

# VISUAL RESOURCES ANALYSIS

## 516 La Costa Avenue Project Encinitas, California

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## EXECUTIVE SUMMARY

The 516 La Costa Avenue Project (proposed “Project”) Visual Resources Analysis provides an evaluation of potential impacts of the proposed development on existing visual resources. The Project site is located in the community of Leucadia, within the City of Encinitas, California, in San Diego County.

The proposed Project consists of a 17-room boutique hotel with supporting amenities to be located on privately-held land. The Project requires approval from the City of Encinitas for a Site Plan and Minor Conditional Use Permit to allow for the construction, operation, and maintenance of the proposed use.

This report concludes the Project would not have a substantial adverse effect on a scenic vista, nor would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Additionally, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Lastly, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

For the above reasons, it was determined that the Project would not result in potentially significant impacts on visual resources and no mitigation measures are required or proposed.

# 1 INTRODUCTION

## 1.1 PURPOSE

The purpose of this Visual Resources Analysis is to assess the potential visual impacts of the 516 La Costa Avenue Project (proposed Project), determine the significance of any impacts relevant to the requirements of the California Environmental Quality Act (CEQA), and, if warranted, propose measures to avoid, minimize, or otherwise mitigate potential adverse impacts associated with Project implementation on the surrounding visual environment.

The Project proposes development of the subject site, located at 516 La Costa Avenue, with a 17-room boutique hotel and associated amenities; refer to Figure 1, Regional/Local Vicinity Map, and Figure 2, Aerial Photograph. The Project is intended to provide visitors to the area with new opportunities for vacation accommodations, and expanded options for such uses within the City of Encinitas.

## 1.2 KEY ISSUES

Key issues to be evaluated in this analysis are whether the Project has the potential to adversely impact existing aesthetic resources and/or the existing visual quality of the affected property and its physical and natural surroundings. Potential visual effects are considered from public roadways and other public vantage points in the vicinity of the project site. Considered herein are Project design attributes; the potential to remove, change, or add features within the visual landscape; and potential conflicts with applicable plans or policies relating to visual resources.

## 1.3 PRINCIPAL VIEWPOINTS TO BE COVERED

The proposed development would be potentially visible from a number of public vantage points within the Project area. The following key viewpoints and scenic vistas were evaluated herein to determine the Project's potential to substantially alter existing public views to the site or to adversely affect any scenic resources:

- Viewpoint 1: View from southbound Interstate 5 (I-5) along Batiquitos Lagoon entering Encinitas
- Viewpoint 2: View from La Costa Avenue traveling west near existing gas station entrance
- Viewpoint 3: View from La Costa Avenue traveling west approaching future Project entrance
- Viewpoint 4: View from La Costa Avenue traveling east approaching Project site
- Viewpoint 5: View from Sheridan Road/La Costa Avenue intersection
- Scenic Vista 1A: View from northeast corner of I-5 and La Costa Avenue
- Scenic Vista 1B: View from existing park-and-ride lot adjacent to northbound I-5
- Scenic Vista 2: View from northwest corner of I-5 and La Costa Avenue

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The proposed 516 La Costa Avenue Project site is located in the City of Encinitas, California, in San Diego County. The city is bordered to the south by Solana Beach and to the west by the Pacific Ocean. The City of Carlsbad borders Encinitas to the north and extends farther to the east, across Batiquitos Lagoon. Regional access to the Project site is via I-5 to westbound La Costa Avenue.

The subject site is located adjacent to and just north of La Costa Avenue, and approximately 270 feet west of the I-5 southbound off-ramp at La Costa Avenue and approximately 500 feet west of the southbound I-5 travel lanes. North Coast Highway 101, which runs north-south through Encinitas, intersects with La Costa Avenue approximately 0.5 mile to the west of the Project site. The North Coast Highway 101/La Costa Avenue intersection is one of the northern “gateways” into the Encinitas community. The Pacific Ocean lies approximately 0.6 mile to the west of the site.

The property is composed of a single parcel, totaling approximately 1.2 acres (gross). The County Assessor Parcel Number (APN) is 216-030-48. Refer to Figure 1, Regional/Local Vicinity Map, and Figure 2, Aerial Photograph.

### 2.2 PROJECT DESCRIPTION

The proposed Project requires approval from the City of Encinitas for a Site Plan, along with other discretionary approvals, to allow for the construction, operation, and maintenance of a new boutique hotel located on privately owned lands. The Project would consist of a 17-room boutique hotel offering 5 guest units and 12 bungalow rooms. Additional amenities proposed include a spa deck, pool, and full service public bar and restaurant with an outdoor dining area. The restaurant would service hotel guests as well as members of the public. Access to the site would be provided by a single, unsignalized driveway off of La Costa Avenue. On-site landscaping and parking improvements are also proposed.

The proposed hotel and associated uses would be accommodated within a mixture of single-story and two-story structures. The structures would total approximately 12,434 square feet, including the hotel office/lobby, hotel units, and restaurant/bar, among other amenities. Maximum building height would be 30 feet (proposed restaurant). A total of 41 on-site surface parking spaces are also proposed.

Table 2-1, Proposed Land Use Plan, provides a breakdown of the proposed uses on-site. The proposed improvements are shown on Figure 3, Proposed Land Use Plan; Figures 4A to 4C, Elevations; Figure 5A, Conceptual Landscape Plan; and Figures 8 to 15, which provide “before” and “after” images of the Project site and the proposed development.

**TABLE 2-1**  
**PROPOSED LAND USE PLAN**

Proposed Use	Area (in Square Feet)	
Deck -Units	2,161	
Lobby	184	
Restaurant	890	
Bar	191	
Kitchen	451	
Outdoor Dining	345	
Restroom - Women	43	
Restroom - Men	50	
Hotel Office	269	
Hotel Office Mezzanine	179	
Hotel Service	159	
Spa Lounge	1,845	
Spa	933	
Circulation - Interior	100	
Circulation - Exterior	5,312	
Trash	185	
Parking	17,375	
Landscape	16,452	
Unit No.	Name	Area (in Square Feet)
Unit 1	Unit C	642
Unit 2	Unit C	642
Unit 3	Unit C	642
Unit 4	Unit C	642
Unit 5	Unit C	642
--	<i>Subtotal</i>	<i>3,210</i>
Unit 8	Unit B	957
Unit 11	Unit B	957
Unit 14	Unit B	957
Unit 17	Unit B	957
--	<i>Subtotal</i>	<i>3,828</i>
Unit 6	Unit A	360
Unit 7	Unit A	360

**TABLE 2-1, CONTINUED**

Unit No.	Name	Area (in Square Feet)
Unit 9	Unit A	360
Unit 10	Unit A	360
Unit 12	Unit A	360
Unit 13	Unit A	360
Unit 15	Unit A	360
Unit 16	Unit A	360
--	<i>Subtotal</i>	<i>2,880</i>
Total Unit Gross		9,918

Source: The Brown Studio, August 2021

## 2.3 GRADING

The subject property slopes gently to the north. The majority of the Project site is generally flat with an elevation of approximately 70 feet above mean sea level; however, steep slopes are present in the northern/northeastern portions of the site.

Minor grading is required to prepare the site to accommodate the proposed building pad(s) and for drainage purposes and would not substantially change existing views across the site from surrounding off-site public vantage points. Proposed grading for the Project (in cubic yards, or c.y.) is estimated as follows:

- Cut: 2,060 c.y.
- Fill: 900 c.y.
- Export: 1,160 c.y.
- Maximum vertical depth of cut: 4.7 feet
- Maximum vertical height of fill: 3.2 feet

## 2.4 LIGHTING AND GLARE

The location, type of lighting, and lighting specifications for all external lighting proposed are identified on the Exterior Lighting Plan prepared for the Project; see Figure 5B, Conceptual Lighting Plan. Limited Project lighting would be installed on-site for purposes of security and to allow for circulation and access during nighttime hours. Low-level lighting would consist of a variety of bollards, floor lights, wall sconces, exterior recessed can lights, landscape floodlights, and step lights. All proposed exterior lighting fixtures would be cut off, shielded, and/or directed downward to minimize the potential for glare or spillover onto adjacent ownerships or public streets. All exterior lighting proposed for the Project would be required to conform to City Municipal Code requirements for the VSC zone (Chapter 30.20, Commercial Zones).

## 2.5 SIGNAGE

The Project proposes a single monument sign at the entrance driveway to identify the hotel use. Refer to Figure 11, Viewpoint 4 (Visual Simulation), which provides a visual simulation of the proposed signage.

