



Section 5.0

ENVIRONMENTAL ANALYSIS



located along both sides of the road. This segment of Del Mar Heights Road has a speed limit of 40 mph.

El Camino Real is the major north-south roadway within Carmel Valley and the segment abutting the project site consists of a six-lane major roadway with a width of 102 feet. The roadway contains a center median (portions contain landscaping), sidewalks, mature street trees, and landscaping along both sides of the road. The alignment of El Camino Real curves along the project site frontage and the grade rises approximately 10 feet from south to north. In general, abutting development sits at slightly higher elevations than the roadway. Bike lanes are located along both sides of the road and no on-street parking is allowed along this section. The speed limit is 50 mph.

High Bluff Drive is located along the western project site boundary and is constructed as a three-lane collector on the NB side of the roadway, and a four-lane collector on the SB side of the roadway. The roadway contains center landscaped medians, sidewalks, mature street trees, and street edge landscaping. Topographically, the roadway sits at a high point in the project area of approximately 250 feet amsl. Abutting office development generally lies at slightly higher elevations than the roadway. Bike lanes are located along both sides of the road and no on-street parking is allowed along this section. The speed limit is 30 mph.

Existing Public Views

Designated Views

No designated viewpoints, view corridors, scenic routes, or scenic vistas occur in the project vicinity.

Public Views

Existing public views of the project site are available from portions of public roadways in the immediate vicinity, including Del Mar Heights Road, El Camino Real, High Bluff Drive, and Townsgate Drive. Existing trees and topography along the project street frontage partially obstruct views into the site from these roadways, but open views are available intermittently between the vegetation and in locations where vegetation is absent, or where the road is higher than the project site.

Del Mar Heights Road

Views of the project site from Del Mar Heights Road are partially screened by intervening vegetation and topography. Viewpoint 1 in Figure 5.3-6a, *Public Views of the Project Site*, depicts the view just east of the Del Mar Heights Road and High Bluff Drive intersection looking east along Del Mar Heights Road. The northern boundary of the project site is located on the right side of the photograph; the project site generally abuts the sidewalk on the south side of the roadway (right side of the photograph). The berm on the south side and the slope on the north side of the roadway (left side of the photograph) are lined with dense vegetation. The strong perspective lines created by the roadway stripes, landscaped median, and sidewalks, as well as

the berms and street trees lining the road, are linear elements that direct the viewer's eye along the roadway.

Peripheral southward views towards the project site from eastbound viewers are partially obstructed by the berm and mature trees that line the street; however, this section of Del Mar Heights Road is at the high point of the roadway and provides views down into the project site between the street trees. As the grade of the road slopes down toward El Camino Real, views into the project site become more obstructed by the berm along the edge of the roadway. The manufactured berm and the level edge of the tallest graded pad are visible along this stretch of the Del Mar Heights Road between the street trees. Approaching the El Camino Real intersection, the tallest graded development pad terraces down approximately 15 feet to the eastern on-site graded pad. At this point, views into the site are broader as the visual buffer provided by the berm decreases in height. Street trees along this stretch are also spaced further away providing greater breaks between them.

Westbound viewers traveling along Del Mar Heights Road are provided with similar views into the project site although visibility is further obscured by landscaping and street trees within the center median. A typical view of the project site from westbound Del Mar Heights Road is shown in Viewpoint 2 in Figure 5.3-6a. The photograph encompasses the roadway and center median landscaping in the foreground, street side landscaping and trees, berm, and glimpses of the linear edge of graded pads on the project site in between the trees.

El Camino Real

Views into the project site from El Camino Real generally are more open compared to Del Mar Heights Road due to topography and the alignment of the roadway. El Camino Real rises from south of the project site to north and curves along the project site frontage. The slope and curve of the roadway provide views across the project site from El Camino Real. While mature trees are located along most of the project site frontage, El Camino Real is lower in elevation than the project site. The graded pads are therefore more readily visible above and in between the trees. Figure 5.3-6a, Viewpoint 3, depicts a view looking northwest from El Camino Real just north of Townsgate Drive. A landscaped berm and mature trees that form the eastern project site boundary are visible in the left side of the photograph. The trees mostly screen the interior of the site, but portions of the graded pads are visible. Views into the site open up as El Camino Real approaches the entrance to the Del Mar Highlands Town Center. Figure 5.3-6a, Viewpoint 4, represents a direct view into the project site near this vantage point. A graded building pad is seen in the mid-ground above the berm, sparse perimeter landscaping, and construction fencing. Mature trees that line the northern project site boundary are visible in the background. This view would be available peripherally to motorists traveling in either direction along El Camino Real.

High Bluff Drive

High Bluff Drive is at a higher elevation than the project site, but eastward views from High Bluff Drive into the project site are mostly screened by intervening vegetation. There are sizeable breaks between the perimeter trees and shrubs where brief open and expansive views of the project site are available. Viewpoint 5 in Figure 5.3-6b, *Public Views of the Project Site*,



Viewpoint 1 - Del Mar Heights Road



Viewpoint 2 - Del Mar Heights Road



Viewpoint 3 - El Camino Real



Viewpoint 4 - El Camino Real

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Public Views of the Project Site

ONE PASEO

Figure 5.3-6a



Viewpoint 5 - High Bluff Drive



Viewpoint 6 - Townsgate Drive



Viewpoint 7 - Carmel Valley Community Park

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Public Views of the Project Site

ONE PASEO

Figure 5.3-6b

depicts a view from one of these points along High Bluff Road. A bike path and perimeter vegetation are visible in the foreground, and mid-ground views encompass the graded, vacant project site. The surrounding commercial and residential development is visible in the distance from this location.

Townsgate Drive

Townsgate Drive descends westward from Carmel Country Road and connects to El Camino Real. Viewers traveling westbound on Townsgate Drive toward El Camino Real have partial views of the project site as the road approaches El Camino Real. Because the elevation of both the roadway and the project site is higher than El Camino Real, direct views of the graded building pad in the northwest portion of the site are available. Figure 5.3-6b, Viewpoint 6, illustrates a view looking west towards the project from Townsgate Drive. A portion of one of the level building pads is visible in the mid-ground on the right side of the photograph, and mature perimeter trees along the eastern and northern project boundaries are visible in the mid-ground and background.

Carmel Valley Community Park

In addition to the public roadways discussed above, public views into the project site are available from Carmel Valley Community Park, which is located approximately 650 feet southeast of the project site on Townsgate Drive. The park is at a higher elevation than the project site and its surrounding adjacent uses; therefore, northward views down into the site are available from the park. Figure 5.3-6b, Viewpoint 7, depicts a view looking northwest from a sidewalk on the perimeter of the park. Fencing along the park and adjacent vegetation are visible in the foreground. El Camino Real, mature trees along the southern boundary of the project site, and the graded building pads are seen in the middle ground. Background views encompass perimeter trees along the northern project site boundary.

Applicable Development Regulations

Existing Regulations

Development regulations relative to visual effects and neighborhood character for the project site are set forth in the Carmel Valley PDO (1979) and the City's LDC (updated through 2009). Existing development regulations for the project site include no maximum structure height, a maximum FAR of 0.5, and a maximum lot coverage of 50 percent for interior lots and 60 percent for corner lots. Existing setback requirements include no minimum or maximum front or street side setbacks and minimum 10 feet side and rear setbacks.

The current zoning for the project site is CVPD-EC, which allows for light industrial use, headquarters, research and development, recreation, health clubs, certain manufacturing operations, and offices. Residences, most commercial, wholesaling, churches, schools, warehousing and storage, and certain manufacturing operations are prohibited. Buildout under the existing zoning would allow for approximately 510,000 sf of employment center uses.

Proposed Regulations

The project proposes to rezone the project site from the CVPD-EC zoning classification to CVPD-MC, a new zone that would be added to the Carmel Valley PDO as part of the proposed project. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum allowable structure height limit for the CVPD-MC zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site (refer to Section 5.1, *Land Use*, and Figure 5.1-3), and the maximum allowable FAR is 2.0. The maximum permitted residential density is 1 dwelling unit per 1,500 sf of lot area, and minimum setback requirements are 30 feet from Del Mar Heights Road, 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum of 10 feet), 30 feet from High Bluff Drive, and 15 feet from the western property line.

Relevant Visual/Community and Neighborhood Character Guidelines

Section 5.1, *Land Use*, provides a complete analysis of the consistency of the proposed project with the City of San Diego General Plan, the Community Plan, and Precise Plan. Summarized below are some of the more significant adopted policies related to visual quality and neighborhood character.

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 built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework.

The Urban Design Element identifies several goals and policies to help guide compact, efficient, and environmentally sensitive patterns of development. As the availability of vacant land becomes more limited, designing infill development which complements our existing communities becomes increasingly important. The Urban Design Element identifies the following goals and policies applicable to the proposed project as it relates to visual effects and neighborhood character:

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.

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.

- 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.

Transit Integration

- UD-A.9 Incorporate existing and proposed transit stops or stations into project design

Structured Parking

- UD-A.11 Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.

Surface Parking

- UD-A.12 Reduce the amount and visual impact of surface parking lots.

Signs

- UD-A.14 Design project signage to effectively utilize sign area and complement the character of the structure and setting.

B. Distinctive Neighborhoods and Residential Design

Goals

- A city of distinctive neighborhoods.

Policies

This section of the Urban Design Element contains specific policies that are intended “to provide further guidance for maintaining our distinctive neighborhoods and achieving high-quality residential design. Preserving neighborhood character does not mean maintaining the status quo. Sometimes change is welcome, as private and public investment can contribute to the beauty, vitality, and functionality of a neighborhood. However, new development, whether it is in the form of infill, redevelopment, or first-time development,

should contribute to the creation and preservation of neighborhood character and creation of a sense of place.”

