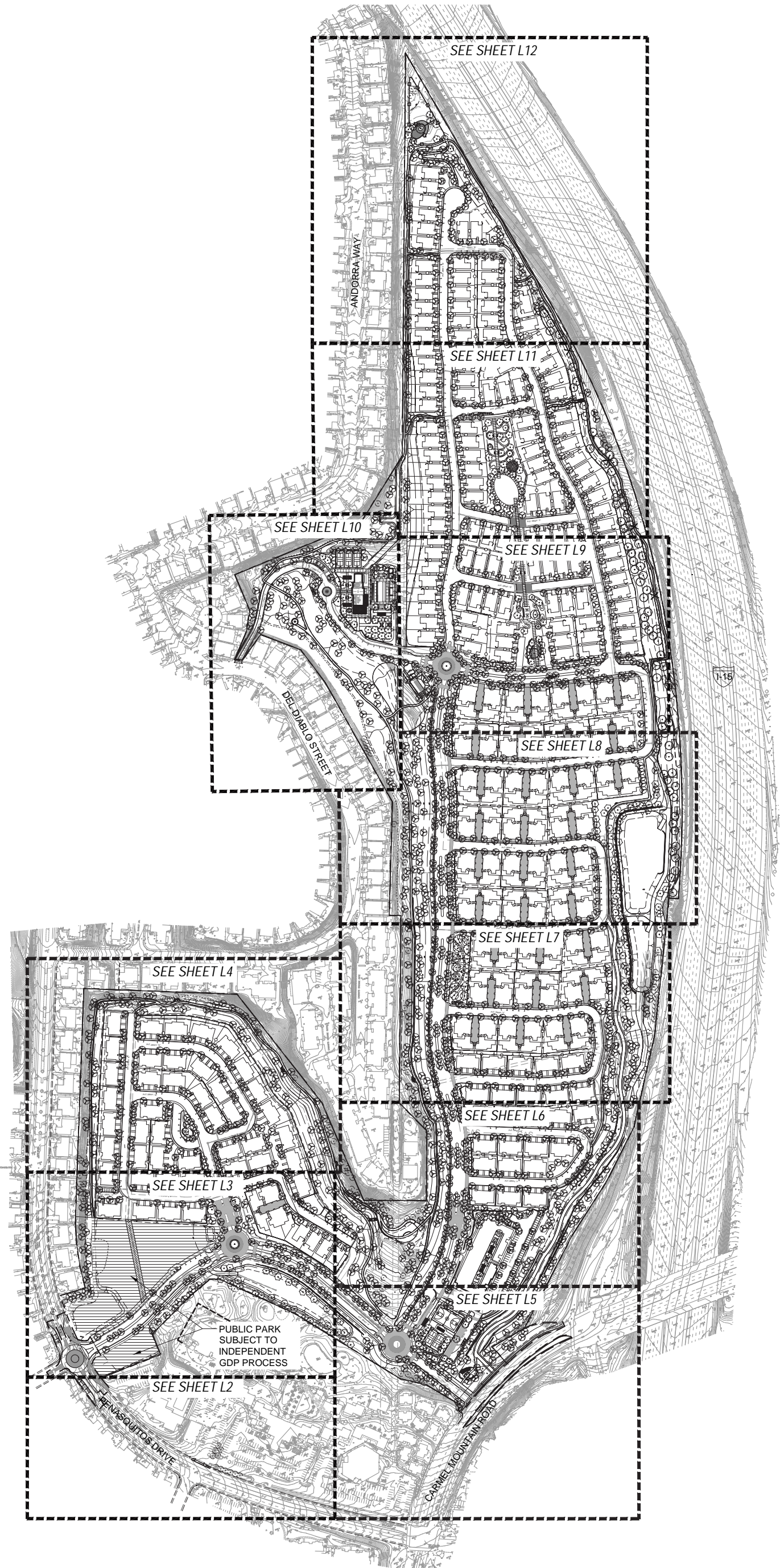
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Source: Hunsaker & Associates 2019



Source: Schmidt Design Group 2019

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CONCEPT PLANT SCHEDULE



CONCEPTUAL MITIGATION AREA *

-



BIORETENTION - TREES

ALNUS RHOMBIFOLIA / WHITE ALDER - 40' H X 30' W
CERCIS OCCIDENTALIS / WESTERN REDBUD - 15' H X 15' W
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE - 40' H X 40' W
POPULUS FREMONTII / WESTERN COTTONWOOD - 35' H X 35' W
SALIX GOODINGII / GOODING'S WILLOW - 25' H X 25' W



STREETSCAPE - TREES

ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE - 40' H X 30' W
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE - 25' H X 20' W
CINNAMOMUM CAMPHORA / CAMPHOR TREE - 40' H X 40' W **
CUPANIOPSIS ANACARDIODES / CARROT WOOD
JACARANDA MIMOSIFOLIA / JACARANDA - 30' H X 25' W
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE - 40' H X 40' W
PROSOPIS CHILENSIS / THORNLESS CHILEAN MESQUITE - 30' H X 30'
QUERCUS AGRIFOLIA / COAST LIVE OAK - 40' H X 30' W
QUERCUS SUBER / CORK OAK - 40' H X 30' W
TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE - 25' H X 20' W
TIJUANA TIPU / TIPU TREE - 25' H X 25' W