Signage proposed with the Project would utilize a simple, clear type face. All proposed on-site signage would be in conformance with the City Municipal Code (Section 30.60.100, Nonresidential Permanent Sign Standards). Further, all signage components would be designed and installed in conformance with existing zoning regulations pertaining to size, height, lighting, materials, and type face restrictions to ensure compatibility with the existing character along the La Costa Avenue corridor. Signage would be illuminated externally during the nighttime hours.

## 2.6 ACCESS/CIRCULATION

Construction access to the site would be from La Costa Avenue. Construction truck traffic would occur on designated truck routes and/or major streets (e.g., I-5, La Costa Avenue). Traffic resulting from construction activities would be temporary and may occur along area roadways as workers and materials are transported to and from the Project site. Prior to the issuance of a grading/building permit, the Project applicant would be required to prepare a Traffic Construction Mitigation Plan, as appropriate, to ensure that circulation on affected roadways is not disrupted and that public safety is maintained.

Minor improvements are required to provide a 24-foot-wide access drive along La Costa Avenue; refer to Figure 3, Proposed Land Use Plan. No other off-site improvements (e.g., turn lanes) for access or circulation are required or proposed. On-site circulation would occur via the paved parking drive/surface parking area, on-site walkways, and a pedestrian pathway proposed in the northern portion of the site that would offer views toward the Batiquitos Lagoon.

## 2.7 WALLS/FENCING

As illustrated on the development plans prepared for the project, a maximum 6-foot-high screen fence/wall is proposed along the majority of the western and eastern property boundaries. A maximum 6-foot-high sound wall constructed of a concrete masonry unit (CMU) base topped with glass is proposed along the perimeter of the restaurant/pool deck area in the northern portion of the site interior for purposes of noise control and public safety. Additionally, various retaining walls ranging from approximately 1 foot to 3 feet, 3 inches in height are proposed within the interior of the site and would generally not be visible from off-site locations.

Wooden fencing (6-foot maximum) with a CMU base is also proposed within the interior of the site in the vicinity of the pool area for safety purposes. Additionally, a 6-foot high (maximum) fence is proposed along a portion of the southern boundary to be constructed of a CMU wall base with vertical (black) steel post fencing to support Project signage.

## 2.8 LANDSCAPING

Ornamental landscaping is proposed along the Project frontage on La Costa Avenue to screen views into the site from adjacent uses and/or public roadways and to visually blend the development into the

surrounding neighborhood. On-site, landscaping would be planted to visually enhance the proposed development and provide limited green space(s). All proposed landscaping would occur in accordance with City landscaping design guidelines and would be subject to the City's design review process. Refer to Figure 5A, Conceptual Landscape Plan, and Figures 9 to 11, which provide an illustrative view of how the proposed landscaping would appear from off-site public vantage points; all proposed landscaping modeled in the visual simulations prepared for the Project is shown at an approximate 5-year level of maturity. Conditions of approval for the Project would require that Project landscaping be installed consistent with that shown on the Conceptual Landscape Plan, as adopted.

## 2.9 GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

The Project site is zoned Visitor-Serving Commercial (VSC) and the General Plan land use designation is also VSC. The proposed hotel use is a permitted use under the current VSC zone. The proposed restaurant use (alcohol serving) is a permitted use in the VSC zone with City approval of a minor conditional use permit, pursuant to City Municipal Code Section 30.09.010, Zoning Use Matrix. No changes to either the existing General Plan land use or zoning are proposed or required with the Project to allow for development of the site with the hotel use.

Similarly, surrounding lands to the east of the site are zoned VSC. To the southeast/south/southwest, and west, lands are zoned R3 (Residential 3), which allows for a maximum density of three single-family detached residential dwelling units per acre (DU/AC) and a minimum lot size of 14,500 net square feet. The I-5 right-of-way (under the jurisdiction of Caltrans) adjoins the Project site to the north, and therefore, such lands are not zoned by the City.

General Plan land use policy designations to the west and south of the Project site include R3 (Residential 3) which allows for single-family residential development at a density of 2.01 to 3.0 DU/AC. Lands directly to the east are designated as VSC. The I-5 right-of-way (under the jurisdiction of Caltrans) adjoins the Project site to the north, and therefore, land use designations are not assigned by the City.

## 2.10 REGULATORY FRAMEWORK

### State of California Guidelines

The Project is subject to environmental review pursuant to CEQA, in conformance with applicable regulatory guidelines established by the City of Encinitas. Appendix G of the CEQA Guidelines states that a project has the potential for a significant impact if it would:

- a) Have a substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including, but not limited to: trees, rock outcroppings, and historic buildings within a state scenic route;
- c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or,

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area.

In addition, CEQA Section 15064(b) states “the significance of an activity may vary with the setting ... an activity which may not be significant in an urban area may be significant in a rural area.” This statement is applicable to the determination of the significance of a visual effect for the Project.

## *State*

### California Scenic Highway Program

The State of California adopted a Scenic Highway Program (Streets and Highways Code Section 260 et seq.) to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas adjacent to highways. The scenic designation is based on the amount of natural landscape visible by motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist’s enjoyment of the view.

The North Coast Highway 101 corridor, approximately 0.5 miles west of the site, is not a designated state scenic highway. However, the entire 935-mile route of Highway 101, which is part of an international highway extending from Mexico to Canada, was designated as a state historic highway in 1998. Additionally, I-5 is designated as an eligible state scenic highway from its intersection with State Route 74 (SR 74) in San Juan Capistrano in Orange County to its intersection with SR 75 in the City of San Diego.

### California Coastal Act

The California Coastal Act protects coastal resources, assists local governments in implementing coastal planning and regulatory powers, and controls construction along the state’s 1,100 miles of shoreline through the issuance of coastal development permits (CDPs). Under the act, local governments are encouraged to adopt Local Coastal Programs (LCP) within their jurisdictions. An LCP consists of a Land Use Plan (LUP) with goals and regulatory policies as well as a set of implementing ordinances. Even if a local government has an approved LCP, the California Coastal Commission (CCC) occasionally retains jurisdiction over some lands and continues to issue permits in those “retained jurisdictional” areas.

## *Local*

### City of Encinitas General Plan

The City’s General Plan includes background information, goals, and policies aimed at the protection and maintenance of community character and aesthetic resources (which incorporate goals and policies of the City’s LCP). As indicated in the City’s General Plan Resource Management Element, La Costa Avenue and Highway 101 are designated by the City as scenic roads. Relevant goals and policies are listed below.

### Circulation Element

**GOAL 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30251)**

Policy 4.1: Design roads to enhance scenic areas. (Coastal Act/30251)

- Policy 4.2: Promote and encourage roadside and median landscaping. (Coastal Act/30251)
- Policy 4.10: Develop street lighting standards, where appropriate, consistent with neighborhood/community character and night sky viewing.
- Policy 4.11: Keep street lighting, curbs, and gutter requirements consistent with individual neighborhood character.
- Policy 4.12: Encourage undergrounding of utilities within street rights-of-way and transportation corridors. (Coastal Act/30251)

Land Use Element

- GOAL 1:** Encinitas will strive to be a unique seaside community providing a balance of housing, commercial light industrial/office development, recreation, agriculture and open space compatible with the predominant residential character of the community.
- GOAL 3:** To assure successful planning for future facilities and services, and a proper balance of uses within the city, the City of Encinitas will establish and maintain a maximum density and intensity of residential and commercial uses of land within the City which will:
- a) provide a balance of commercial and residential uses which creates and maintains the quality of life and small-town character of the individual communities; and
  - b) protect and enhance the City's natural resources and indigenous wildlife.
- GOAL 6:** Every effort shall be made to ensure that the existing desirable character of the communities is maintained.
- GOAL 7:** Development in the community should provide an identity for the City while maintaining the unique identity of the individual communities. (Coastal Act/30253)
- GOAL 9:** Preserve the existence of present natural open spaces, slopes, bluffs, lagoon areas, and maintain the sense of spaciousness and semirural living within the I-5 View Corridor and within other view corridors, scenic highways and vista/view sheds as identified in the Resource Management Element. (Coastal Act/30240/30251)
- Policy 9.2: Encourage retention of buffer zones such as natural vegetation or earth barriers, bluffs, and canyons to protect adjacent areas of freeway corridor from pollutants of noise, exhaust, and light.
- Policy 9.5: Discourage development that would infringe upon scenic views and vistas within the I-5 corridor.

Resource Management Element

**GOAL 3:**        **The City will make every effort possible to preserve significant mature trees, vegetation and wildlife habitat within the Planning Area.**

Policy 3.6:        Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.