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. Mixed-Use Villages and Commercial Areas

Goals

- Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.
- Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.

Policies

Mixed-Use Villages

UD-C.1 In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.

UD-C.2 Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.

UD-C.3 Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.

Village Center Public Space

UD-C.5 Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces).

Village Street Layout and Design

UD-C.6 Design project circulation systems for walkability (illustration below is included in the Urban Design Element).

E. 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

Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

Carmel Valley Community Plan

The community plan identifies five primary goals which have shaped the character of the Carmel Valley:

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and feeling of community identity among the future residents of Carmel Valley.
3. To preserve the natural environment.
4. To establish a balanced transportation system which is used as a tool for shaping the environment.
5. To establish a realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

Project consistency with these goals is described in detail in Section 5.1, *Land Use*.

Carmel Valley Employment Center Precise Plan

The Summary of the Precise Plan contains overall planning principles to guide the development of the Employment Center. These principles focus on lot configuration, landforms, gateway, employment, and design. The following summarizes the overall planning principles that are contained in the Precise Plan:

- Lots have been configured to provide the desired visibility from I-5 and a landscape buffer from surrounding residential areas;
- Lots are to be graded into multiple pads with 10 to 15 feet of grade differential between the pads to reflect existing landforms in the community;
- Unified landscape and hardscape treatments are to be provided to reinforce the Employment Center as the gateway into the community;
- The Employment Center will provide opportunities for more than 2,500 jobs; and
- Although no common architectural style will predominate, a consistent approach to siting, scale, materials, graphics, colors, and landscaping will be used.

Project consistency with these principles is described in detail in Section 5.1, *Land Use*.

5.3.2 Impact

Issue 1: Would the project have a substantial adverse effect on a scenic vista?

Issue 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact Thresholds

The City's Significance Determination Thresholds regarding visual impact criteria establishes 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.

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. The project is located in a developed neighborhood surrounded by office, residential, and retail development with no substantial scenic resources. The project site is graded and vacant and also does not contain any substantial scenic resources or natural landforms that could be considered important visual resources. Mature trees are located along the perimeter of the site and include eucalyptus, canary pines, Torrey pines, and Ngaio (or mousehole) trees. Most of these trees would be removed by the project, except for the Torrey pines, which line the northwestern site boundary. These other perimeter trees are not considered significant visual resources because: (1) they function and are maintained as streetscape landscaping along the abutting roadways (i.e., Del Mar Heights Road and El Camino Real); (2) they are arranged in a single, informally spaced linear row that edge the roadways and are not part of a large stand of trees; (3) the trees are not designated as sensitive species and are not protected; and (4) they would be replaced with street trees as part of the proposed streetscape landscaping along the site frontage of these two roads to define and buffer the streetscapes and parkways of these major roadways in Carmel Valley. Installation of the proposed streetscape landscaping would result in a net increase in the number of street trees along Del Mar Heights Road and El Camino Real. Refer to the Conceptual Landscape Plans in Figures 3-3a through 3-3g. Therefore, removal of these trees would not result in significant visual impacts to scenic resources.

Proposed off-site improvements that are included as part of the project, as well as transportation improvements proposed as mitigation for project impacts, would not impact or block views of scenic resources. All proposed off-site improvements are located along roadways (Del Mar Heights Road, El Camino Real, and Carmel Creek Road) or within abutting property. As stated above, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas in the project vicinity.

Off-site improvements proposed as part of the project include:

- The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection (APN 304-101-01) that contains monument signage and street landscaping would be re-graded and landscaping, a walkway, and signage would be installed to match and transition to on-site elevations and landscape/hardscape treatments;
- A ramp and stairway would be constructed between the project site (Block C) and the adjacent commercial office development to the south;
- Possible temporary grading along the southern property line for the proposed parking garage in Block D;
- Utility realignments and extensions along the project frontage of the Del Mar Heights Road and El Camino Real rights-of-way;
- Installation of traffic signals at the intersections of Third Avenue and First Avenue with Del Mar Heights Road; and
- Reconfiguration of the medians within the Del Mar Heights Road and El Camino Real rights-of-way along the project frontage.

Adjacent off-site properties that would be impacted by the project do not contain significant visual resources. The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection currently contains street landscaping, mature trees, and monument signage. As discussed above, the project would remove most of the existing mature trees, which are not considered significant visual resources (for the reasons described above), and would replace them with project landscaping, resulting in a net increase in the number of street trees. The existing signage also would be removed and replaced with new monument signage that would comply with the Carmel Valley Sign Guidelines and Criteria. The area that would be impacted on the property to the immediate south (in conjunction with the proposed ramp/stairway and grading for the proposed parking garage) consists of a strip of landscaped slopes that edge the parking lot of the office buildings. This landscaping is not considered a significant visual resource because it is comprised of typical ornamental landscaping associated with office development that occurs throughout the Employment Center. Landscaping that would be removed would be replaced with landscaping during construction of the proposed off-site improvements. Proposed landscaping would be provided in accordance with the landscape guidelines contained in the proposed PPA and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Off-site improvements along roadways proposed as either project features listed above or mitigation for traffic impacts (refer to Section 5.2, *Transportation/Circulation/Parking*, for details) occur along developed roadways that do not contain significant visual resources. No affected roadway is designated as a scenic route or public view corridor. Proposed improvements primarily entail surface improvements consisting of median work, utility work, re-striping/adding lanes, and/or installing traffic signals. Minor road widening would be required on both sides of Del Mar Heights Road to accommodate the proposed intersection improvements at the Del Mar Heights Road/High Bluff Drive intersection as traffic mitigation (Mitigation Measure 5.2-7). Specifically, the north side of the roadway would be widened by 5 feet for approximately 165 feet west of the Del Mar Heights Road/High Bluff Drive intersection to accommodate the proposed triple left-turn lanes at the NB approach of the intersection. The

south side of the roadway would be widened by approximately 2 feet to accommodate the proposed EB and WB dual left-turn lanes. The widening would occur within the existing road right-of-way, and a new 5-foot-wide sidewalk would be constructed along the widened portion on the north side that would connect to existing sidewalks. Some existing street side landscaping consisting of grass, low-lying shrubs, and possibly a few street trees would be removed on the north side as a result of the minor road widening. The loss of this ornamental landscaping along a small portion of the Del Mar Heights Road parkway would not adversely affect the intactness of the landscaped parkway along the Del Mar Heights Road corridor, which would largely remain unaffected. The associated change in visual conditions along the roadway would not be substantial. None of the proposed off-site roadway improvements would impact or block designated scenic resources.

Significance of Impact

Because the project would not impact scenic resources, no significant visual impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures are required.

5.3.3 Impact

Issue 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact Thresholds

According to the City's Significance Determination Thresholds, neighborhood character impacts may be significant if the project would:

- Severely contrast with the existing or planned surrounding neighborhood character;
- 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;
- 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;
- 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 coastal program; and/or
- 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.

Impact Analysis

As required by section 15126.2 of the CEQA Guidelines, the following analysis considers the effects of the proposed project on the existing character of the surrounding developed area, as described broadly in Section 2.0, *Environmental Setting*, of this EIR and more specifically in Section 5.3.1 of this EIR. The determinations regarding the significance of impacts and any required mitigation are based solely upon the proposed changes to the existing conditions and comparisons to existing structures and development patterns, as described and illustrated in those sections.

Neighborhood Character - Land Use Types and Development Patterns

The proposed project would be consistent with the broad pattern of development in Carmel Valley with respect to land use types and development patterns. The project would include residential, retail, hotel, and office land uses, as well as public spaces and pedestrian areas. Each of these land uses, with the exception of the hotel, occurs in the immediate neighborhood of the project site, and hotel uses are located within approximately one mile of the project site.

As previously stated, the project site is located at a transition point in the community where residential, office, and retail uses converge (refer to Figure 5.3-3). The proposed uses of the project site mirror the existing surrounding uses, and represent an extension of those off-site uses. Specifically, the proposed residences would be located on the northern side of the project site across the street from existing multi-family residences, and the commercial office uses would be located in the southern portion of the site adjacent to existing office uses. In addition, Main Street, which would be lined with retail uses, would connect to the adjacent Del Mar Highlands Town Center, as it would be constructed as the fourth leg of the existing intersection of El Camino Real and the Del Mar Highlands Town Center. Additional proposed retail uses would be located in the eastern portion of the project site along Market Plaza and Market Street, directly across from the Del Mar Highlands Town Center. Other proposed uses such as the hotel and public spaces are consistent with the existing types of land uses throughout the community.

One of the primary goals of the Carmel Valley Community Plan is the development of a well-balanced community which includes a full complement of uses (residential, commercial retail, employment, civic, open space, etc). The objective was to become self-contained rather than creating a strictly residential suburb located a significant distance from the City core. As a mixed-use project, One Paseo reflects this overarching Carmel Valley Community Plan goal by incorporating a variety of uses in a balanced and self-contained manner. All of the land uses proposed as part of the project currently exist in proximity to the property. As described above, the various land uses included in the project have been configured to generally “mirror” existing development.

The proposed project represents infill development. One of the key objectives of the Community Plan is to preserve natural open space while designating other areas such as the Town Center and Employment Center for more intensity. The Community Plan recognizes that preservation of natural resources has scenic value which contributes to character. As an infill project that would

not impact biological resources or steep slopes, the proposed project is consistent with this objective.