ENHANCED GARDENESQUE - TREES

ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE - 40' H X 30' W
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE - 25' H X 20' W
CERCIS OCCIDENTALIS / WESTERN REDBUD - 15' H X 15' W
DRACAENA DRACO / DRAGON TREE - 20' H X 20' W
LAGERSTROEMIA INDICA / CREEPE MYRTLE - 25' H X 20' W
LYONOTHAMNUS FLORIBUNDUS / CATALINA IRONWOOD - 30' H X 20' W
METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE - 25' H X 15'
OLEA EUROPAEA / EUROPEAN OLIVE - 20' H X 20' W
PROSOPIS CHILENSIS / THORNLESS CHILEAN MESQUITE - 30' H X 30'
RHUS LANCEA / AFRICAN SUMAC - 25' H X 25' W
TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE - 25' H X 20' W
TIJUANA TIPU / TIPU TREE - 25' H X 25' W



LOOP TRAIL / OPEN SPACE - TREES

ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE - 40' H X 30' W
CERCIS OCCIDENTALIS / WESTERN REDBUD - 15' H X 15' W
CHILOPSIS LINEARIS / DESERT WILLOW - 20' H X 15' W
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE - 40' H X 40' W
POPULUS FREMONTII / WESTERN COTTONWOOD - 35' H X 35' W
PROSOPIS CHILENSIS / THORNLESS CHILEAN MESQUITE - 30' H X 30'
QUERCUS AGRIFOLIA / COAST LIVE OAK - 40' H X 30' W
QUERCUS ENGLEMANNI / ENGELMANN OAK - 40' H X 30' W
QUERCUS ILEX / HOLLY OAK - 40' H X 30' W
QUERCUS SUBER / CORK OAK - 40' H X 30' W
RHUS LANCEA / AFRICAN SUMAC - 30' H X 25' W



SPECIMEN ACCENT - TREES

CINNAMOMUM CAMPHORA / CAMPHOR TREE - 40' H X 40' W **
QUERCUS AGRIFOLIA / COAST LIVE OAK - 40' H X 30' W
QUERCUS SUBER / CORK OAK - 40' H X 30' W



ACCENT TREES

ARBUTUS X 'MARINA' / ARBUTUS STANDARD
BAUHINIA PURPUREA VARIEGATA / PURPLE ORCHID TREE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE
CERCIS OCCIDENTALIS / WESTERN REDBUD
LAGERSTROEMIA INDICA / CRAPE MYRTLE
TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
TIJUANA TIPU / TIPU TREE



SMALL ACCENT - TREES

CERCIS OCCIDENTALIS / WESTERN REDBUD - 15' H X 15' W
LAGERSTROEMIA INDICA / CRAPE MYRTLE - 25' H X 20' W
OLEA EUROPAEA / EUROPEAN OLIVE - 20' H X 20' W
RHUS LANCEA / AFRICAN SUMAC - 25' H X 25' W



EXISTING TREE TO REMAIN

-

SHRUBS AND GROUNDCOVER



CONCEPTUAL MITIGATION AREA - SHRUBS/ GROUNDCOVER

BACCHARIS SCRUB PLANT PALETTE
MULE FAT SCRUB PLANT PALETTE
SOUTHERN WILLOW SCRUB PLANT PALETTE



BIORETENTION - SHRUBS/ GROUNDCOVER

CAREX SPP. / SEDGE - 1' H X 1' W
CHONDROPETALUM TECTORUM / SMALL CAPE RUSH - 2' H X 2' W
ELYMUS TRITICOIDES / BEARDLESS WILD RYE - 1' H X 2' W
IVA HAYESIANA / SAN DIEGO MARSH ELDER - 2' H X 3' W
JUNCUS SPP. / RUSH - 1' H X 1' W
LEYMUS CONDENSATUS 'CANYON PRINCE' / NATIVE BLUE RYE - 2' H X 3' W
MAHONIA REPENS / CREEPING MAHONIA - 2' H X 3' W