**GOAL 4:**        **The City, with the assistance of the State, federal, and regional agencies, shall provide the maximum visual access to coastal and inland views through the acquisition and development of a system of coastal and inland vista points. (Coastal Act/30251)**

Policy 4.5:        The City will designate “Scenic/Visual Corridor Overlay” areas within which the character of development would be regulated to protect the integrity of the Vista Points according to the following criteria (Coastal Act/30251/30253):

- Critical viewshed areas should meet the following requirements:
  - extend radially for 2,000 feet (610M) from the Vista Point; and
  - cover areas upon which development could potentially obstruct, limit, or degrade the view.
- Development within the critical viewshed area should be subject to design review based on the following:
  - building height, bulk, roof line and color and scale should not obstruct, limit or degrade the existing views;
  - landscaping should be located to screen adjacent undesirable views (parking lot areas, mechanical equipment, etc.

Policy 4.6:        The City will maintain and enhance the scenic highway/visual corridor viewsheds (Coastal Act/30251).

Policy 4.8:        The City will designate Scenic/Visual Corridor Overlay and scenic highway viewshed areas as illustrated on the Visual Resource Sensitivity Map (Figure 3) (Coastal Act 30251).

Policy 4.9:        It is intended that development would be subject to the design review provisions of the Scenic/Visual Corridor Overlay Zone for those locations within Scenic View Corridors, along scenic highways and adjacent to significant viewsheds and vista points with the addition of the following design criteria:

- Road Design
  - Type and physical characteristics of roadway should be compatible with natural character of corridor, and with the scenic highway function.

- Development Design
  - Building and vegetation setbacks, scenic easements, and height and bulk restrictions should be used to maintain existing views and vistas from the roadway.
  - Off-site signage should be prohibited and existing billboards removed.
- Development should be minimized and regulated along any bluff silhouette line or on adjacent slopes within view of the lagoon areas and Escondido Creek.
- Where possible, development should be placed and set back from the bases of bluffs, and similarly, set back from bluff or ridge top silhouette lines; shall leave lagoon areas and floodplains open, and shall be sited to provide unobstructed view corridors from the nearest scenic highway.
- Development that is allowed within a viewshed area must respond in scale, roof line, materials, color, massing, and location on site to the topography, existing vegetation, and colors of the native environment (Coastal Act/30251/30253).

### City of Encinitas Municipal Code

As part of the City's Municipal Code, the Zoning Regulations (Title 30) are used as an implementation mechanism for achieving the goals, objectives, and policies identified in the General Plan. While the General Plan land use designations provide basic criteria and guidelines for future development in the city, specific development standards are included in the Zoning Regulations to better define such guidelines. The land use designations identified in the General Plan Land Use Element correspond to the boundaries of one or more zoning districts identified on the City's Zoning Map (i.e., specific plan areas).

### Special Purpose Overlay Zones

Special Purpose Overlay Zones, as defined in Chapter 30.34.080 of the Municipal Code, include the Coastal Bluff Overlay Zone, the Hillside/Inland Bluff Overlay Zone, the Floodplain Overlay Zone, the Cultural/Natural Resources Overlay Zone, the Agricultural Overlay Zone, the Public Facilities Overlay Zone, the Specific Plan Overlay Zone, and the Scenic/Visual Corridor Overlay Zone.

The Project site is located within the Scenic/Visual Corridor Overlay Zone. Relevant policies from the Resource Management Element (4.5, 4.8, and 4.9) are listed above.

### Local Coastal Program (LCP)

The Coastal Act calls for the identification and preservation of significant viewsheds in the Coastal Zone. Section 30251 of the Coastal Act states that "the scenic and visual qualities of the coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas." According to the past actions

and precedents set by the CCC, the primary concern of this section of the Coastal Act is the protection of ocean and coastal views from public areas (highways, parks, beach access ways, viewpoints, etc.).

Approximately two-thirds of Encinitas is located in the Coastal Zone and falls under CCC jurisdiction. As stated above, in accordance with the Coastal Act, the City has adopted and implements an LCP, which is incorporated into its General Plan as well as into provisions of the Municipal Code and various specific plans. Those policies of the General Plan relevant to the LCP are identified with shaded text throughout the document. The goals and policies of the LCP are intended to protect, maintain, and enhance the Coastal Zone environment; ensure balanced utilization and conservation; maximize public access to and along the coast; prioritize coastal-dependent and related development; and encourage coordinated state and local initiatives to implement beneficial programs and other educational uses. Any project in the Coastal Zone is subject to review by the City and/or the CCC.

The Project site lies within the Coastal Zone (appealable). The City's approval of a CDP will be required as part of the discretionary review process.

## 3 VISUAL ENVIRONMENT OF THE PROJECT

### 3.1 PROJECT SETTING

#### Surrounding Land Uses

The City of Encinitas is generally highly urbanized within the coastal areas, and supports more suburban type development the further one travels east of I-5. The Project area lies within the community of Leucadia, one of five designated communities in the City of Encinitas. Encinitas was incorporated in 1986 and joined together the communities of New Encinitas, Old Encinitas, Cardiff-by-the-Sea, Olivenhain, and Leucadia to create a single city. The “coastal communities (Leucadia, Old Encinitas, and Cardiff) have an eclectic and unique character and share similar development patterns, with a beachfront orientation and a focus on the Highway 101 corridor. One of the major contributors to the eclectic style of the coastal communities is the variety of architectural styles. The buildings generally take elements from a specific architectural style or period but do not always follow one style consistently. The mixture of styles from lot to lot creates a distinctive style and character” (City of Encinitas 2016).

As noted previously, North Coast Highway 101 lies approximately 0.5 miles west of the Project site and serves as a major north-south gateway into the City of Encinitas. La Costa Avenue, which forms the southern boundary of the site, serves as a major east-west roadway providing access from I-5 to Highway 101 and other areas of the City. La Costa Avenue generally supports single-family residential uses, with limited multifamily and commercial uses near the western end near Highway 101 and the eastern end within proximity to I-5; refer to Figures 1 and 2. Development along the roadway generally consists of smaller-scale residential and commercial uses of varying heights and architectural styles.

The Project site is bordered by steep slopes to the north/northeast, with Batiquitos Lagoon and I-5 further to the north/east. An existing commercial gas station operates adjacent to the east of the site. Across La Costa Avenue and further to the southeast/south/southwest are single-family residential uses. The property adjacent to the west formerly supported a number of greenhouses; the site was recently approved by the City for development of 48 single-family residential homes.

#### Project Site

The site is currently undeveloped and highly disturbed; no permanent structures are present on-site. The site is currently utilized as a tree trimming contractor’s maintenance yard and supports various landscaping materials and the storage of associated maintenance vehicles. The property supports some non-native grasses, with a mixture of non-native and native plants, with such plant communities associated with the California coastal chaparral forest and scrub province. A number of mature trees are also present on-site. Refer to Figure 2, Aerial Photograph, which shows existing on-site conditions.

The topography of the Project site is generally flat; the site slopes gently to the north. Average elevation across the site is approximately 70 feet above mean sea level. Approximately 1.1 acres of the property support slopes of less than 25 percent; 0.03 acres are slopes 25 percent to less than 40 percent; and 0.04 acres support slopes exceeding 40 percent. Steep slopes are present along the northern/northeastern boundary of the site.

The Project site lies within the Coastal Overlay Zone, regulated by the City's LCP, which incorporates land use plans for future development in the Coastal Zone, provisions of the City's Zoning Regulations, zone overlays for sensitive resources, and other implementing measures to ensure the protection of coastal resources. Projects within the Coastal Overlay Zone are subject to certain design restrictions for developing in the Coastal Zone (building height limits, retaining view corridors, maintaining coastal access, protection of coastal resources, etc.).

The site is also located within the City's Scenic/Visual Corridor Overlay Zone; refer to Figure 6, Scenic Resources. The General Plan Resources Management Element identifies a variety of scenic vista points, defines critical viewsheds, and identifies scenic roadways and scenic view corridors. I-5 in the vicinity of the Project site is identified as a Scenic View Corridor; La Costa Avenue between Highway 101 and El Camino Real in the vicinity of the Project site is designated as a scenic road (City of Encinitas 2016). The City's Resource Management Element requires the City to designate Scenic/Visual Corridor Overlay areas within which the character of proposed development is regulated to protect the integrity of the City's designated vista points.

### *Project Viewshed*

The viewshed is generally the area that is visible from an observer's viewpoint and includes the screening effects of intervening vegetation, topography, and/or physical structures. Viewsheds may occur from designated scenic viewpoints or from singular vantage points where an unobstructed view of visual components within the landscape exists. A viewshed is composed of such elements as topography and natural land features (e.g., hillsides, mountains) which may limit or restrict potential views, as well as other physical features within the landscape, such as buildings, vegetation, and water features. Potential visual impacts within a viewshed may be affected by the distance of the viewer from a site, the frequency and length of views, the personal perception of the viewer, and physical and/or atmospheric conditions at the time viewing occurs.