Circulation also defines community character. The proposed project would utilize existing major circulation elements such as Del Mar Heights Road, El Camino Real, and High Bluff Drive. Proposed off-site roadway improvements as either project features or mitigation for traffic impacts (refer to Section 5.2, *Transportation/Circulation/Parking*, for details) consist of median work, utility work, re-striping/adding lanes, and/or installing traffic signals. These off-site roadway improvements are common roadway and streetscape elements that would be visually similar to existing elements in the project area and would not contrast with the existing community character. The project does not propose changing the classification or alignment of existing roads nor construction of new public streets. The existing travel patterns, which are part of the community fabric, would not be changed as a result of the project.

The proposed project therefore would not introduce a new land use into the project area that would contrast or be incompatible with existing land use types in the Community Plan Area. Accordingly, the project would be compatible with, and not severely contrast with, existing land use and development patterns or circulation in the project community. The proposed mix of uses is different from the predominantly single-use structures immediately surrounding the project site. However, different specific combinations of uses do not, by themselves, represent a severe or adverse contrast with surrounding uses, as all of the proposed uses exist in some form throughout the community and except for the hotel, in the immediate vicinity of the project site. Further, the proposed mix of uses allows the project to complement a wider range of surrounding uses (multi-family residential, commercial, office) and, as stated above, the proposed placement of uses on the project site would mirror the existing uses on the immediately surrounding properties. The familiarity of the uses proposed, as well as their placement in a manner that would effectively extend the existing corresponding off-site uses, would blend the project with the character of existing land uses in the neighborhood surrounding the project site.

Bulk and Scale

Another important consideration is whether a project would introduce a different intensity of development that is contrary to existing and/or future planned land development. A substantial alteration to the existing or planned character of the area would occur if new development would be of a size, scale, or design that would markedly contrast with the character of the surrounding area.

Consistency with Development Regulations

The project site is located within the Neighborhood 2 Employment Center Precise Plan. The Carmel Valley PDO does not establish a height limit for the project site, as the site is located west of El Camino Real. The project proposes amendments to the General Plan, Community Plan, and Precise Plan, as well as a Rezone, to change the existing land use designations and zone classification to accommodate development of the site as a Community Village. These amendments are consistent with City and SANDAG policy determinations regarding the project site, including identification of the project site in the General Plan as having moderate propensity for a village site development (Figure LU-1 in the General Plan; refer to Section 5.1, *Land Use*,

for additional discussion), the unanimous consent of the City Planning Commission on July 14, 2009 for a CPA initiation to evaluate a mixed-use development at the project site, and SANDAG's identification of the project site as a Town Center smart growth area on their Smart Growth Concept Map (SANDAG 2012).

The proposed change in land use designations and zone classification would result in a change in density from what is currently planned in existing adopted land use plans. Table 5.3-1, *Comparison of Existing and Proposed Bulk and Scale Development Regulations for the Project Site*, identifies the maximum FAR, maximum building height, and setback requirements per the existing and proposed zoning for the project site.

Table 5.3-1 COMPARISON OF EXISTING AND PROPOSED BULK AND SCALE DEVELOPMENT REGULATIONS FOR THE PROJECT SITE	
Existing Bulk and Scale Regulations¹	Proposed Bulk and Scale Regulations²
<i>Maximum FAR</i>	
0.5	2.0
<i>Maximum Building Height</i>	
No limit	100, 150, or 199 feet ³
<i>Setback Requirements (minimum)</i>	
Front: No minimum Side: 10 feet Rear: 10 feet	30 feet from Del Mar Heights Road 30 feet from High Bluff Drive 30 feet from El Camino Real 15 feet from western property line

¹ Based on existing zone classification of CVPD-EC

² Per proposed CVPD-MC zone classification

³ Depending on location within the project site.

The current CVPD-EC zone for the project site does not specify a maximum structure height limit and the proposed CVPD-MC zone would specify three height limits where none currently exist. The maximum structure height limit of the proposed CVPD-MC zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site (refer to Figure 5.1-3). Buildings entirely within 225 feet of the westerly property line and 520 feet of the Del Mar Heights Road/High Bluff Dive intersection have a maximum height of 150 feet. Buildings generally located in the northern half of the project site (north of Main Street and Market Street) have a maximum height of 100 feet. Buildings generally located in the southern half of the project site (south of Main Street and Market Street) have a maximum height 199 feet. The height of proposed structures would be consistent with these development regulations. The tallest proposed building within the portion of the site with an allowable maximum height of 199 feet would be one of the office buildings in the southern portion of the project site at a height of approximately 197 feet above grade. The proposed building within the portion of the project site with a maximum allowable height of 150 feet would be approximately 125 feet, and the proposed buildings within the portion of the site with a 100-foot maximum height allowance would vary, but would not exceed 100 feet.

As illustrated in the sections and photo simulations evaluated later in this analysis, a simple comparison of heights and stories between existing development and the proposed project would not take into account topographic factors or horizontal separation between structures. For example, on Del Mar Heights Road, the height difference between existing and proposed residential structures is reduced when these factors are considered.

The difference in adopted zoning height limits for the east and west sides of El Camino Real indicates that varying scales were to be expected. While the two office buildings would exceed the heights of existing development, the El Camino Real frontage within the proposed project also proposes two single-story, low-profile commercial buildings. The two proposed office buildings are located at the lowest elevations of the site. Since El Camino Real is primarily a commercial corridor, the taller office buildings proposed for the project are not considered to be inconsistent with the character of the Community Plan Area.

The primary purposes of FAR are to: (1) regulate bulk and scale of structures and (2) limit development intensity. An increase in FAR beyond existing and proposed development alone does not cause a project to be inconsistent with community character. As previously referenced, a remnant single-family ranch house, which has a lower FAR than surrounding development, is different than the existing neighborhood. Multiple elements that compose a project influence community character. Due to differences in any one of a number of design elements, a project may have exactly the same FAR as surrounding development but could be incompatible from a community character perspective. FAR is merely one factor to consider.

The proposed zone (CVPD-MC) for the project has a maximum FAR of 2.0. The proposed project would have a maximum FAR of 1.80 as calculated in accordance with the LDC and the proposed zone and therefore, would be consistent with FAR regulations. The Carmel Valley PDO includes the following FAR maximums: Visitor Commercial (2.0), Mixed-Use (commercial with residential bonus) (1.5), Multi-family Residential (.75), Commercial (.75), and Employment Center (.50).

Other development regulations of the proposed zone pertaining to bulk and scale include maximum permitted residential density and setback requirements. The maximum permitted residential density of the proposed zone is 1 dwelling unit per 1,500 sf of lot area. Based on the 23.6-acre (1,028,016 sf) project site, a maximum of 685 dwelling units is allowed, and the project proposes a maximum of 608 residences.

The setback requirements of the proposed zone include the following:

- Minimum of 30 feet from Del Mar Heights Road;
- Minimum of 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum 10 feet);
- Minimum of 30 feet from High Bluff Drive; and
- Minimum of 15 feet from the western property line.

The proposed buildings would be consistent with these setback regulations of the proposed zone classification (refer to Figure 3-1). Additionally, these setbacks are generally consistent with

existing development patterns along Del Mar Heights Road and El Camino Real. The East Bluff multi-family residences on the north side of Del Mar Heights Road are setback from the roadway by approximately 45 to 100 feet. The setback of the Signature Point Apartments from Del Mar Heights Road ranges from approximately 30 to 75 feet. Existing land uses on the south side of Del Mar Heights Road are setback from the roadway by approximately 30 feet or more. Along El Camino Real, existing uses are setback at least 30 feet from the roadway.

The proposed bulk and scale regulations would place limits on building heights where none currently exist, and also would provide for greater setbacks from abutting roadways compared to the existing regulations. Thus, the project would be consistent with development regulations proposed for the project site. Further, although the maximum FAR is proposed to change from 0.5 to 2.0, which would result in a change in planned density for the project site, additional spatial buffers would also provide greater visual relief from the proposed structures than would the existing plans. As discussed in detail throughout this section and elsewhere in applicable sections of this EIR, the proposed project and its density (in terms of bulk and scale) would remain compatible with the broad pattern of development in the Community Plan Area, including nearby existing commercial development along El Camino Real.