LOOP TRAIL / OPEN SPACE - SHRUBS/ GROUNDCOVER

ACHILLEA MILLEFOLIUM / COMMON YARROW - 2' H X 2' W
AGAVE SPP. / AGAVE - 4' H X 4' W
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH - 3' H X 3' W
BACCHARIS SPP. / COYOTE BRUSH - 1' H X 3' W
CAREX PRAEGRACILIS / SLENDER SEDGE
DENDROMECON RIGIDA / BUSH POPPY - 6' H X 6' W
ENCELIA CALIFORNICA / CALIFORNIA BRITTLEBUSH - 3' H X 3' W
ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT - 2' H X 3' W
FIGUS PUMILA / CREEPING FIG - VINE
FREMONTODENDRON CALIFORNICUM / CALIFORNIA FLANNEL BUSH - 5' H X 10' W
GALVEZIA SPECIOSA / ISLAND BUSH SNAPDRAGON - 3' H X 3' W
HESPEROYUCCA SPP. / YUCCA - 2' H X 3' W
HETEROMELES ARBUTIFOLIA / TOYON - 5' H X 6' W
IVA HAYESIANA / SAN DIEGO MARSH ELDER - 2' H X 3' W
LEYMUS CONDENSATUS 'CANYON PRINCE' / NATIVE BLUE RYE - 2' H X 3' W
LUPINUS SPP. / LUPINE - 3' H X 3' W
MAHONIA REPENS / CREEPING MAHONIA - 2' H X 3' W
MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM - <1' H X SPREADING
OPUNTIA SPP. / PRICKLY PEAR - 5' H X SPREADING
PENSTEMON SPP. / PENSTEMON - 2' H X 3' W
PRUNUS ILICIFOLIA LYONII / CATALINA CHERRY - 20' H X 20' W
RHAMNUS CALIFORNICA 'EVE CASE' / CALIFORNIA COFFEEBERRY - 6' H X 6' W
RHUS INTEGRIFOLIA / LEMONADE BERRY - 6' H X 10' W
SPOROBOLUS AIROIDES / ALKALI DROPSOED - 2' H X 2' W
VIBURNUM SUSPENSUM / SANDANKWA VIBURNUM - 8' H X 5' W
VIGUIERA LACINIATA / SAN DIEGO COUNTY VIGUIERA - 2' H X 3' W



STREETSCAPE - SHRUBS/ GROUNDCOVER

AGAVE SPP. / AGAVE - 4' H X 4' W
ALOE SPP. / ALOE - 2' H X 2' W
BACCHARIS PILULARIS 'PIGEON POINT' / COYOTE BRUSH - 1' H X 3' W
BOUTELOUA GRACILIS / BLUE GRAMA - 2' H X 2' W
BULBINE FRUTESCENS / STALKED BULBINE - 2' H X 3' W
CISTUS X PURPUREUS / ORCHID ROCKROSE - 4' H X 5' W
DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS - 2' H X 2' W
DIANELLA TASMANICA 'VARIEGATA' / FLAX LILY - 2' H X 3' W
DIETES SPP. / FORTNIGHT LILY - 3' H X 4' W
FESTUCA CALIFORNICA / CALIFORNIA FESCUE - 1' H X 2' W
FIGUS PUMILA / CREEPING FIG - VINE
GREVILLEA SPP. / GREVILLEA - 3' H X 5' W
LANTANA SPP. / LANTANA - 2' H X SPREADING
LAVANDULA SPP. / LAVENDER - 2' H X 3' W
LEYMUS CONDENSATUS 'CANYON PRINCE' / NATIVE BLUE RYE - 2' H X 3' W
LIRIOPE SPP. / LILY TURF - 1' H X 1' W
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH - 2' H X 3' W
MAHONIA REPENS / CREEPING MAHONIA - 2' H X 3' W
MYOPORUM PARVIFOLIUM / MYOPORUM - <1' H X SPREADING
PHILODENDRON XANADU / XANADU PHILODENDRON - 3' H X 3' W
PHORMIUM SPP. / NEW ZEALAND FLAX - 4' H X 4' W
PITTOSPORIUM SPP. / PITTOSPORIUM - 10' H X 8' W
RHAMNUS CALIFORNICA 'EVE CASE' / CALIFORNIA COFFEEBERRY - 6' H X 6' W
SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS - 2' H X 2' W
WESTRINGIA FRUTICOSA / COAST ROSEMARY - 5' H X 8' W



ENHANCED GARDENESQUE - SHRUBS/ GROUNDCOVER

AGAVE SPP. / AGAVE - 4' H X 4' W
ALOE SPP. / ALOE - 2' H X 2' W
BOUGAINVILLEA SPP. / BOUGAINVILLEA - VINE
BOUTELOUA GRACILIS / BLUE GRAMA - 2' H X 2' W
BULBINE FRUTESCENS / STALKED BULBINE - 2' H X 3' W
CISTUS X PURPUREUS / ORCHID ROCKROSE - 4' H X 5' W
DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS - 2' H X 2' W
DIANELLA TASMANICA 'VARIEGATA' / FLAX LILY - 2' H X 3' W
DIETES SPP. / FORTNIGHT LILY - 3' H X 4' W
GREVILLEA SPP. / GREVILLEA - 3' H X 5' W
LANTANA SPP. / LANTANA - 2' H X SPREADING
LAVANDULA SPP. / LAVENDER - 2' H X 3' W
LEYMUS CONDENSATUS 'CANYON PRINCE' / NATIVE BLUE RYE - 2' H X 3' W
LIGUSTRUM JAPONICUM / JAPANESE PRIVET - 8' H X 6' W
LIRIOPE SPP. / LILY TURF - 1' H X 1' W
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH - 2' H X 3' W
PENSTEMON SPP. / PENSTEMON - 2' W X 3' H
PHILODENDRON XANADU / XANADU PHILODENDRON - 3' H X 3' W
PHORMIUM SPP. / NEW ZEALAND FLAX - 4' H X 4' W
PITTOSPORIUM SPP. / PITTOSPORIUM - 10' H X 8' W
RHAMNUS CALIFORNICA 'EVE CASE' / CALIFORNIA COFFEEBERRY - 6' H X 6' W
RHAPHIOLEPIS UMBELLATA / YEDDA HAWTHORN - 4' H X 5' W
SENECIO MANDRALISCAE / BLUE FINGER - 1' H X SPREADING
SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS - 2' H X 2' W
SPOROBOLUS AIROIDES / ALKALI DROPSOED - 2' H X 2' W
WESTRINGIA FRUTICOSA / COAST ROSEMARY - 5' H X 8' W