The proposed development would be intermittently visible from public viewpoints in the vicinity of the Project site. Within the surrounding viewshed, varied views of the site would largely occur from vehicles (or other modes of transit, such as bicycles) as passengers travel along La Costa Avenue and other roadways proximate to the site. Intermittent views may also occur from area roads at a distance to the north and east of the site (e.g., I-5 across Batiquitos Lagoon) and/or at higher elevations. However, the viewshed is generally limited to those properties in proximity to the Project site, as views from surrounding public vantage points (in particular to the south, west, and east of the site) would be restricted due to intervening vegetation, existing development, and similar elevational location (i.e., relatively flat viewing plane).

Additionally, critical viewsheds are defined in the City's General Plan Resource Management Element as those areas that extend radially for approximately 2,000 feet from designated vista points and cover areas upon which development could potentially obstruct, limit, or degrade the view. The Project site lies within an identified critical viewshed area (City of Encinitas 2016); refer to Figure 6, Scenic Resources.

### *Viewer Response*

Viewer response is based on both viewer sensitivity and exposure. These elements influence how a viewer may potentially respond to a change in the visual landscape, particularly with regard to development of a site from a generally undeveloped condition. Viewer response varies based on the type of viewer and the characteristics of the visual environment that would ultimately be affected (e.g., urban versus rural environment, established large-scale commercial area versus low-density residential uses).

### *Viewer Sensitivity*

Viewer sensitivity to a change in the visual environment can be influenced by a number of factors, including the awareness of the viewer, personal interest in a particular visual resource, and/or viewer activity during the time that views of a resource occur (e.g., vehicle driver versus passenger, active versus passive viewing). In addition, a community's goals or values can influence viewer sensitivity to a particular site, land area, or viewshed. Viewer sensitivity may vary between those people with a vested interest in a community (e.g., residents) versus those traveling through an area with little or no knowledge of the community or the existing visual landscape. Based on these conditions, viewer sensitivity can be assigned a value of low, moderate, or high.

### *Viewer Groups*

Viewer groups would mainly consist of individuals traveling in proximity to the Project site, in particular along I-5 and La Costa Avenue. Viewer groups are anticipated to consist of local residents and/or visitors traveling through the area viewing the subject site from surrounding public roads. Roadway users are primarily drivers and passengers in cars, trucks, and on motorcycles, as well as bicyclists and pedestrians. Additionally, existing residences located to the southwest/south/southeast along La Costa Avenue (and future planned residential uses to the west) would have views to the proposed development; however, impacts to private views are not considered significant under CEQA and thus are not evaluated.

### *Viewer Exposure*

Views to the Project vicinity from vehicles (or other modes of transportation) traveling along area roadways would vary due to distance (i.e., La Costa Avenue, various vantage points along I-5). Views to the site would generally be influenced by existing development, intervening vegetation, area topography, and the length of time the site is actually visible from a particular location along an area roadway. In determining the exposure of each viewer group, several factors are considered, including the number of viewers experiencing visual changes, duration of views, anticipated speed at which viewers would be traveling, and the relation of the viewer to the Project site. Table 3-1, Viewer Groups and Anticipated Exposure, summarizes the anticipated viewer groups and the potential viewing experience of each.

**TABLE 3-1**  
**VIEWER GROUPS AND ANTICIPATED EXPOSURE**

Anticipated Viewer Group	Number of Viewers	Approximate Distance to the Project Site	Anticipated Views	Quality of Existing View	Viewer Sensitivity	Duration of Viewer Exposure
Northbound I-5 Off-Ramp at La Costa Ave	Varies	Project site is 815 feet west of off-ramp (620 feet west of the northbound I-5 travel lanes)	Project site obscured from view	Low	Low	N/A
Southbound I-5 Off-Ramp at La Costa Ave	Varies	Project site is 270 feet west of off-ramp (500 feet west of the southbound I-5 travel lanes)	Project site obscured from view	Low	Low	N/A
La Costa Avenue (vehicles, bicyclists, pedestrians)	Varies	Adjacent to Project site	Direct views to site	Moderate	Moderate	Direct; estimated 5-10 seconds
Sheridan Road (vehicles, bicyclists, pedestrians)	Varies	Project site is 730 feet to the east	Limited/obscured	Low	Low	Varies; estimated 5-10 seconds
Residences to the southwest/south/southeast (private views)	Varies; not public views	Varies	Direct and limited/obscured views to site	Low - Moderate	Low - Moderate	Varies; average of 10 hours per day

### *Key Viewpoints Considered*

As stated, the Project would be intermittently visible from a number of public viewpoints in proximity to the subject site. In the viewshed, varied views of the Project site would largely occur from vehicles (or other modes of transit, such as bicycles or pedestrians) as they travel along area roadways (generally La Costa Avenue) in the Project vicinity. Views to the site from these streets would be influenced by existing intervening landscaping and development, as well as viewing angle and distance to the site. Views to the site from other area streets further to the west, south, and east would also be generally obstructed by intervening landscaping and development, and further reduced by similar viewing elevations as compared to the subject property (i.e., flat viewing plane).

Views of the site may also occur from surrounding properties (e.g., residential properties to the west, south, and east) and from the (future) residential development approved adjacent to the west of the site; however, such views are private and are not required to be analyzed per CEQA requirements. Figures 8 to 15 provide visual simulations of the proposed Project from the key public vantage points identified, which were selected with consideration for the degree of visibility of the Project elements as well as for the number of viewers that may experience the view. It should be noted that the proposed landscaping shown in the visual simulations prepared for the Project reflects an approximate 5-year level of maturity.

## 4 VISUAL IMPACT ASSESSMENT

### 4.1 GUIDELINES FOR DETERMINING SIGNIFICANCE

The CEQA Guidelines define “environment” to include “objects of...aesthetic significance (Section 15360).” The City of Encinitas has adopted the thresholds of significance identified in Appendix G of the CEQA Guidelines in order to assess potential impacts resulting from proposed development.

The following significance guidelines are intended to provide guidance in the evaluation of whether a significant impact to visual resources would occur as a result of project implementation. A project is generally be considered to have a significant effect if it would result in any of the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.2 DETERMINATION OF SIGNIFICANCE

#### 1) Would the project have a substantial adverse effect on a scenic vista?

The City’s General Plan Resource Management Element identifies a number of visual resources within the City’s boundaries that are considered to contribute to the scenic quality of the local Encinitas community, as well as the larger region. The Resources Management Element identifies scenic vista points, defines critical viewsheds, and identifies scenic roadways and scenic view corridors (City of Encinitas 2016); refer to Figure 6, Scenic Resources.

The City’s Resource Management Element requires the City to designate Scenic/Visual Corridor Overlay areas within which the character of proposed development is regulated to protect the integrity of the City’s designated vista points. Critical viewsheds are defined in the Resource Management Element as those areas that extend radially for approximately 2,000 feet from a vista point and cover areas upon which development could potentially obstruct, limit, or degrade the view. Several vista points have been identified within the Project area to the east of the site; the Project site lies within the vista point critical viewshed of these locations. Refer to Figure 6, Scenic Resources.

Additionally, the City’s General Plan Resource Management Element designates I-5 within the City of Encinitas and La Costa Avenue from Highway 101 east to El Camino Real as scenic roadways. The Project site lies within the scenic view corridor for I-5 and La Costa Avenue; refer to Figure 6. Development within these critical viewshed areas is subject to the overlay restrictions and to the City’s design review process to ensure that the architectural style and character of proposed structures and other improvements do

not conflict with the surrounding character, obstruct scenic views, or reduce the value of any scenic resource.

As part of the City's design review process, Project design characteristics such as building height, scale, building coverage, roofline, materials, color, and/or bulk may be evaluated to ensure that the proposed development does not limit or degrade existing views and that landscaping is used to screen undesirable views (City of Encinitas 2016). The Project has been designed in conformance with applicable Scenic/Visual Corridor Overlay restrictions and would not have a substantial adverse effect on a designated scenic vista. Potential Project effects on key public viewpoints within the surrounding viewshed are evaluated below; refer to Figure 7, View Location Map.

#### **Viewpoint 1: View from southbound I-5 along Batiquitos Lagoon entering Encinitas**

Key View 1 is the view looking southwest from the southbound lanes of I-5, near the La Costa Avenue off-ramp, just east of Batiquitos Lagoon; refer to Figure 8. Views from this location would mainly be experienced by passengers in vehicles traveling south along the roadway.