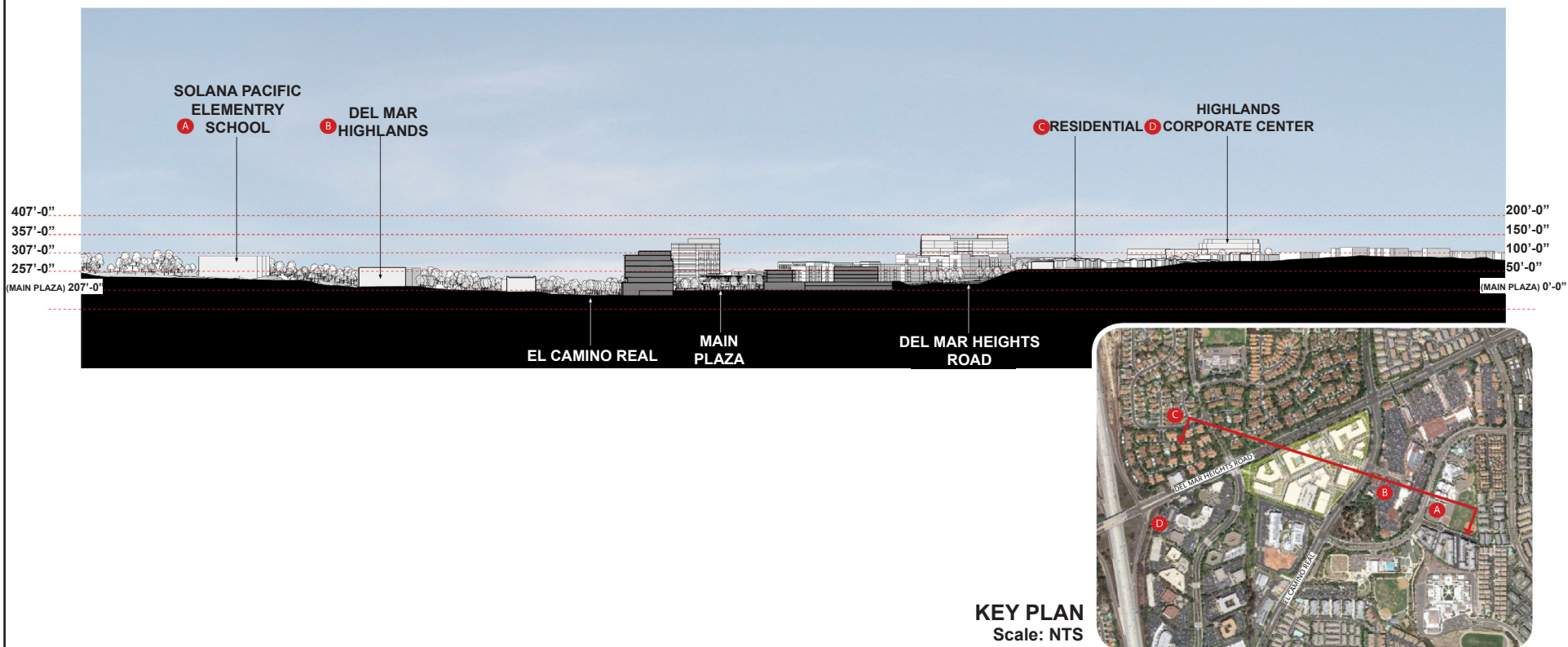
However, although the proposed project would be generally consistent with development patterns throughout the Community Plan Area, the potential still exists for inconsistency with development immediately surrounding the project site. The City's 2008 General Plan Final Program EIR (City 2007) recognizes, in Section 3.16.3 (*Visual Effects and Neighborhood Character*) that implementation of the City of Villages strategy would involve infill development that would increase building intensity and mass, recognizes the potential for a significant impact to neighborhood character as a result of this kind of development, and contains a range of policies to minimize the potential for such impacts. These policies include identification of suitable sites, promotion of building design that contributes to positive neighborhood character and is sensitive to proximate areas with a distinctive character, and review of building designs. However, despite these measures, the General Plan EIR recognizes that intensification associated with Community Villages such as the proposed project could still result in significant unmitigable community character impacts to its immediate neighborhood.

The bulk and scale of development proposed for the project site, for which height and FAR provide proxies, although consistent with other development in the broader Community Plan Area, is greater than that of the immediately surrounding development. The topography of the project site, the arrangement and design of buildings relative to that topography, the spatial buffers provided by wide rights-of-way and increased setbacks, the articulation and varied heights of the proposed buildings, and the mirroring of existing uses on neighboring properties have all responded and provided a sensitivity to the height and mass of the immediately surrounding development. Even with incorporation of these project design measures to implement General Plan policies addressing community character impacts, the mass and height of the proposed buildings would be sufficiently greater than and different from existing development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

Visual Analysis

Existing commercial buildings in Carmel Valley range from 2 to 12 stories and are concentrated within the Employment Center generally bound by I-5, Del Mar Heights Road, El Camino Real, and Valley Centre Drive. Figures 5.3-7a and 5.3-7b, *One Paseo/Carmel Valley Cross-section*, provide cross-sections that illustrate the proposed project within the context of the immediately surrounding area. In a number of instances, buildings proposed by the project would, be taller than buildings in the immediate surrounding area. The tallest proposed buildings are the two office buildings that would be constructed in the southeastern portion of the project site. These two buildings would consist of retail uses on the ground floor and seven to nine stories of office space, resulting in buildings eight to ten stories tall. They would be taller than the buildings in the immediate surrounding area, but not the tallest building in the community, which is the Marriott Hotel at 12 stories. The proposed office buildings would be visible from most of the public viewpoints, particularly from El Camino Real (refer to Viewpoints 3 and 4, Figure 5.3-8 and 9, *El Camino Real Photo Simulation and Cross-section [Looking North]* and *El Camino Real Photo Simulation and Cross-section [Looking West]*). The proposed office buildings would be constructed in the portion of the project site with the lowest elevation of the three terraced building pads. The office buildings are proposed in this portion of the site to mirror adjacent office uses (as previously discussed), and to minimize their visibility from off-site locations. Additionally, the development footprint of the office buildings would be similar to the existing office buildings within the Community Plan Area.

Figures 5.3-10 and 5.3-11, *Del Mar Heights Road Photo Simulation and Cross-section (Looking East)* and *Del Mar Heights Road Photo Simulation and Cross-section (Looking West)*, illustrate existing and proposed conditions along Del Mar Heights Road. Three residential buildings would be located in the northern portion of the site, closest to Del Mar Heights Road and adjacent to existing multi-family residential development to the immediate north. The proposed residential buildings along the Del Mar Heights Road project frontage would be four stories tall over underground parking or four stories over retail shops, resulting in five-story-high buildings. The proposed hotel, which also would be located along the Del Mar Heights Road project frontage, would include ground floor retail uses, and the building would be six stories tall. These buildings would be set back from the Del Mar Heights Road with sidewalks and open space landscaped areas. The proposed trees within the open space would help to screen the buildings from peripheral views of the structures, such as Viewpoint 1, Figure 5.3-6a. An additional residential building is proposed in the northwest portion of the project site south of one of the western-most residential building fronting Del Mar Heights Road. This residential building would have a smaller footprint than the other three residential buildings, but would be taller with 10 stories. It would be buffered from the roadway by the proposed building in front of it, as well as landscaping. The topographic difference in grade elevation between the project site and residential uses to the north, the height of the proposed residential buildings would reduce the appearance of height relative to the East Bluff buildings from Del Mar Heights Road. The finished grade of the East Bluff building pads are approximately 15 to 20 feet higher than the project building pads. As a result, viewers along Del Mar Heights Road see a taller berm on the north side of the roadway compared to the south side, and the existing two-story East Bluff buildings sit atop the taller berm. Although the proposed residential buildings would be taller with an elevation difference of approximately 50 feet (refer to the cross-sections in

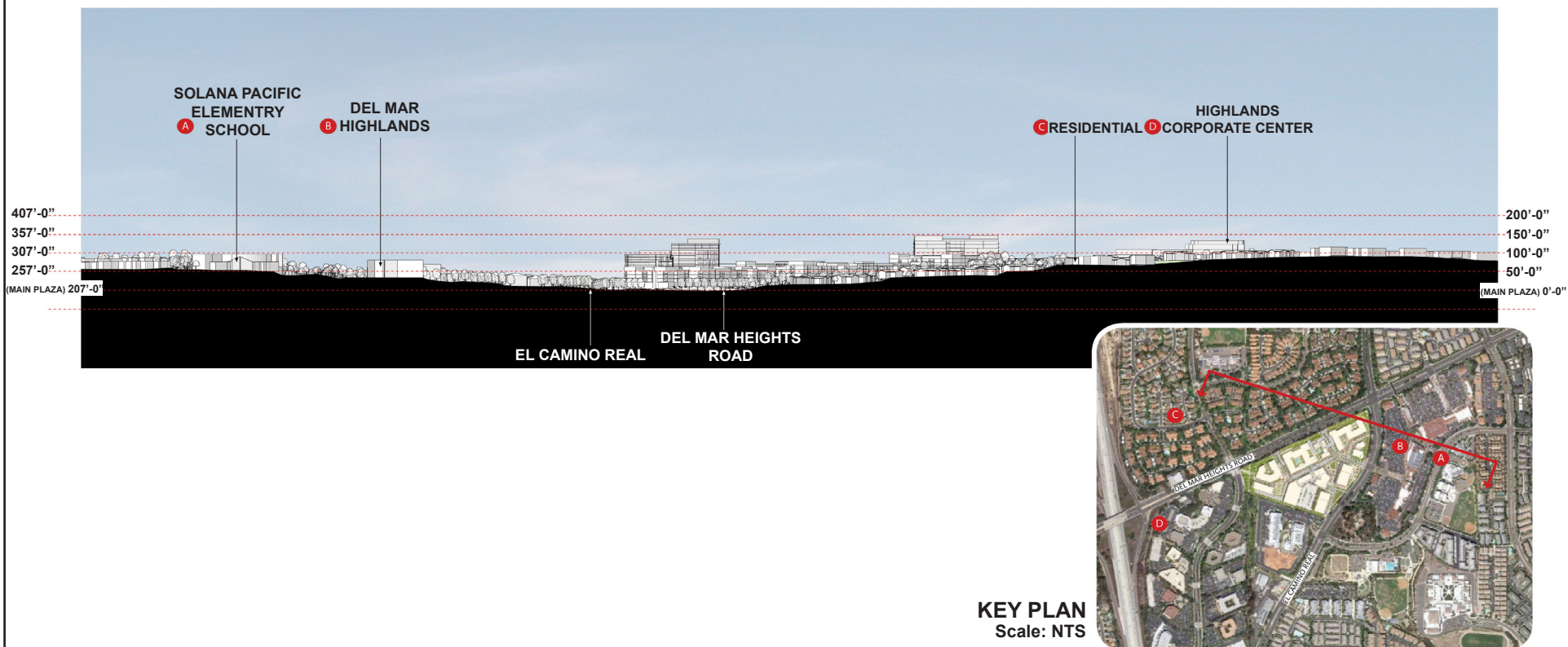


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One Paseo/Carmel Valley Cross-Section

ONE PASEO

Figure 5.3-7a



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One Paseo/Carmel Valley Cross-Section

ONE PASEO

Figure 5.3-7b

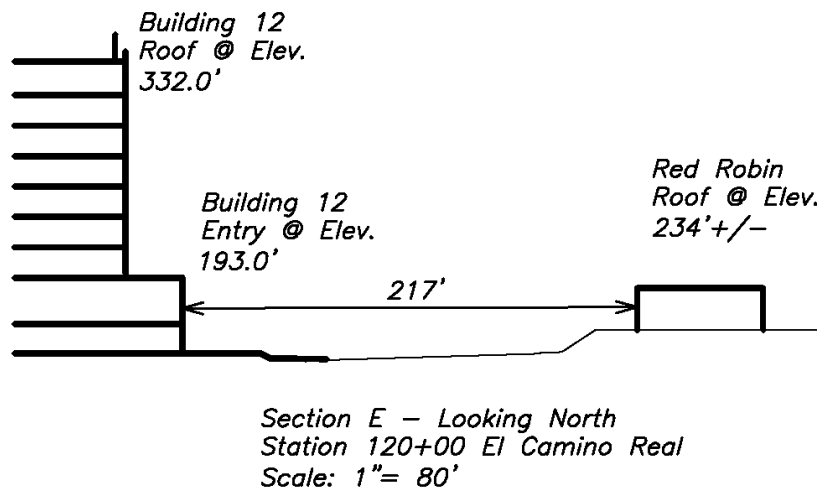
Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.