TURF RECREATION AREA

CYNODON DACTYLON 'BULLSEYE' / BULLSEYE BERMUDA GRASS - SOD
TURF TO BE (100%) SOD



AGRICULTURAL USE AREA - FRUITS AND VEGETABLES

* SEE PROJECT FINAL MITIGATION PLAN FOR ON-SITE PLANTING SPECIFICATIONS (TIMING, SPECIES, AND SIZE) WITHIN MITIGATION AREA.

** SPECIES SHALL NOT BE LOCATED WITHIN 50' OF STRUCTURES.

GENERAL NOTES

TREE SIZES: 1-GALLON CONTAINER STOCK (MITIGATION AREA), 15-GALLON (15%), 24" BOX (60%), 36" BOX (20%), 48" BOX (5%). MINIMUM TREE SIZE (OUTSIDE MITIGATION AREA) TO BE 15-GALLON.

SHRUB AND GROUNDCOVER SIZES: SEED (MITIGATION AREA ONLY), 5 GALLON (30%), 1 GALLON (70%)

REVEGETATION AND EROSION CONTROL

- ALL AREAS TO BE DISTURBED ARE 100' OR GREATER AWAY FROM NATIVE OR NATURALIZED VEGETATION.
- REVEGETATION OF DISTURBED SLOPES WILL CONSIST OF PLANTS FROM THE PROPOSED PLANT LIST ON THIS SHEET WITHIN 90 DAYS OF THE COMPLETION OF THE PROJECT.

BRUSH MANAGEMENT

BRUSH MANAGEMENT ZONES (BMZS) ARE NOT REQUIRED FOR THE PROJECT BECAUSE THERE IS NO UNMAINTAINED WILDLAND VEGETATION ADJACENT TO THE SITE. DEVELOPMENT SURROUNDS THE SITE ON ALL SIDES. IN CONSIDERATION OF THE PROJECT LOCATION NEAR THE BLACK MOUNTAIN OPEN SPACE AND THE POTENTIAL FOR EMBERS FROM DISTANT WILDFIRES, THE PROJECT INCORPORATES FIRE-RESISTIVE BUILDING MATERIALS AND LANDSCAPE AREAS THROUGHOUT THE DEVELOPMENT. THE PROJECT DESIGN INCLUDES HOA-MANAGED OPEN SPACE LOTS AROUND THE ENTIRE PROJECT PERIMETER. MOST OF THESE WILL CONSIST OF PAVED OR IRRIGATED LANDSCAPED AREAS, WITH IGNITION-RESISTANT LANDSCAPING. THE BIOLOGICAL MITIGATION AREA ADJACENT TO I-15 WILL ALSO INCORPORATE RELATIVELY LOW FUEL SPECIES WITH A HIGH MOISTURE CONTENT (BASED ON THE RE-ESTABLISHMENT OF A DRAINAGE THROUGH THE MITIGATION AREA AND PLANTING OF PRIMARILY WETLAND SPECIES). REQUIRED MAINTENANCE OF THIS AREA WOULD INCLUDE REMOVAL/REPLACEMENT OF DEAD OR DYING PLANTS AND REMOVAL OF NON-VEGETATIVE TRASH/DEBRIS.

MAINTENANCE NOTES

UPON COMPLETION OF PROJECT, THE MAJOR ENTRIES, AMENITY SPACES AND INTERIOR PARKWAYS AND SLOPES, INCLUDING THE RIGHT-OF-WAY TO BE MAINTAINED BY HOME OWNERS ASSOCIATION. ALL REQUIRED LANDSCAPE SHALL BE MAINTAINED CONSISTENT WITH THE LANDSCAPE STANDARDS IN A DISEASE, FREE, AND LITTER FREE CONDITION AT ALL TIMES. PRIVATE REAR AND SIDE YARDS TO BE PRIVATELY MAINTAINED BY HOMEOWNERS. SEVERE PRUNING OR 'TOPPING' OF TREES IS NOT PERMITTED. PUBLIC PARK TO BE MAINTAINED BY CITY OF SAN DIEGO.