As seen in Figure 8, existing views from this vantage point would be of the southbound lanes of I-5 and the off-ramp at La Costa Avenue; the I-5 right-of-way to the west of the off-ramp; portions of Batiquitos Lagoon; and the steep bluffs which are located at a distance to the north/northeast of the Project site (refer also to Figure 2, Aerial Photograph). Mature vegetation is visible within the I-5 right-of-way and along the bluffs overlooking Batiquitos Lagoon. Aboveground utilities (streetlights) and highway signage are also present. Due to overall existing conditions and lack of scenic resources, visual quality of the view is considered to be low to moderate.

As illustrated in Figure 8, views of the proposed development are obscured due to elevational differences between the roadway and the site, the large slope which fronts onto I-5, and existing mature vegetation. Additionally, the Project site is set back a distance from the bluffs, further preventing views of the Project elements; refer to Figure 2. As the site is not visible from southbound I-5, the Project would not alter or otherwise affect existing views from this vantage point, and would not have a substantial adverse effect on a scenic vista. Therefore, no impact would occur.

#### **Viewpoint 2: View from La Costa Avenue traveling west near existing gas station entrance**

Key View 2 is the view looking west/northwest to the Project site from westbound La Costa Avenue; refer to Figure 9. Views from this location would mainly be experienced by passengers in vehicles, as well as bicyclists and pedestrians, traveling west along the roadway.

As shown in Figure 9, existing views from this vantage point would mainly be of the west- and eastbound lanes of La Costa Avenue, the existing gas station located adjacent to the Project site, and varying on- and off-site vegetation. Additionally, numerous aboveground utilities (streetlights and electrical lines) and roadway and commercial signage are also present. Due to overall existing conditions and lack of scenic resources, visual quality of the view from this public vantage point is considered to be low.

As illustrated in Figure 9, views from this location along La Costa Avenue would afford limited views of portions of the proposed development. Several of the hotel units located along the southeastern boundary would be visible in the middleground, at a distance from the viewer. However, intervening

development and existing vegetation would reduce visibility of the proposed structural elements within the landscape. Additionally, proposed nominal building heights limited to approximately 25 feet (for the units visible) would be respective of the character exhibited by residential and small-scale commercial uses in the surrounding area. Proposed landscaping along the La Costa Avenue frontage and within the Project site would further reduce the visibility of the proposed development from this viewpoint. As such, the Project would not substantially alter existing views from this vantage point, and a substantial adverse effect on a scenic vista would not occur. Therefore, impacts in this regard would be less than significant.

#### Viewpoint 3: View from La Costa Avenue traveling west approaching future Project entrance

Key View 3 is the view looking west/northwest to the Project site from westbound La Costa Avenue, near the eastern boundary of the subject property. Views from this location would mainly be experienced by passengers in vehicles traveling west along the roadway, with views also potentially being experienced by area bicyclists and/or pedestrians.

As shown in Figure 10, existing views from this vantage point would be of the west- and eastbound lanes of La Costa Avenue and the Project frontage along the roadway. Limited existing vegetation on-site and along the Project frontage is also visible, along with a number of aboveground utility lines and associated facilities. Although La Costa Avenue is identified as a scenic roadway within this area of the City, due to overall existing conditions and lack of scenic resources, visual quality of the view from this vantage point is considered to be low.

As illustrated in Figure 10, views from this location along La Costa Avenue would afford limited views of portions of the proposed development. Similar to Figure 9, several hotel units located along the southeastern boundary would be visible from this viewpoint, along with the proposed entry drive and Project landscaping. As stated, these units in the southern portion of the site, nearest to the roadway, would be limited to approximately 25 feet in height as designed to reflect the residential character and scale of the surrounding neighborhood. Landscaping would be planted within the interior of the property and along the Project frontage to visually screen the development from view from La Costa Avenue; such landscaping would continue to mature over time, thereby providing enhanced screening. Additionally, the Project proposes to underground the existing utility lines along the Project frontage to remove such elements from the visual setting, thus enhancing the view experienced along the roadway.

Although development of the site as proposed would change the existing setting from undeveloped/disturbed to a developed condition, the Project as designed is not anticipated to substantially degrade existing public views from this vantage point. No views to resources of scenic value, nor views to the Batiquitos Lagoon to the north are afforded from this viewpoint. Development of the site as proposed would therefore not have a substantial adverse effect on a scenic vista. Impacts in this regard would be less than significant.

#### Viewpoint 4: View from La Costa Avenue traveling east approaching Project site

Key View 4 is the view from La Costa Avenue looking north/northeast to the subject site from eastbound La Costa Avenue, near the central portion of the Project frontage. Views from this location would mainly be experienced by passengers in vehicles traveling east along the roadway, with views also being experienced by area pedestrians and/or bicyclists.

As shown in Figure 11, existing views from this vantage point would be of the west- and eastbound lanes of La Costa Avenue and the Project frontage along the roadway, as well as the existing gas station located adjacent to the east of the site. Existing vegetation on-site and along the Project frontage is also visible. Aboveground utility poles and associated facilities are also present. No views to Batiquitos Lagoon to the north are afforded from this vantage point. As no scenic resources are present, visual quality of views from this viewpoint is considered to be low.

As illustrated in Figure 11, this location along La Costa Avenue would afford limited views of the proposed development, including the hotels units in the eastern portion of the site. Views of portions of the hotel units and several bungalows would be experienced. Such units would range from approximately 23 feet to approximately 27 feet in height, thereby maintaining the smaller-scale residential character of the surrounding neighborhood. Additionally, portions of the proposed entry drive and surface parking would also be visible. As shown, on-site and perimeter landscaping would help to reduce the visibility of these Project elements within the visual setting; such landscaping would continue to mature over time, thereby providing enhanced screening. Additionally, the Project proposes to underground the existing utility lines along the frontage to remove such elements from the visual landscape and enhance views experienced along the roadway.

Project entry signage would also be visible from this vantage point. As stated previously, and as shown in Figure 11, the monument sign would be approximately 6 feet one inch in height (measured from ground surface) and integrated into the fencing to reflect other elements of the Project design, while respecting the residential character of the surrounding neighborhood. All Project signage would be designed and installed in accordance with applicable City regulations to ensure compatibility with the existing neighborhood character.

Although development of the site as proposed would change the existing setting from undeveloped/disturbed to developed, the Project as designed is not anticipated to substantially degrade existing views from this public vantage point. No views to resources of scenic value, nor views to the Batiquitos Lagoon to the north are afforded from this viewpoint. Development of the site as proposed would therefore not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

#### Viewpoint 5: View from Sheridan Road/La Costa Avenue intersection

Key View 5 is the view from the Sheridan Road/La Costa Avenue intersection, approximately 730 feet to the west of the Project site, looking north/northeast to the subject property. Views from this location would mainly be experienced by passengers in vehicles traveling along Sheridan Road, pausing at the intersection, and/or those traveling east along La Costa Avenue in the vicinity of Sheridan Road. Views may also be experienced by pedestrians and/or bicyclists traveling within the vicinity of Sheridan Road.

As shown in Figure 12, existing views from this vantage point would be of the west- and eastbound lanes of La Costa Avenue and limited views of existing development along the south side of the roadway. Views to the Project site from this vantage point are somewhat reduced due to distance, viewing angle, and intervening development and vegetation. Established vegetation can be seen along La Costa Avenue, screening views into various properties along the roadway which generally consist of single-family residential uses. A number of aboveground utility lines and associated facilities are visible. Due to existing

conditions and a lack of scenic resources, visual quality of the view from this public vantage point is considered to be low.

As illustrated in Figure 12, the proposed on-site structures would generally be obscured from view. Limited portions of the development and landscaping would be afforded; however, due to distance from the site, viewing angle, and length of time views would be afforded (i.e., vehicle stopped at intersection) the Project elements would not be readily visible within the visual landscape. Views to the site from this vantage point would be further reduced by traffic flows along La Costa Avenue in both directions, allowing for intermittent views to the east, toward the subject property. As shown in Figure 12, development of the subject property would not substantially alter or degrade existing views from this vantage point, nor would it have an adverse effect on any scenic vistas. Therefore, impacts in this regard would be less than significant.

#### Scenic Vista 1A: View from northeast corner of I-5 and La Costa Avenue

Scenic Vista 1A is the view looking west/northwest to the site from the intersection of La Costa Avenue and the northbound I-5 ramp. The Project site is located approximately 815 feet to the west of this vista point and is identified as being located within the critical viewshed of this vista point by the City's General Plan Resource Management Element; refer to Figure 6. Views from this location would mainly be experienced by passengers in vehicles traveling northbound on I-5 and exiting/entering the freeway at La Costa Avenue.