Existing - Looking North on El Camino Real



Artist Rendering Looking North on El Camino Real with Project



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El Camino Real Photo Simulation and Cross-Section (Looking North)

ONE PASEO

Figure 5.3-8

Disclaimer:

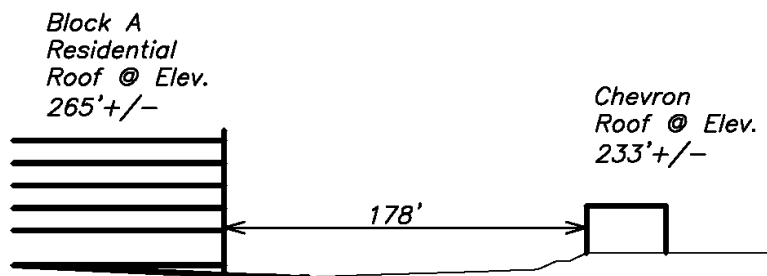
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.



Existing - Looking West across El Camino Real at Del Mar Heights Road



Artist Rendering Looking West across El Camino Real with Project



Section G - Looking North
Station 125+00 El Camino Real
Scale: 1"= 80'

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El Camino Real Photo Simulation and Cross-Section (Looking West)

ONE PASEO

Figure 5.3-9

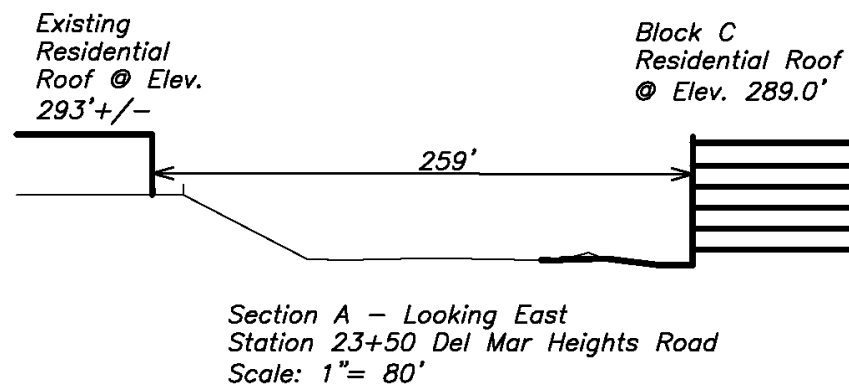
Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.



Existing - Looking East on Del Mar Heights Road



Artist Rendering Looking East on Del Mar Heights Road with Project



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Del Mar Heights Road Photo Simulation and Cross-Section (Looking East)

ONE PASEO

Figure 5.3-10

Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.



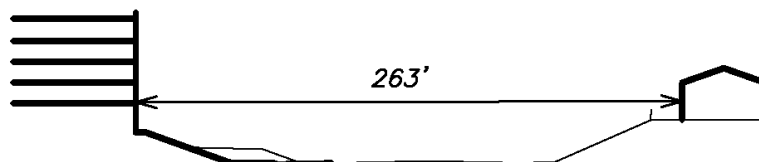
Existing - Looking West on Del Mar Heights Road



Artist Rendering Looking West on Del Mar Height Road with Project

Block A
Residential
Roof @ Elev.
265' +/-

Existing
Residential
Roof @ Elev.
245' +/-



Section D - Looking West
Station 33+00 Del Mar Heights Road
Scale: 1" = 80'

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Del Mar Heights Road Photo Simulation and Cross-Section (Looking West)

ONE PASEO

Figure 5.3-11

Figures 5.3-7a and 5.3-7b), their scale, as viewed from Del Mar Heights Road, would be diminished by this topographical difference, as well as by the setbacks, parkway, and landscaping.

As described above, the General Plan EIR recognizes that implementation of the City of Villages strategy would involve infill development that would increase building intensity and mass to, among other goals, create the necessary "critical mass" to support transportation corridors or create self-contained Community Villages. Section 3.16.3 of the General Plan EIR recognizes the potential for a significant impact to neighborhood character as a result of this type of development, and contains a range of policies to minimize the potential for such impacts. Despite implementation of these measures, the General Plan EIR recognizes that intensification associated with Community Villages such as the proposed project could still result in significant unmitigable community character impacts to its immediate neighborhood.

The overall density proposed for the project site, when expressed as FAR, is greater than that of the immediately surrounding development. The topography of the project site, the arrangement and design of buildings relative to that topography, the spatial buffers provided by wide rights-of-way and increased setbacks, the articulation and varied heights of the proposed buildings, and the mirroring of existing uses on neighboring properties have all responded and provided a sensitivity to the height and mass of the immediately surrounding development and help blend with the existing surrounding community character. Even with incorporation of these project design measures to implement General Plan policies addressing community character impacts, the mass and height of the proposed buildings would be greater than and different from existing surrounding development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

Despite the assessment of significant community character impacts, the project land uses would be consistent with surrounding off-site uses. The interface between the eastern project frontage and the adjacent off-site retail uses also would be visually compatible with respect to bulk and scale. Proposed uses along the northeastern edge of the project site include a residential building with ground-floor retail, two free-standing retail buildings, and Main Street. The residential building in the northeast portion of the project site would be visible from El Camino Real near its intersection with Del Mar Heights Road, represented by Viewpoint 2, Figure 5.3-6a. The existing topography of the project site is at approximately the same level with the roadway, and the proposed residential buildings would be placed at approximately the same elevation as the roadway. One off-site retail/restaurant building is located near this intersection—a one-story-tall building with a sloped roof across El Camino Real from the project site. Additional retail buildings within the Del Mar Highlands Town Center and Carmel Country Plaza include one- and two-story buildings, several of which are larger in scale than the retail/restaurant building on the corner. Each corner of the intersection currently is landscaped with trees, shrubs, and flowers or lawn. The three corners besides the project site have signs and slope upward from the intersection. The existing retail/restaurant building is located at a higher elevation than the intersection, and the slopes are landscaped with palm trees, shrubs, and flowers. The proposed project would include new landscaping surrounding the site, and landscaped parkways and buffers along the Del Mar Heights Road and El Camino Real frontages. In addition, a large landscaped gateway would be provided at the southwest corner of the Del Mar

Heights/El Camino Real intersection. The proposed landscaping, parkways, and buffers would help to screen the lower portions of the on-site buildings and to integrate the proposed project with the character and development patterns of the surrounding area.

The two proposed free-standing retail buildings would be located directly across El Camino Real from two existing commercial retail buildings within the Del Mar Highlands Town Center that are similar in bulk and scale. These existing buildings are set back from El Camino Real by street side landscaping and surrounded by surface parking. Consistent with this development pattern, street side landscaping would be installed along the western side of the El Camino Real frontage and surface parking would be provided adjacent to the retail buildings.

Main Street would be constructed as the fourth leg of the El Camino Real/Del Mar Highlands Town Center intersection and would be one of the primary access points to the project site. This project entry would have a similar appearance as the entry directly across El Camino Real to the Del Mar Highlands Town Center. The proposed entry would contain two travel lanes in each direction, a center landscaped median, sidewalks, and landscaping edging both sides of the driveway. These features would be visually consistent with the entry across the street.

Proposed Views

Figures 5.3-8, 9, 10 and 11 illustrate conceptual views of the project in relation to surrounding development and topography from adjacent public roadways, including Del Mar Heights Road and El Camino Real. Views from Del Mar Heights Road reinforce the transitional location of the project site with respect to land uses. As shown, multi-family residential development occurs to the north of Del Mar Heights Road, and office buildings, the Del Mar Highlands Town Center, and the proposed mixed-use One Paseo project occur south of Del Mar Heights Road. Views from El Camino Real illustrate the mixture of uses in the project vicinity. Office park development is shown in the left foreground (on the west side of El Camino Real), and multi-family residential, Carmel Valley Recreation Center, and a rural single-family residence in the foreground on the east side of El Camino Real. The Del Mar Highlands Town Center occurs in the middle ground on the right side of the model, and the proposed project is shown on the west side of the roadway. Multi-family residential development north of Del Mar Heights Road can be seen in the background at higher elevations than the foreground and middle ground uses. Views from High Bluff Drive primarily encompass office park development on both sides of the roadway and the proposed project just to the northeast. Multi-family residential developments can be seen in the left and right background, as well as portions of the Del Mar Highland Town Center. Public views from these adjacent roadways would encompass the additional infill development compared to the graded vacant building pads that are currently seen, and the proposed uses and site layout would be generally compatible with development in the Community Plan Area, but would contrast with the existing low-scale, low-intensity character of the immediately surrounding community for the reasons discussed above.