LANDSCAPE DEVELOPMENT SUMMARY CALCULATIONS

LANDSCAPE AREA: 2,012,198 SF

DESIGN STATEMENT

THE LANDSCAPE DESIGN COMPLIMENTS THE MODERN AGRARIAN ARCHITECTURAL STYLING OF THE COMMUNITY WHILE PROVIDING A SERIES OF OPEN SPACE AMENITIES TO SERVE THE RECREATIONAL NEEDS OF THE RESIDENTS. THE LANDSCAPE EVOLVES FROM A RUSTIC AND NATURALIZED AESTHETIC AT THE PROJECT EDGES TO A DROUGHT TOLERANT GARDENESQUE STYLING IN THE COMMUNITY'S CENTRAL GREEN SPACES. A SOCIAL LOOP TRAIL AND PUBLIC NEIGHBORHOOD PARK ARE ALSO PROVIDED TO SERVE RESIDENTS AND THE GREATER RANCHO PENASQUITOS COMMUNITY. A CONCEPTUAL MITIGATION AREA RUNS ALONG THE NORTH EASTERN EDGE OF THE SITE TO SUPPORT RIPARIAN HABITAT CREATION.

THE PLANT PALETTE IS COMPOSED OF DURABLE AND LOW WATER USE/DROUGHT TOLERANT PLANTS WHICH ARE EASILY MAINTAINED. THE PALETTE IS COMPOSED OF A DIVERSE RANGE OF TEXTURAL AND FLOWERING SPECIES REFLECTIVE OF THE RUSTIC MODERN AGRARIAN ARCHITECTURE. ADDITIONAL SPECIES ARE INCLUDED IN THE PALETTE WHICH DRAW REFERENCE TO THE SURROUNDING RANCHO PENASQUITOS COMMUNITY. TREES, SHRUBS, AND VINES ARE PROPOSED TO SOFTEN ARCHITECTURAL FACADES AND SITE WALLS. TREES WILL ALSO BE USED TO CREATE SHADE AND SCALE THROUGHOUT THE COMMUNITY, INCLUDING AT THE VARIOUS AMENITY SPACES AND SOCIAL LOOP TRAIL.

THE LANDSCAPE TREATMENT ADJACENT TO INTERSTATE 15 UTILIZES PLANT SPECIES INCLUDING VERTICAL EVERGREEN AND DECIDUOUS SCREENING TREES, SMALLER ACCENT SCREENING TREES AND A RANGE OF LARGE SHRUB SPECIES. TREE SPECIES ARE SPACED IN A MANNER THAT ALLOW FOR DISTANT VIEWS OF THE BLACK MOUNTAIN OPEN SPACE WHILE SCREENING THE PROJECT FOREGROUND. THE UNDERSTORY WILL BE ARRANGED IN DENSE, ORGANIC, AND NATURALISTIC MASSES TO SERVE AS A VISUAL SCREEN WHILE CREATING A SOFT EDGE ALONG THE EDGE OF THE INTERSTATE. THIS WILL BE ACCOMPLISHED UTILIZING A PLANT PALETTE CONSISTING OF THE TREE AND SCREENING SPECIES IDENTIFIED IN THE LOOPTRAIL/ OPEN SPACE PLANT PALETTES. IN ADDITION, HABITAT MITIGATION IS INCLUDED ALONG A PORTION OF THE PROJECT ADJACENT TO THE INTERSTATE. THIS MITIGATION AREA INCLUDES SOUTHERN WILLOW SCRUB AND MULE FAT SCRUB HABITATS THAT WILL PROVIDE ADDITIONAL SCREENING OF THE PROJECT AS THE HABITAT MATURES.