As shown in Figure 13, existing views from this vantage point are of portions of northbound and southbound I-5; the northbound I-5 on-ramp (just north of La Costa Avenue); the right-of-way just west of the I-5 southbound off-ramp at La Costa Avenue; and existing mature vegetation. Associated directional signage is also present within the visual setting. Due to existing conditions and a lack of scenic resources, visual quality of the view from this vantage point is considered to be low.

As illustrated in Figure 13, the proposed development would generally be obscured from view due to the generally level topography and similar elevation of the Project site relative to this vantage point, as well as intervening development and established vegetation; however, limited portions of the top of the structures would be visible. Due to distance from the Project site, viewing angle, and established intervening vegetation, development of the subject property would not substantially alter or degrade existing views from this public vantage point, nor would it have an adverse effect on this identified scenic vista, as demonstrated in Figure 13; only minor visual changes would occur to existing views as a result of Project implementation. As such, potential impacts are considered to be less than significant.

#### Scenic Vista 1B: View from existing park-and-ride lot adjacent to northbound I-5

Scenic Vista 1B is the view looking west to the site from the existing park-and-ride located adjacent to and just east of northbound I-5. The park-and-ride lot lies just north of La Costa Avenue; refer to Figures 7 and 14. The Project site is located approximately 775 feet to the southwest of this vantage point. Views from this location would mainly be experienced by passengers in vehicles traveling to and from the park-and-ride lot.

As shown in Figure 14, existing views to the site from this vantage point looking west/southwest would generally consist of limited views of the northbound and southbound I-5 travel lanes; slopes within the I-5 right-of-way west of I-5 near La Costa Avenue; and existing mature vegetation. It should be noted that the photograph shown in Figure 14 was taken from the northern end of the park-and-ride lot; views looking west from the southern end of the parking lot are generally obscured due to existing topography. No significant views offering high scenic value are afforded from the surface parking area, adjacent to this major interstate. As such, this scenic vista is considered to be of low quality.

The proposed development would generally be obscured from view from this viewpoint; however, limited portions of the top of the structures would be visible, along with proposed landscaping. Due to distance from the Project site; view location (adjacent to the freeway); and intervening mature vegetation, development of the Project site would not substantially alter or degrade existing views from this vantage point, as shown in Figure 14. As can be seen, only minor changes in existing views from this vantage point would result with Project implementation. As such, the Project would not have a substantial effect on this identified scenic vista. Impacts would be less than significant.

#### Scenic Vista 2: View from northwest corner of I-5 and La Costa Avenue

The Project site is located within the critical viewshed of one designated undeveloped vista point according to the City General Plan Resource Management Element (Scenic Vista 2); refer to Figure 6. Scenic Vista 2 is the view looking west/northwest to the Project site from the northwest corner of I-5 and La Costa Avenue. This vantage point is located approximately 270 feet to the east of the Project site.

As shown in Figure 15, existing views to the site from this vantage point looking west would generally consist of views of west- and eastbound La Costa Avenue; existing commercial development (gas station); overhead streetlights and utilities; roadway directional signage; and existing mature vegetation. No significant views offering high scenic value are afforded from this vista point; as such, this scenic vista is considered to be of low quality.

Pursuant to Policy 4.1 of the City General Plan, this vista point would only be acquired and developed as feasible; this vista point has not been acquired or maintained by the City. Additionally, adjacent projects such as a gas station and housing development have been established, hindering the view from this vantage point. Distance to the Project site, viewing angle, and intervening vegetation further limit views to the site from this location, as shown in Figure 15. Therefore, views from this vista point would not be adversely affected by the Project, and impacts would be less than significant.

In summary, due to the aforementioned criteria, the Project would have a **less than significant** effect on a scenic vista. No mitigation measures are required.

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

The Project site is situated on a coastal mesa bluff approximately 0.2 miles south of the current extent of Batiquitos Lagoon. No rock outcroppings are present on-site or on lands within the immediate area, largely due to existing development.

The Project site is not located along or in proximity to a state scenic highway. The property is located approximately 500 feet west of I-5 and approximately 0.5 miles east of North Coast Highway 101. Both highways offer restricted, intermittent views to the site from varying locations along the roadways; however, neither of these highways is designed as a state scenic highway in the site vicinity.

The subject site is undeveloped and highly disturbed. The property has been used for vehicle storage and as a supplementary nursery, supporting various planted and potted trees and shrubs, and therefore is not considered to be of high scenic value. The site supports some non-native grasses, with a mixture of non-native and native plants, with such plant communities associated with the California coastal chaparral forest and scrub province. A number of mature trees are present on-site and would be removed with Project implementation; however, such trees are not considered to be of scenic value, and their removal would not adversely affect the scenic quality of the site or its surroundings. Several Torrey Pines are present on-site and would remain with Project implementation.

Additionally, landscaping is proposed with the Project to enhance the visual appearance of the site once developed and to help screen views into the site from off-site public vantage points (i.e., La Costa Avenue); refer to Figure 5A, Conceptual Landscape Plan. As the newly planted landscaping matures over time, the visual appearance of the site would continue to be improved as it blends with the visual setting of mature trees in adjacent established neighborhoods.

The subject parcel and adjoining lands do not support designated landmarks or federally, state-, or locally designated historic resources. Based on the Cultural Resources Inventory and Evaluation prepared for the Project (ECORP 2019), one site (CA-SDI-603) was previously evaluated as eligible for listing on the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP). However, the portion of the resource that extends into the Project area does not retain integrity or convey such significance. Therefore, it was determined that the Project would not have a significant impact on site CA-SDI-603; however, recommendations for worker awareness training, archaeological monitoring, and the management of unanticipated discoveries are proposed.

The Project does not propose any off-site improvements, other than to provide access to the site from La Costa Avenue. Therefore, the Project would not affect on-site or off-site features having scenic value that may contribute to the visual character or image of the neighborhood or community. Although the Project would result in construction and operation of the proposed hotel facilities within the existing landscape, no significant visual resources either on-site or off-site would be removed, substantially altered, or otherwise affected as the result of Project implementation.

Additionally, the proposed use is allowed under the existing General Plan land use and zoning designations and is therefore consistent with land uses intended for the property by the City. Although development of the site with the proposed boutique hotel would change the on-site use from an undeveloped/disturbed to a developed condition, as described above, the site is not considered to be of high scenic value.

As such, the Project as proposed would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Impacts would be less than significant, and no mitigation is required.

- 3) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

According to Appendix G of the CEQA Guidelines, potential aesthetic impacts are evaluated differently based on whether a project is located in a non-urbanized or urban area. Per this threshold, projects located in non-urbanized areas would result in a significant aesthetic impact if the project substantially degraded the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points).

Projects located in urbanized areas would result in a significant aesthetic impact if a project would conflict with applicable zoning and other regulations governing scenic quality. Because the Project is located within an urbanized area of the City of Encinitas, the latter criteria is applied for analyzing potential effects of the proposed Project on aesthetic resources. Below is a discussion of the Project's consistency with key zoning and other regulations governing scenic quality of the subject site.

The Project site is situated adjacent to La Costa Avenue which is designated as a scenic roadway in the City's General Plan (City of Encinitas 1991). Although the Project would alter existing views of the subject site, such development would be consistent with the goals and policies defined in the General Plan; refer also to Table 4-1, below. Additionally, the Project would be subject to City review for conformance with design requirements identified in the Municipal Code for the VSC zone (i.e., for height, lot coverage, maximum square footage, etc.). No exceptions (i.e., height variance) to such standards are required for development of the Project as proposed.

Additionally, as the Project would influence future views to the Project site along La Costa Avenue, visual simulations have been prepared to reflect the proposed improvements, including sensitive Project design that reflects the existing small-scale residential character of the surrounding neighborhood in terms of height, scale, building materials, lot coverage, and other such features, as well as landscaping enhancements. Refer to Figure 7, View Location Map, and Figures 9 to 15 which show "before" and "after" views of the Project site. The visual simulations are intended to demonstrate Project consistency with applicable design and regulatory requirements aimed at maintaining the existing character of La Costa Avenue and providing for the long-term protection of the City's scenic resources and views.

#### City of Encinitas General Plan

Table 4-1 below provides a summary of relevant goals and policies from the General Plan that are applicable to the Project. A statement of consistency is provided to identify whether the Project as proposed would be in conformance with such goals and policies.