Most areas surrounding the site are developed with urban uses, with the exception of the rural residential lot southeast of the site, which has few visible structures. As previously stated, nearby retail centers are one and two stories high, as are the nearest residential buildings. The Pell Place residences and other apartments south of the project site are three-story buildings, with

parking provided underneath the residential levels. The office buildings immediately south of the site are also three stories tall. Buildings within the Employment Center range from 2 to 12 stories. All of the lots in the surrounding area are landscaped with street trees, shrubs, flowers and, in some places, lawn.

Several proposed project elements and layout factors would reduce the visual scale and bulk of the proposed buildings. For example, Main Street, which is the central organizing element of the project, would consist of a pedestrian-oriented linear thoroughfare with ground level retail uses, cafes, public spaces, paseos and wide sidewalks, and streetscape landscaping. The ground level mixed uses along Main Street would include canopies, awnings, or overhangs; transparent storefront windows; architectural treatments (e.g., stone, brick, metal panels); and other building articulation and treatments in accordance with the design guidelines contained in the proposed PPA. These architectural features, combined with the proposed street-level uses and landscaping, would create a pedestrian-scaled environment along Main Street that would connect to sidewalks and roadways to integrate the site with the surrounding community. Other elements that would reduce visual scale and bulk include the large central public plaza (between the office buildings and Main Street), public paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and some visual screening to reduce massing effects. Parking primarily would be provided in subsurface garages, which would not be visible from the street level or off-site areas. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades. Proposed buildings and other project features also would incorporate design guidelines contained in the PPA to reduce massing effects. All of these design features are consistent with and implement the General Plan Urban Design Element policies set forth in this section (under Relevant Visual/Community and Neighborhood Character Guidelines in Section 5.3.1) and analyzed for project consistency in Section 5.1, *Land Use*.

Additionally, landscaping around the perimeter of the site would provide a visual and physical buffer between the buildings and viewers on the street. Once mature, the trees would serve to screen views upward toward the upper stories of the buildings. The proposed street trees and other project landscaping also would be a visual feature that would help to integrate the site with the surrounding area. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Views from the west toward the proposed project, such as from High Bluff Drive (Viewpoint 5, Figure 5.3-6b), would be the most elevated views of the project site. High Bluff Drive is approximately 35 to 65 feet above the elevation of the terraced building pads in the project site. Views of the proposed project from this street would be toward the upper levels of the buildings rather than the ground level. Rooftop equipment would be architecturally screened with enclosures or screenwalls that would be incorporated into the building design and consistent with the style and character of the buildings so that equipment would be not highly visible from off-site roadways or public spaces. The buildings would be set back from the street with a landscape buffer that would include street trees. The trees would provide some screening of the architecture, and although the

buildings would be taller than the trees, architectural design features such as reveals and articulation would help to reduce the visual bulk of the buildings. Additionally, although the viewer would see the upper stories, the higher elevation of the viewer would reduce the apparent height of the buildings from this public viewpoint.

The intersection of Townsgate Drive and El Camino Real is lower in elevation than the project site. Townsgate Drive slopes upward as it trends eastward, away from the site, and is higher in elevation than the project site for most of its length. East of the project site, views westward from Townsgate Drive, such as illustrated in Viewpoint 6, Figure 5.3-6b, would include the office buildings in the southern portion of the project site as well as the office buildings next to the project site. This is similar to other viewpoints not directly next to the project site, which often encompass other urban buildings in the area. From this viewpoint, proposed trees, landscaping, and ground-level features would not screen the upper portions of the buildings. The proposed buildings would be taller than the neighboring structures. They would, however, have similar colors and materials as the neighboring buildings, and would not strongly contrast with the existing surrounding development, or therefore, be unique, stand-alone visual elements. Additionally, the proposed buildings would include architectural elements on the upper levels of the buildings to help reduce their visual bulk by providing articulation and façade treatments and ensuring that the buildings would not be uniform, box-like structures.

Most of Carmel Valley Community Park is at a higher elevation than the project site. As in Viewpoint 7, Figure 5.3-6b, some views from the park may be focused directly on the project site, and trees and landscape in the area screen from view any nearby buildings. The project site is characterized by graded development pads surrounded by street side trees and landscaping. Other views of the site from the park may include the neighboring office buildings or other development in the area. In any view from the park in which the project would be visible, the proposed project would change the character of the site to a more developed view. However, the existing condition of the project site as a graded, vacant property with large areas of exposed soils currently contrasts with the developed nature of the surrounding area, which is particularly noticeable from the higher elevation of the park. Panoramic views towards the project site from the park encompass office and retail development to the north and northeast, more distant views of residential development to the northeast, and the graded project site in between. The proposed project would develop the site with uses and landscape features consistent with uses and patterns within the Community Plan Area, which would result in increased visual continuity from this viewpoint.

Landscaping within and surrounding the project would screen the lower portions of the buildings and provide continuity with the trees in the surrounding area. The upper levels of the proposed buildings would be the most visible portion of the proposed project, and would not be screened by project landscaping. While the proposed buildings would extend higher than the horizon line within Viewpoint 7, the higher view angle from this vantage point also would reduce the visible height of the building. Additionally, architectural design features such as reveals and articulation would ensure that the buildings would not be uniform, box-like structures. Therefore, although the proposed project would change views of the site from the park from mostly open to more urban, it would not visually conflict with the existing patterns of development or visual character of the Community Plan Area.

Architectural Styles

Carmel Valley includes a diversity of architectural styles, building materials and colors, landscaping, lighting, and signage, rather a single dominant theme that is implemented throughout the community.

Development adjacent to the project site and within the community as a whole includes a mix of uses and styles. While individual architectural themes guided development of each individual business or residential complex, there is not a common architectural theme used for all the buildings in the area or community. Common architectural elements include earth-tone and/or neutral colors, and trees and shrubs at street-edge perimeters. The proposed buildings also would include earth-tones and neutral colors, similar to those existing in the surrounding area. The project street-edge and internal landscaping also would help to integrate the project with the surrounding areas and provide continuity along the surrounding public streets (as discussed above). Therefore, the proposed project would not contrast with adjacent architectural themes of the surrounding area. The proposed PPA includes numerous planning, grading, architectural, landscaping, lighting, and signage design standards that would ensure that future development provides a consistent community character.

Community Landmarks

No landmarks, community identification symbols, or unique visual features such as prominent stands of trees are located on the project site or within the surrounding area. The project site also 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 (for example, the project site is not within site of the ocean or scenic coastal bluffs).

Highly Visible Areas

The project site is not located in an area visible from nearby I-5 or on a canyon edge, but is centrally located within Carmel Valley and along two major roadways that provide access within the community, Del Mar Heights Road and El Camino Real. The topographic grade changes and alignments of Del Mar Heights Road and El Camino Real expose the project site to public view from multiple vantage points. Furthermore, the project site is located at a transition point between land uses within the community. As a result, the project site is at a visually prominent location within Carmel Valley and is considered highly visible. Views from public roadways and the bulk and scale of the project are discussed above, and landform alteration and signage are discussed below.

The project site has been previously graded, and the proposed project would make use of the existing site conditions to guide the placement of the proposed buildings. The proposed project would not substantially change the elevations on the project site. Although underground parking would be integrated into the project layout, the varied site topography would largely be retained to reflect existing landforms within the community.

Signage would be provided throughout the site in accordance with the Carmel Valley Sign Guidelines and Criteria, Ordinance No. 16456. Figure 5.3-12, *Conceptual Signage Program*, shows the proposed locations of project signage. Project monument signs are proposed at the intersections of Del Mar Heights Road/High Bluff Drive and Del Mar Heights Road/El Camino Real and would be ground signs at a maximum height of 6 feet and a maximum area of 36 sf. Other monument signs for the proposed retail, office, hotel, cinema, and residential uses are proposed at the project entries along Del Mar Heights Road and El Camino Real. These monument signs also would be ground signs with a maximum height of 6 feet and maximum areas ranging between 25 and 75 sf. In addition, walls signs would be provided on building facades within the site. Because the proposed signage would be in compliance with the Carmel Valley Sign Guidelines and Criteria, project signage would be consistent with the surrounding community and would not strongly contrast with surrounding development.