WATER-EFFICIENT LANDSCAPE DESIGN

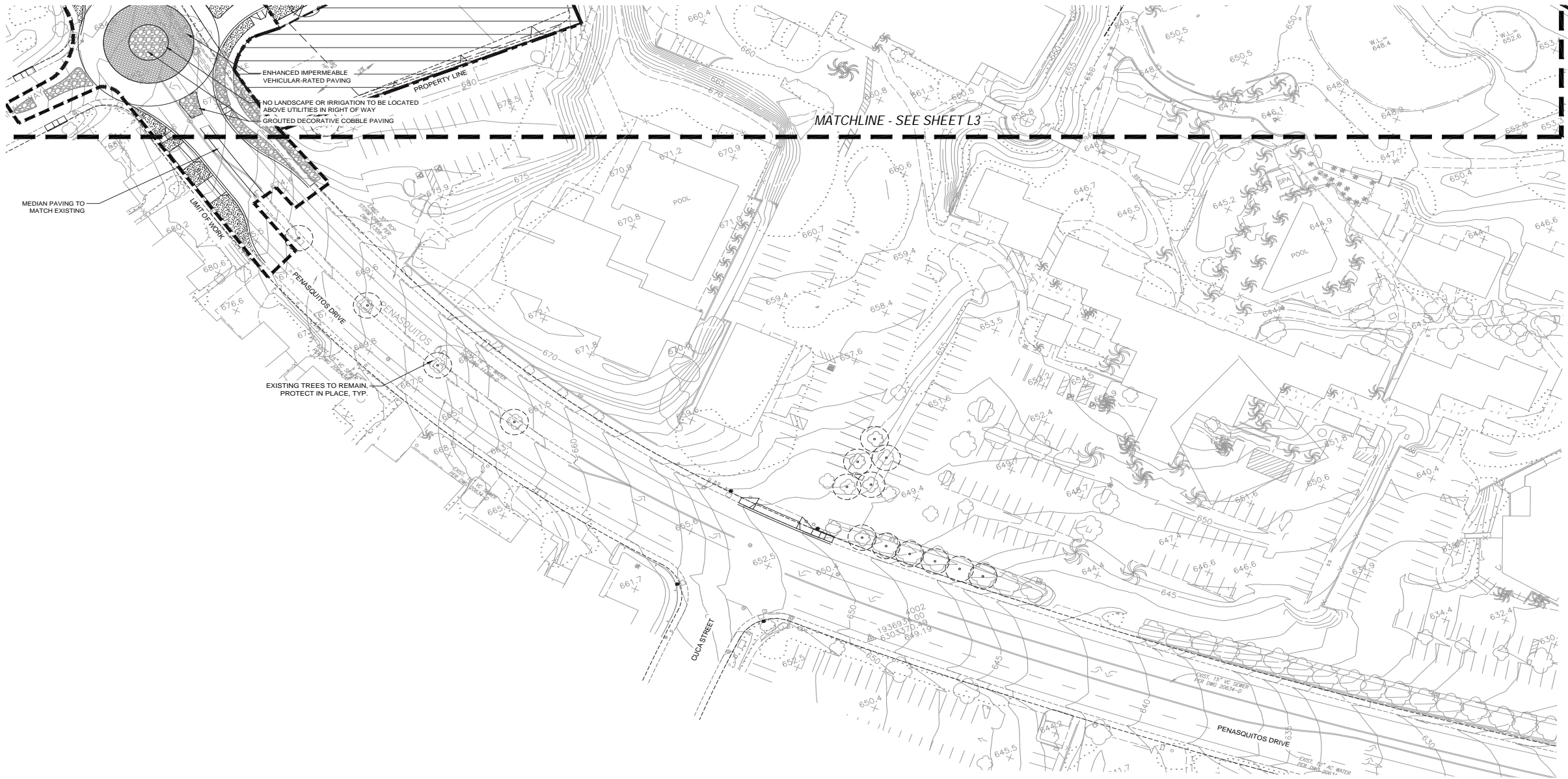
PLANTING DESIGN INTENT

- THE PLANTING DESIGN SHALL UTILIZE A VARIETY OF MEDITERRANEAN-STYLE, NATIVE, DROUGHT-TOLERANT, AND LOW-FUEL PLANT SPECIES TO CREATE LAYERS OF COLOR AND TEXTURE TO COMPLEMENT THE ARCHITECTURE AND SETTING.
- PLANT SPECIES SHALL BE SELECTED BASED ON LOCAL CLIMATE SUITABILITY, DISEASE AND PEST RESISTANCE, AND WATER USE AS LISTED IN THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE PLANT LIST, WUCOLS IV.
- TURFLAWN SHALL NOT EXCEED 10% OF THE LANDSCAPE AREA. TURF SPECIES SHALL BE A FESCUE-BLEND TURF GRASS TO MINIMIZE WATER CONSUMPTION.
- NO PLANT CONSIDERED INVASIVE IN THE REGION AS LISTED BY THE CAL-IPC OR IN THE SAN DIEGO LANDSCAPE STANDARDS SHALL BE USED.
- THE PLANTING DESIGN SHALL ALLOW FOR THE PLANTS TO REACH THEIR NATURAL, FULL-GROWN SIZE TO ELIMINATE THE NEED FOR EXCESSIVE PRUNING OR HEDGING.
- PLANTS SHALL BE GROUPED IN HYDROZONES BASED ON WATER USE AND EXPOSURE.
- TREE LOCATIONS SHALL BE DESIGNED FOR MAXIMUM AESTHETIC EFFECTS AND PASSIVE SOLAR BENEFITS, CREATING SUMMER SHADE AND WINTER SUN EXPOSURE.
- ALL PLANTING AREAS SHALL RECEIVE A 3-INCH LAYER OF MULCH.
- STREET TREES SHALL BE 24" BOX SIZE.