**TABLE 4-1**  
**PROJECT CONFORMANCE WITH GENERAL PLAN GOALS AND POLICIES**

Goal/Policy	Project Consistency
<b>City of Encinitas General Plan</b>	
<b>Circulation Element</b>	
GOAL 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area (Coastal Act/30251).	The Project does not propose improvements to La Costa Avenue, with exception of minor construction to provide for the main access drive. The Project would therefore not interfere with the City's intent to provide a circulation system that highlights the environmental and scenic amenities of the area.
Policy 4.1: Design roads to enhance scenic areas (Coastal Act/30251).	Refer also to the discussion above under Threshold 1 pertaining to scenic/visual resources. The Project has been designed in accordance with applicable City regulations for the VSC zone (i.e., building height, setbacks, etc.) to ensure ongoing protection of scenic resources and designated scenic views within the surrounding area. Additionally, the Project would be subject to the City's design review process to ensure that the architectural style and character of proposed structures and other improvements do not conflict with the surrounding character, obstruct scenic views, or reduce the value of any scenic resource.
Policy 4.2: Promote and encourage roadside and median landscaping. (Coastal Act/30251)	Refer to Figure 5A, Conceptual Landscape Plan, which illustrates the landscaping enhancements proposed for the Project. Ornamental landscaping would be planted along the Project frontage along La Costa Avenue, as well as within the interior of the property, to enhance the appearance of the development and to visually blend the Project into the existing visual setting.  As there is no median in La Costa Avenue in the vicinity of the Project site, no median landscaping is proposed.
Policy 4.10: Develop street lighting standards, where appropriate, consistent with neighborhood/community character and night sky viewing.	The Project would install limited nighttime lighting to allow for adequate access to the site, on-site circulation and public safety, and for identification purposes. All exterior lighting would conform to City of Encinitas lighting standards to ensure that no adverse effects on neighborhood/community character or dark skies results would result with Project implementation.
Policy 4.11: Keep street lighting, curbs, and gutter requirements consistent with individual neighborhood character.	The Project proposes improvements along La Costa Avenue to allow for the main access drive into the site. Any improvements occurring within the roadway right-of-way would be designed and constructed in conformance with City roadway design standards to maintain the existing character of the surrounding neighborhood.
Policy 4.12: Encourage undergrounding of utilities within street rights-of-way and transportation corridors. (Coastal Act/30251)	In conformance with Policy 4.12, the Project proposes to underground the utility lines that serve the Project site within the La Costa Avenue right-of-way. Refer also to

TABLE 4-1, CONTINUED

Goal/Policy	Project Consistency
	Figures 9 to 11 for "before" and "after" views of the Project site.
Land Use Element	
<p>GOAL 1: Encinitas will strive to be a unique seaside community providing a balance of housing, commercial, light industrial/office development, recreation, agriculture, and open space compatible with the predominant residential character of the community.</p>	<p>The Project proposes a 17-room boutique hotel which would provide new commercial hotel accommodations and opportunities within the City of Encinitas. The proposed use is allowed under the current General Plan land use designation of Visitor Serving Commercial (VSC) and zoning of Visitor Serving Commercial (VSC) and is therefore consistent with the intended vision for future development of the subject property.</p> <p>Additionally, the Project has been designed to reflect the existing character of surrounding single-family residential and small-scale commercial uses in the vicinity, and is consistent with applicable design regulations intended to guide the visual appearance of development on-site (i.e., building height, square footage, lot coverage, setbacks, landscaping, etc.).</p>
<p>GOAL 3: To assure successful planning for future facilities and services, and a proper balance of uses within the city, the City of Encinitas will establish and maintain a maximum density and intensity of residential and commercial uses of land within the City which will:</p> <ul style="list-style-type: none"> <li>a) provide a balance of commercial and residential uses which creates and maintains the quality of life and small-town character of the individual communities; and</li> <li>b) protect and enhance the City's natural resources and indigenous wildlife.</li> </ul>	<p>The proposed hotel is an allowed land use under the existing General Plan and zoning designations that apply to the Project site. Further, the Project has been designed in conformance with design regulations of the VSC zone to ensure that the City's intended character of the surrounding neighborhood is maintained.</p> <p>The Project site is currently highly disturbed and is generally used for vehicle storage, with various planted and potted trees and shrubs and a mixture of non-native grasses and native plants. No natural open space areas that support substantial indigenous wildlife are present on-site.</p>
<p>GOAL 6: Every effort shall be made to ensure that the existing desirable character of the communities is maintained.</p>	<p>The Project has been designed consistent with requirements of the VSC zone. The Project would be subject to the City's design review process to ensure consistency with applicable design requirements and to achieve the intended neighborhood character.</p>
<p>GOAL 7: Development in the community should provide an identity for the City while maintaining the unique identity of the individual communities.</p>	<p>Refer to the response to Goal 6, above.</p>
<p>GOAL 9: Preserve the existence of present natural open spaces, slopes, bluffs, lagoon areas, and maintain the sense of spaciousness and semirural living within the I-5 View Corridor and within other view corridors, scenic highways, and vista/view sheds as identified in the Resource Management Element.</p>	<p>The Project site lies approximately 0.2 mile south of the Batiquitos Lagoon, and is therefore distanced from this resource. The Project would not result in disturbance to the lagoon or the associated bluffs.</p> <p>No natural open space areas are present on-site, as the subject property is highly disturbed and generally utilized for landscaping storage and parking of maintenance vehicles. As discussed under Threshold 1 above, the Project is not anticipated to adversely affect the I-5 view corridor or other scenic vistas or viewsheds.</p>

TABLE 4-1, CONTINUED

Goal/Policy	Project Consistency
	Refer also to Figure 8, Viewpoint 1 (Visual Simulation); Figure 13, Scenic Vista 1A (Visual Simulation); Figure 14, Scenic Vista 1B (Visual Simulation); and Figure 15, Scenic Vista 2, which show views to the site from the I-5 corridor.
Policy 9.2: Encourage retention of buffer zones such as natural vegetation or earth barriers, bluffs, and canyons to protect adjacent areas of freeway corridor from pollutants of noise, exhaust, and light.	The Project is located to the south of the existing bluffs adjacent to the Batiquitos Lagoon and would therefore not affect such resources. The Project would not disturb any off-site area where earthen barriers, bluffs, or canyons are present, and is not anticipated to be adversely affected by pollutants such as noise, exhaust, or light due to distance from I-5 and intervening topography; refer also to Figure 8, Viewpoint 1 (Visual Simulation).
Policy 9.5: Discourage development that would infringe upon scenic views and vistas within the I-5 corridor.	Due to distance to the Project site, intervening development, and topographical differences, as well as sensitive Project design, the Project would not generally be visible from I-5. As such, the Project would not substantially obstruct or alter existing scenic views or vistas within the I-5 corridor. Refer also to Figure 8, Viewpoint 1 (Visual Simulation); Figure 13, Scenic Vista 1A (Visual Simulation); Figure 14, Scenic Vista 1B (Visual Simulation); and Figure 15, Scenic Vista 2, which show various existing and proposed views from along the I-5 corridor.
Resource Management Element	
GOAL 3: The City will make every effort possible to preserve significant mature trees, vegetation, and wildlife habitat within the Planning Area.	<p>The subject site is highly disturbed in character under current conditions; no permanent structures are present on the property. On-site vegetation generally consists of non-native grasses, along with a mixture of non-native and native plants, as well as a variety of planted and potted trees and shrubs.</p> <p>Several mature trees are present within the central and northern portions within the interior of the site that are proposed for removal to allow for Project implementation. However, none of these trees have been identified as Heritage Trees by the City, nor have they been identified as substantially contributing to the visual character of the site or surrounding area. Several Torrey Pines are present on-site and would remain with Project implementation.</p>
Policy 3.6: Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.	Refer to the response to Goal 3, above.
Policy 4.5: The City will designate "Scenic/Visual Corridor Overlay" areas within which the character of development would be regulated to protect the	The Project site is located within a designated "Scenic/Visual Corridor Overlay" area, and therefore, is subject to design standards intended for the protection of such resources; refer to Figure 6, Scenic Resources. The Project would be subject to the City's design review