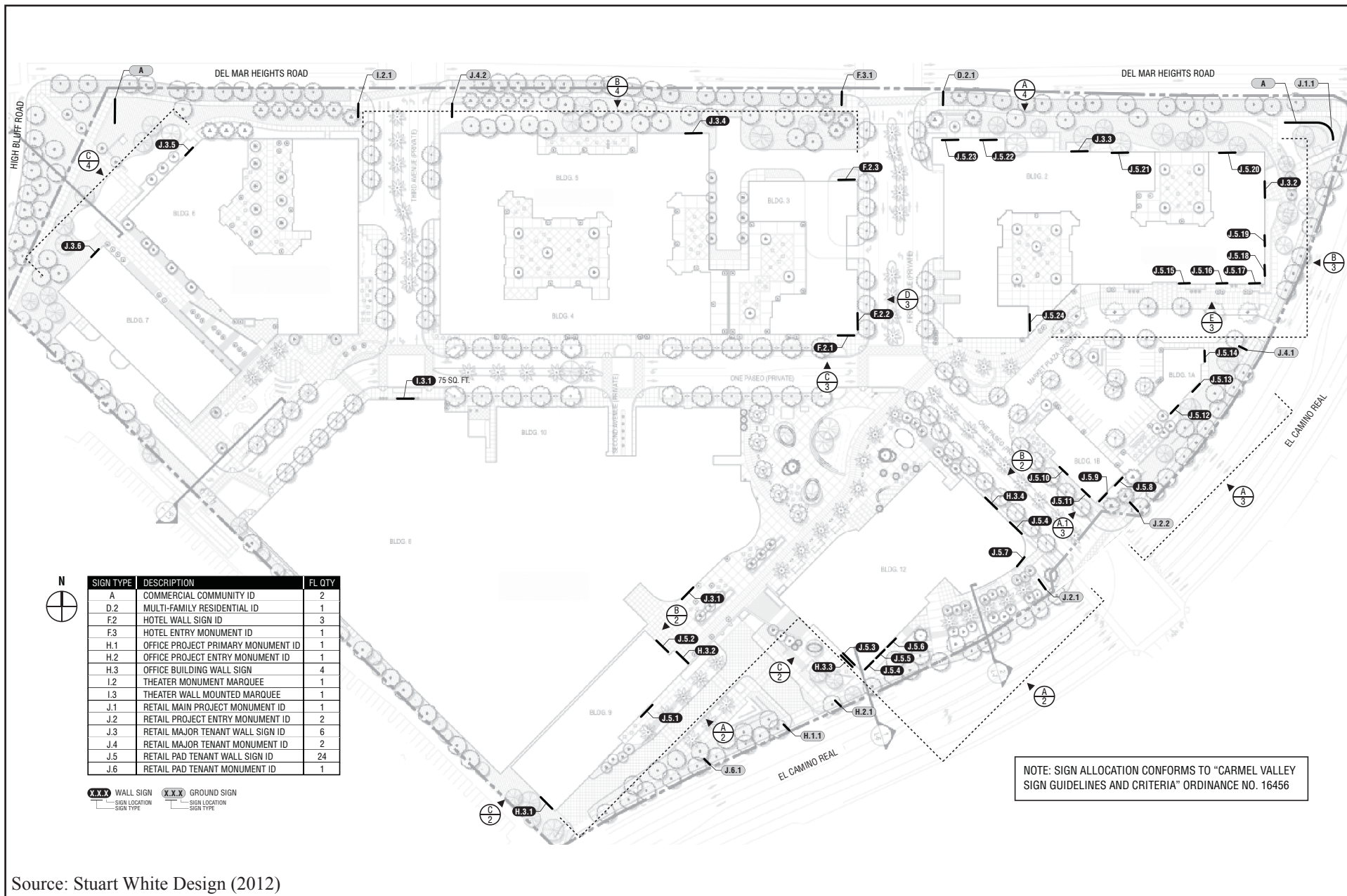
Based on the analysis above, visual and neighborhood character impacts resulting from the proposed project would be less than significant.

Significance of Impact

The proposed project would introduce additional buildings and site features as part of the proposed infill development into the existing visual environment, and the proposed land uses are consistent with, and would mirror, existing surrounding land uses. The height and bulk of the proposed structures would be compatible with broad development patterns in the Community Plan Area, and the proposed structures would provide architectural features and themes consistent with existing development. The proposed project also would not substantially alter existing topography or natural landforms in the area or result in the loss, isolation, or degradation of a landmark or community identification feature. Further, the proposed project would include increased setbacks and varied building heights as a buffer for immediately adjacent development. However the project site is visually prominent and the proposed structures would, despite design strategies to minimize apparent height and mass, still would contrast with the existing low-scale, low-intensity development immediately adjacent to the project site. Such impacts are associated with implementation of the City of Villages strategy, as discussed and determined in the General Plan EIR. Therefore, impacts to the character of the neighborhood immediately surrounding the project site would, consistent with the determination of the General Plan EIR, remain significant and unmitigable.

Mitigation, Monitoring, and Reporting

There is no feasible mitigation to reduce community character impacts to below a level of significance. Therefore, community character impacts resulting from the proposed project would remain significant and unmitigable.



Source: Stuart White Design (2012)

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Conceptual Signage Program

ONE PASEO

Figure 5.3-12

5.3.4 Impact

Issue 4: Would the project have a negative visual appearance?

Impact Thresholds

According to the City's Significance Determination Thresholds, the 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;
- The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all of the units are virtually identical); and/or
- The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

Impact Analysis

Project Design

The proposed project consists of a mixed-used development comprised of various land uses within the project site, including residential, commercial office, retail, a hotel, a cinema, and public spaces. The mixture of land uses would provide a variety of building forms with different sizes, shapes, and heights that would create a diverse (as opposed to monotonous or uniform) visual environment within the project site and immediate vicinity, which is consistent with the overall community character of Carmel Valley. The project has been designed as a comprehensive development with design guidelines (contained in the proposed PPA) that would provide architectural treatments, colors, and other design elements to define and unify the overall project. Most notably, the project has been designed and organized around a central Main Street that would function as the central organizing and unifying element of the development. Main Street would be lined with a mixture of uses and public spaces along a landscaped, pedestrian-friendly paseo. Surrounding Main Street, proposed on-site uses would mirror existing off-site uses along the site perimeter (refer to Figure 5.3-3). For example, residential uses would be placed adjacent to existing residential uses, office uses adjacent to existing office uses, and commercial retail uses adjacent to existing commercial retail uses. These site planning and design considerations would create an organized, unified development that would be compatible with adjacent uses.

As previously discussed, proposed signage would be consistent with the surrounding community and would not strongly contrast with surrounding development because it would be in

compliance with the Carmel Valley Sign Guidelines and Criteria. Project signage, therefore, would not create a negative visual appearance.

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. Building facades at the street level would include design elements and plane offsets to provide a varied street wall through the use of recessed entries and doors; building projections; and/or pilasters, columns, and bays. The ground level mixed uses along Main Street would include awnings, store windows, and other building articulation in accordance with the design guidelines contained in the proposed PPA. Office buildings, which are the tallest of the proposed buildings, would incorporate plane offsets, recesses, balconies, and projections to reduce mass and uniformity. Other elements that would reduce visual scale and bulk include the large central plaza (between the office buildings and Main Street), paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and some visual screening to reduce massing effects. All of these design features are consistent with and implement the General Plan Urban Design Element policies set forth in this section (under Relevant Visual/Community and Neighborhood Character Guidelines in Section 5.3.1) and analyzed for project consistency in Section 5.1, *Land Use*. Additional discussion of bulk and scale of the proposed project is contained in Section 5.3.3 above.

Proposed landscaping would be provided around the site perimeter and within the project site. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would be provided in accordance with the landscape guidelines contained in the proposed PPA and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Additionally, the majority of site parking would be provided underground, which would avoid the typically visually adverse parking lots from view. The proposed PPA includes design guidelines to ensure that the development character is unified and in context with the surrounding development.

These design considerations would provide for an organized and visually compatible development that would not create a disorganized visual appearance. Associated visual impacts would be less than significant.

Walls

The project proposes to construct a pedestrian connection to the adjacent The Heights at Del Mar property developed with office uses (Neurocrine) to the southwest. Most of the proposed connection would be constructed off site along manufactured slopes at the adjacent property. The proposed connection would include a ramp and stair system that would extend off site from the terminus of Third Avenue to the edge of the parking area at The Heights at Del Mar property. The pedestrian connection would be compliant with the Americans with Disabilities Act and because of the topographic difference between the two properties, construction of a system of retaining walls would be required along the proposed ramps. The walls would have a maximum height of seven

feet above grade and a total combined length (non-linear) of approximately 800 feet. Refer to Figure 3-3f for a plan view of the proposed off-site connection.

The proposed retaining walls would not be visible from public viewpoints as they would be screened by topography and existing and proposed landscaping. The closest public vantage points to the proposed connection include High Bluff Drive and El Camino Real, which are approximately 400 and 600 feet away, respectively. High Bluff Drive sits higher in elevation than the location of the proposed connection and is lined with streetside landscaping that partially obstructs direct views of this area; however, breaks in the tree canopies and shrubs do provide intermittent peripheral eastward views of the project site (refer to Viewpoint 5 in Figure 5.3-6b). El Camino Real lies lower in elevation than the location of the proposed connection and landscaped manufactured slopes and ornamental landscaping at The Heights at Del Mar property screens northwestward views of this location.

Project landscaping would be provided at the proposed connection that would further screen the retaining walls. The ramps would be lined with various accent and screening trees, perimeter shrubs, and rectangular planters in accordance with project landscape concept (refer to Figure 3-3f). Moreover, the proposed retaining walls would consist of building materials and treatments that would integrate with existing and proposed architecture. The project, therefore, would not have a negative visual appearance associated with proposed retaining walls. Associated visual impacts would be less than significant.

Bulk and Scale

As described above in section 5.3.3, *Impact* (Issue 3), the bulk and scale of development proposed under the project, while consistent with the general pattern of development in the Community Plan Area, is greater than that of some the immediately surrounding development and would, despite implementation of design measures described in policies in the General Plan, be greater than and different from existing surrounding development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

However, differences in bulk and scale do not, by themselves, represent a significant impact with respect to visual appearance. The City's impact threshold specifies that an impact could occur if substantial differences in bulk and scale are not accompanied by building designs that provide visual interest, with the prototypical example of a large concrete tilt-up structure. Here, as described in detail above and in section 5.3.3, *Impact* (Issue 3), and as illustrated in the simulations and renderings provided with this analysis, the project proposes an overall site design that arranges the structures in a way that is responsive to the topography of the project site, provides spatial buffers, articulation, and varied heights of the proposed buildings, and arranges uses to mirror existing uses on neighboring properties. The proposed structures would exhibit a high degree of design quality and would use a range of building materials to provide visual interest from a range of perspectives. Because the project includes a range of design features to minimize the perceived bulk and scale of the proposed structures, respond to and harmonize with adjacent development, and provide visual interest from on-site and off-site viewsheds, this impact would be less than significant.