LANDSCAPE CONSTRUCTION NOTES

- PROVIDE THE MINIMUM TREE SEPARATION DISTANCES FROM UTILITY TO TREE:
 - TRAFFIC SIGNAL (STOP SIGN): 20'
 - UNDERGROUND UTILITY LINE (EXCEPT SEWER): 5'
 - SEWER LINE: 10'
 - ABOVE GROUND UTILITY STRUCTURE: 10'
 - DRIVEWAY ENTRIES: 10'
 - INTERSECTIONS: 25'
- VISIBILITY AREAS LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE KEPT CLEAR OF ANY OBJECTS EXCEEDING 36-INCHES IN HEIGHT, AND PLANT MATERIAL EXCEEDING 24-INCHES IN HEIGHT.
- NO TREES OR SHRUBS EXCEEDING 3-FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN 10' OF ANY SEWER AND 5' OF ANY WATER FACILITIES.
- ALL TREES WITHIN 5'-0" OF PAVING SHALL HAVE 24" DEEP ROOT BARRIERS.
- IF ANY REQUIRED LANDSCAPE (INCLUDING EXISTING OR NEW PLANTINGS, HARDSCAPE, LANDSCAPE FEATURES, ETC.) INDICATED ON THE APPROVED CONSTRUCTION DOCUMENTS IS DAMAGED OR REMOVED DURING DEMOLITION OR CONSTRUCTION, THE OWNER SHALL REPAIR AND/OR REPLACE IN KIND AND EQUIVALENT SIZE PER THE APPROVED DOCUMENTS TO THE SATISFACTION OF THE DEVELOPMENT SERVICES DEPARTMENT WITHIN 30 DAYS OF DAMAGE OR FINAL INSPECTION.
- STABILIZED DECOMPOSED GRANITE SHALL BE USED IN ALL WALKWAYS AND PEDESTRIAN AREAS DESIGNATED AS D.G.. STABILIZED DG IS COMPACTED TO 95% COMPACTION AND STABILIZED WITH A BINDING POLYMER TO CREATE A FIRM AND STABLE SURFACE.
- SEE CIVIL PLANS, SHEET C23, FOR ADDITIONAL EASEMENT INFORMATION.

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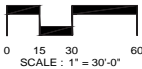
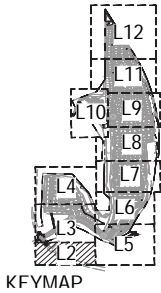


WALL / FENCING LEGEND:

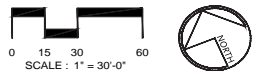
- MSE WALL PER CIVIL PLANS
- RETAINING WALL PER CIVIL PLANS
- 6' TALL PRIMARY COMMUNITY WALL
- SOUND WALL (HEIGHT VARIES)
- 6' TALL SECONDARY COMMUNITY WALL
- 6' TALL VIEW FENCE
- 6' TALL PRIVACY FENCE
- 42" TALL LOW WALL
- ACCENT WALL
- 42" HABITAT MITIGATION FENCE

PLANTING ZONES:

- CONCEPTUAL MITIGATION AREA
- BIORETENTION AREA
- LOOP TRAIL / OPEN SPACE
- STREETSCAPE
- ENHANCED AREA
- TURF AREA



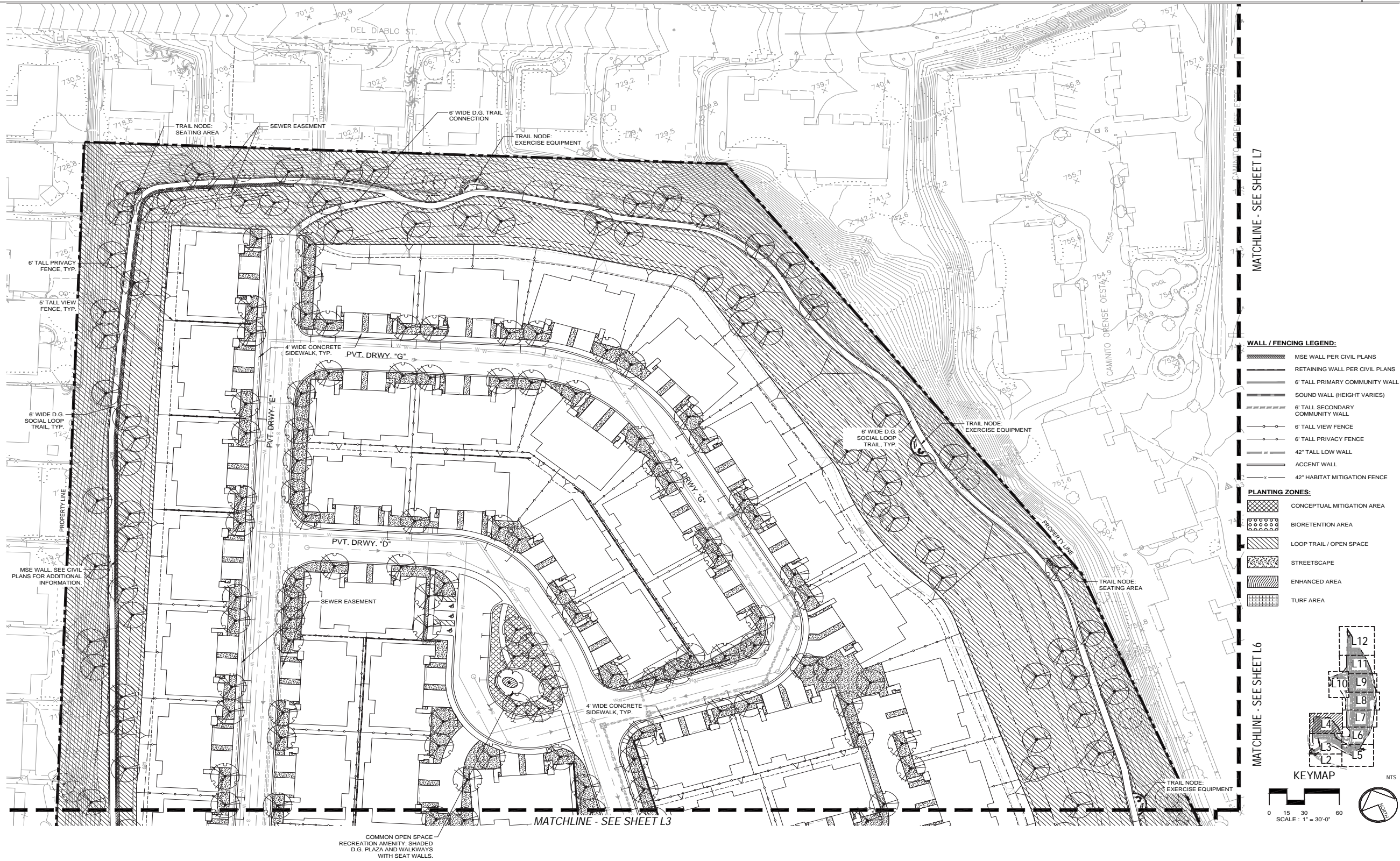
Source: Schmidt Design Group 2019



HELIX
Environmental Planning

Figure 5.3-5d

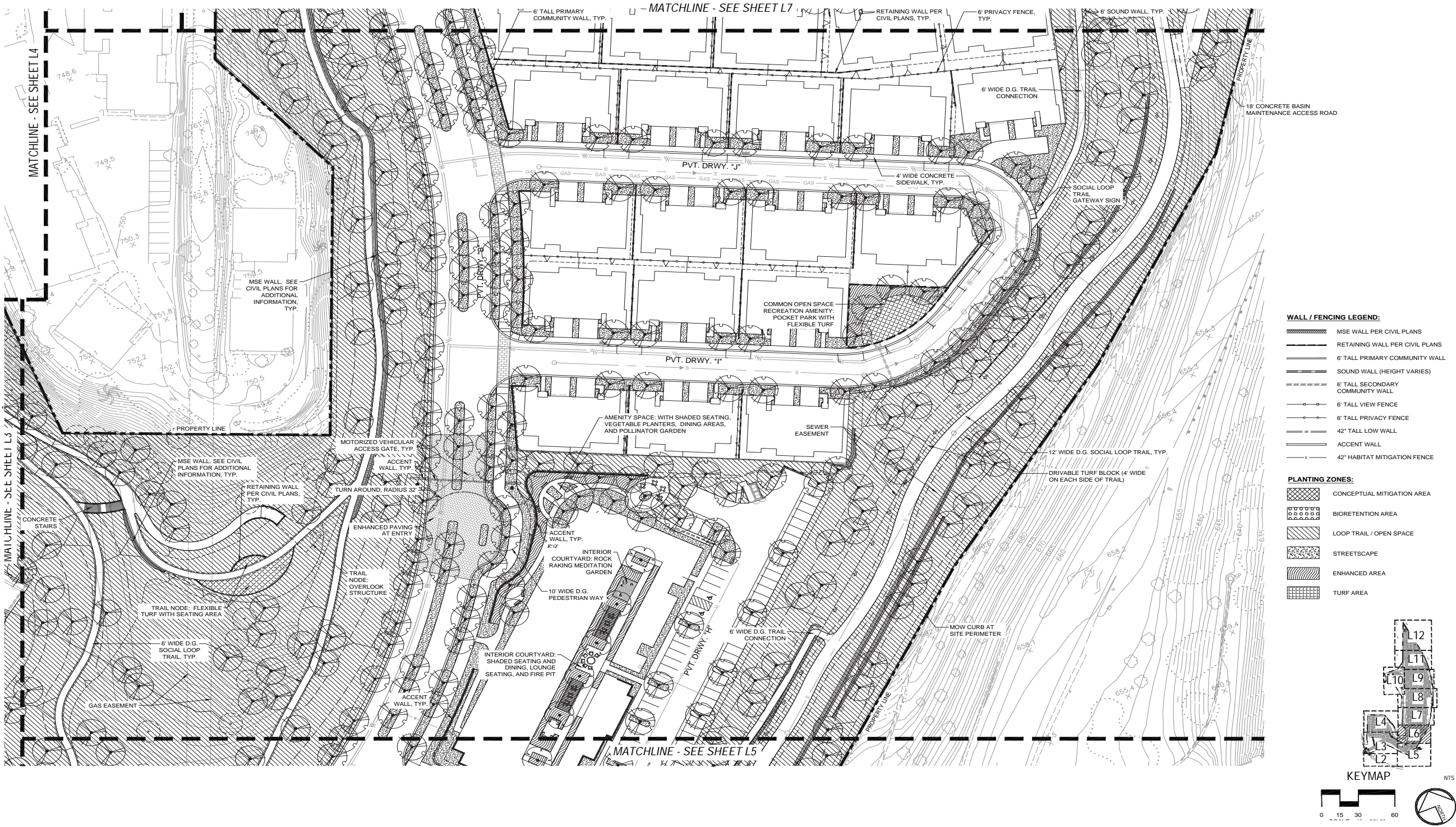
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Source: Schmidt Design Group 2019



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Source: Schmidt Design Group 2019