Significance of Impact

The project has been designed to integrate with the surrounding visual environment and development patterns. Proposed buildings, project features, and the overall project layout would provide for an organized and visually diverse development. Architectural treatments, design elements, and project landscaping would be incorporated into the project pursuant to the design guidelines contained in the PPA that would provide for visual interest and to reduce perceived scale and massing effects. Proposed retaining walls would not be highly visible from public viewpoints and would be architecturally treated and landscaped to screen and integrate them into the overall project design. Therefore, the proposed project would not have a negative visual appearance and no significant visual impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.3.5 Impact

Issue 5: Would the project create a new source of substantial light, glare, or shading?

Impact Thresholds

Light and Glare

According to the City's Significance Determination Thresholds, light and glare impacts may be significant if the 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 property or would emit a substantial amount of ambient light into the nighttime sky; and/or
- Conflict with the street lighting standards according to the City of San Diego Street Design Manual.

Shading

Shading impacts may be significant if the project would:

- Cast a shadow that would substantially interfere with adjacent usable outdoor spaces associated with residential, recreational, institutional (i.e., schools or convalescent homes) or commercial uses (i.e., outdoor eating areas).

Impact Analysis

Light

The project would include outdoor lighting for parking, paseos and pedestrian walkways, plazas, and signage. Proposed outdoor lighting would be in compliance with the City's Outdoor Lighting Regulations pursuant to Section 142.0740 in the Municipal Code. Surface parking lot lighting would be minimal and comply with the City of San Diego Street Design Manual, and would not shed substantial light onto adjacent properties. Lighting along building facades, paseos and pedestrian walkways, and plazas would be directed to illuminate on-site areas and would not spill over to adjacent uses. In addition to conformance to the City's outdoor light regulations, proposed outdoor lighting would be consistent with the lighting design standards contained in the proposed PPA. Compliance with regulatory lighting requirements and implementation of the lighting design standards would avoid emission of substantial amounts of ambient light onto adjacent properties, and into the nighttime sky. Project impacts related to light would be less than significant.

Glare

Most of the buildings within the project would incorporate metal-framed glass into the façades for windows and doors. The rest of the façades would be of non-reflective plaster or stucco, with stone veneer accents, awnings, and other architectural details at the street level. With the exception of the proposed office buildings, less than 50 percent of building facades would incorporate glass or other reflective material that could cause glare effects on surrounding roadways or public areas. The proposed office buildings would incorporate curtain wall/ribbon glass systems on the upper stories. The exterior cladding materials of the office buildings would incorporate high performance glass coatings that would meet or exceed the 30-percent light reflectivity factor requirement per Section 142.0730(a) of the LDC. Therefore, no substantial glare effects would occur to motorists along adjacent roadways, on- and off-site public spaces, and on- and off-site residents.

Shading

A shadow analysis of the proposed buildings (Figure 5.3-13, *Shadow Study*) reveals that the buildings would cast shadows onto public spaces proposed internally within the project site and onto portions of Del Mar Heights Road and El Camino Real during various times of the year and day.

In the spring, the proposed community plaza, portions of Main Street, a portion of the project gateway at the northwestern corner of the site, and sections of the sidewalk, parkway, and road on the south side of Del Mar Heights Road would shaded in the morning. These on-site shadows would subside at noon, and afternoon shadows would occur on site at portions of the plaza at Main Street and Third Avenue, the drop-off/loading area near the office buildings, and portions of internal roadways. No shading from proposed on-site structures would occur at adjacent usable outdoor spaces during spring.

In summer, morning shadows cast by the office buildings would occur within the community plaza and small portions of the project gateway at the northwestern corner of the site, and small sections of the sidewalk and parkway on the south side of Del Mar Heights Road. Shadows at noon would be minimal and limited to very small areas at the northern building facades. During the afternoon, shadows would cast to the south and primarily would shade internal pedestrian walkways and small areas of El Camino Real. No shading from proposed on-site structures would occur at adjacent usable outdoor spaces during summer.

In the fall, shading effects would be similar to those in the spring identified above.

Shading effects would be the greatest during winter. In the morning, shadows from on-site structures would cast northward, covering most of the site interior, portions of both sides of Del Mar Heights Road, and onto portions the adjacent residences within the East Bluff development to the north. It is possible that portions of patio areas at approximately 10 homes would be shaded for a couple of hours in the morning during the winter months. By noon, these shadows would recede from the patios and would mostly occur on site with portions of the south side of Del Mar Heights Road remaining shaded. In the afternoon, shadows would extend eastward shading internal roadways, portions of El Camino Real, portions of El Camino Real, and portions of surface parking and buildings at the Del Mar Highlands Town Center. No shadows would extend onto outdoor useable areas at adjacent properties during the afternoon.

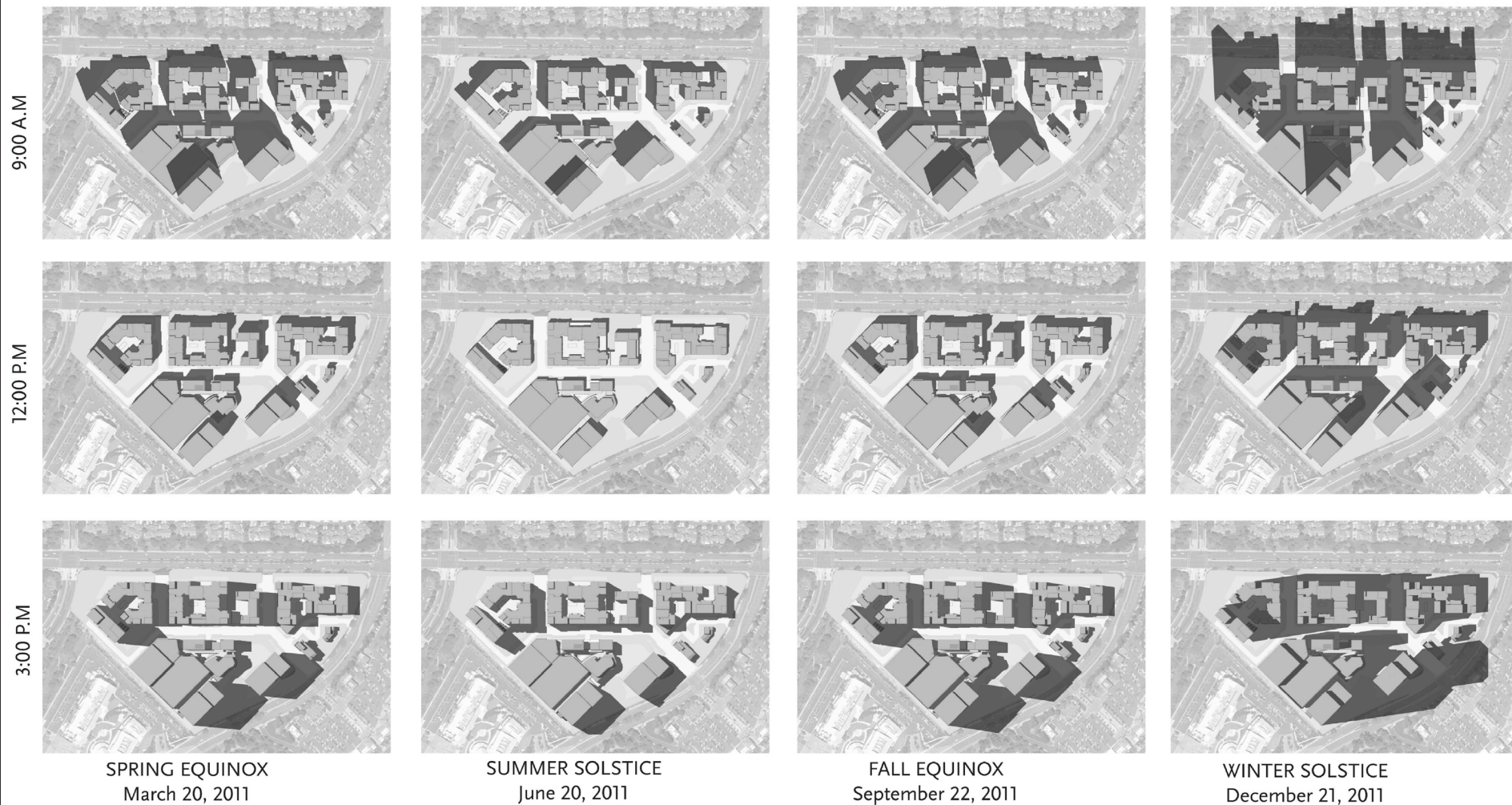
In summary, project shading effects at adjacent outdoor useable areas would be limited to portions of approximately 10 patios at residences within the East Bluff residential development across Del Mar Heights Road for a couple of hours during winter. Such effects would not substantially interfere with outdoor useable areas, particularly since (1) many of these patio areas are currently shaded by trees; (2) shading within the patios due to the project would occur in the morning during the winter months when weather conditions are most inclement in San Diego; and (3) the patio areas would remain useable. For these reasons, project shading effects would be considered less than significant.

Significance of Impact

No significant light, glare, or shading impacts would result from the proposed 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 (1) most of the proposed buildings would consist of less than 50 percent of potentially reflective materials, and (2) exterior cladding materials on the office structures (which would incorporate curtain wall/ribbon glass systems on the upper stories) would meet or exceed the 30-percent light reflectivity factor requirement of the LDC. In addition, no significant shading impacts would occur because the proposed buildings would not cast shadows that would extend onto adjacent outdoor useable spaces, with the exception of possibly 10 patio areas for a couple of hours in the morning during winter.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.



Source: Elkus/Manfredi Architects (2011)

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Shadow Study

ONE PASEO

Figure 5.3-13