TABLE 4-1, CONTINUED

Goal/Policy	Project Consistency
<p>integrity of the Vista Points according to the following criteria:</p> <ul style="list-style-type: none"> <li>• Critical viewshed areas should meet the following requirements: <ul style="list-style-type: none"> <li>– extend radially for 2,000 feet (610M) from the Vista Point; and</li> <li>– cover areas upon which development could potentially obstruct, limit, or degrade the view.</li> </ul> </li> <li>• Development within the critical viewshed area should be subject to design review based on the following: <ul style="list-style-type: none"> <li>– building height, bulk, roof line and color and scale should not obstruct, limit or degrade the existing views;</li> <li>– landscaping should be located to screen adjacent undesirable views (parking lot areas, mechanical equipment, etc.</li> </ul> </li> </ul>	<p>process to ensure conformance with design requirements and that the Project would not adversely affect any designated scenic resources or vistas. The Project has been designed in conformance with City requirements pertaining to building height, bulk, roof lines, and color and scale, and is not anticipated to obstruct, limit, or degrade existing public views. Further, landscaping is proposed to screen views into the site from off-site public vantage points (i.e., La Costa Avenue).</p> <p>Refer also to the discussion under Threshold 1, above, pertaining to scenic vistas.</p>
<p>Policy 4.6: The City will maintain and enhance the scenic highway/visual corridor viewsheds.</p>	<p>See the response to Policy 4.5, above. The Project has been designed to ensure that adverse visual effects on any designated scenic highways/visual corridor viewsheds are minimized and/or avoided. The Project has been designed in conformance with applicable City design regulations and is subject to the City's design review process to protect such resources for the long term.</p>
<p>Policy 4.8: The City will designate Scenic/Visual Corridor Overlay and scenic highway viewshed areas as illustrated on the Visual Resource Sensitivity Map (Figure 3) (Coastal Act 30251).</p>	<p>Refer to the response to Policy 4.5, above, and Figure 6, Scenic Resources.</p>
<p>Policy 4.9: It is intended that development would be subject to the design review provisions of the Scenic/Visual Corridor Overlay Zone for those locations within Scenic View Corridors, along scenic highways and adjacent to significant viewsheds and vista points with the addition of the following design criteria:</p> <ul style="list-style-type: none"> <li>• Road Design <ul style="list-style-type: none"> <li>– Type and physical characteristics of roadway should be compatible with natural character of corridor, and with the scenic highway function.</li> </ul> </li> <li>• Development Design <ul style="list-style-type: none"> <li>– Building and vegetation setbacks, scenic easements, and height and bulk restrictions should be used to maintain existing views and vistas from the roadway.</li> </ul> </li> </ul>	<p>Refer to the response to Policy 4.5, above, and Figure 6, Scenic Resources. The Project would be subject to the City's design review process to ensure continued protection of the surrounding viewshed and to ensure appropriate design relative to scale, roof lines, materials, color, massing, and location and consideration for existing on-site topography, vegetation, and colors of the native environment.</p> <p>The Project is located to the south of the existing bluffs adjacent to the Batiquitos Lagoon and would therefore not affect such resources. Development of the site would not affect any bluff silhouette lines within view of the lagoon.</p>

**TABLE 4-1, CONTINUED**

Goal/Policy	Project Consistency
<ul style="list-style-type: none"> <li>– Off-site signage should be prohibited and existing billboards removed.</li> <li>• Development should be minimized and regulated along any bluff silhouette line or on adjacent slopes within view of the lagoon areas and Escondido Creek.</li> <li>• Where possible, development should be placed and set back from the bases of bluffs, and similarly, set back from bluff or ridge top silhouette lines; shall leave lagoon areas and floodplains open, and shall be sited to provide unobstructed view corridors from the nearest scenic highway.</li> <li>• Development that is allowed within a viewshed area must respond in scale, roof line, materials, color, massing, and location on site to the topography, existing vegetation, and colors of the native environment. (Coastal Act/30251/30253).</li> </ul>	

### Coastal Overlay Zone

The City of Encinitas General Plan includes issues and policies related to California Coastal Act requirements; therefore, the City of Encinitas General Plan also serves as a Local Coastal Plan (LCP) guiding development within the City. The Project site lies within the Coastal Overlay Zone and requires a Coastal Development Permit to ensure conformance the California Coastal Act. Projects within the Coastal Zone Overlay are subject certain design restrictions for developing in the Coastal Zone (i.e., building height limits, retaining view corridors, maintaining coastal access, protection of coastal resources, etc.).

The Project has been designed in conformance with the requirements of the Coastal Overlay Zone to ensure the protection of coastal and scenic resources within the community. As described herein, the Project is not anticipated to restrict or affect any designated vista points within the City. As shown in the visual simulations prepared and discussed further above under Threshold 1, the Project would not adversely affect scenic views along the La Costa Avenue or I-5 scenic corridors. Additionally, the Project would not interfere with existing facilities along La Costa Avenue (sidewalk and bike lane) that would provide continued coastal access to the west of the subject site.

Thus, the Project is considered to be in conformance with the requirements of the LCP and Coastal Overlay Zone and is not anticipated to result in adverse effects on the scenic quality within the Project vicinity or the overall coastal zone. No conflict would occur.

### City of Encinitas Municipal Code

The Project site is currently zoned Visitor-Serving Commercial (VSC). The proposed hotel use is a permitted use under the current VSC zone. The proposed restaurant use (alcohol serving) is a permitted use in the VSC zone with City approval of a minor conditional use permit, pursuant to City Municipal Code Section

30.09.010, Zoning Use Matrix. No change to the existing zoning is proposed or required with the Project to allow for development of the site with the hotel use. The Project has been designed in conformance with applicable regulations of the VSC zone (building height, lot coverage, etc.); refer also to Figure 3, Proposed Land Use Plan, and Figures 4A to 4C, which illustrate architectural details of the Project as designed.

#### City of Encinitas Municipal Tree Ordinance (Ordinance 2017-02)

No trees defined as “Heritage Trees” of community significance per the City’s Tree Ordinance have been designated on-site. Most of the existing trees on the Project site are proposed to be removed as part of Project implementation.

Based on the City’s Tree Ordinance, removal of any City Trees by a development project requires a minimum 1:1 replacement tree of a type, size, and location to be determined by the City-approved arborist, if appropriate. However, as no protected City Trees occur on-site, replacement is not required as part of any adopted City regulation or plan.

#### Summary

The Project as proposed would result in a visual change in existing public views of the Project site. As designed, the Project would be consistent with the underlying zoning, design guidelines, and other applicable goals, policies, and regulations to ensure consistency with the existing visual character and protection of the aesthetic quality of the local setting. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

- 4) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

#### Light and Glare

Viewers looking to the site from public roads or private residential uses would have the potential to view the proposed structures and associated improvements. As such, the potential for the Project to result in lighting or glare effects that could detract from or contrast with the existing visual quality of the area does exist.

Artificial light during evening and nighttime hours emanates from building interiors and passes through windows, from street lighting for purposes of vehicular circulation and bike/pedestrian safety, and from other exterior sources (e.g., building illumination, security lighting, parking lot lighting, landscape lighting, and signage). The degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. Artificial light can be a nuisance to adjacent residential areas and diminish the view of the clear night sky. Residences and hotels are considered light sensitive, as occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces.

Daytime glare is common in urban areas and is typically associated with exterior facades largely or entirely comprising highly reflective glass. Glare can also occur during evening and nighttime hours with the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

The Project would install internal lighting to provide an adequate level of nighttime lighting for safe motorized and non-motorized circulation on-site and for purposes of public safety for occupants and visitors. Minimal lighting would be installed at the access driveway to identify the Project entrance and to provide safe ingress and egress. The Project would also include lighting within the on-site surface parking areas. In addition, exterior building lighting would be installed as safety lighting and as architectural detail on the hotel and pool area, and public amenity areas. Lighting would also be part of on-site signage for purposes of individual use identification and for directional and informational signage. Refer to Figure 5B, Conceptual Lighting Plan.

All lighting would be consistent with the City's lighting standards, which require low-level lighting to be directed downward to reduce potential light effects on adjacent properties. A Conceptual Lighting Plan has been prepared as part of the Project improvement plans; refer to Figure 5B. With conformance to City lighting design regulations, it is not anticipated that the Project would result in a significant impact with regard to new sources of nighttime lighting.

Additionally, the Project would not include the construction or installation of structures using highly reflective materials or surfaces that could otherwise create a new source of substantial glare adversely affecting daytime views in the area. Refer to Figures 4A to 4C, which depict the proposed Project elevations, including the types of construction materials and colors anticipated. The Project design also does not include large expanses of glass or high-gloss surface colors that would have the potential to cause substantial reflection and/or glare effects. Any metal surfaces integrated into the proposed building facades would be surfaced with non-reflective paint or otherwise treated (i.e., galvanized) to minimize or reduce the potential for glare to occur. Additionally, the Project would be subject to the City's design review process to ensure consistency with applicable design guidelines.

The Project would be designed to accommodate future installation of roof-mounted photovoltaic solar panels (see Roof Plan available under separate cover; The Brown Studio 2021). All such panels would be installed in conformance with City of Encinitas Fire Department and California Fire Code standards. Due to the nature of their intended function, photovoltaic solar panels are designed to be highly absorptive of incoming sunlight and are not anticipated to create substantial glare that would potentially affect area motorists or on- or off-site viewers. Therefore, future installation of solar panels would not contribute to a substantial glare effect.

The Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

## 4.3 CUMULATIVE IMPACT ANALYSIS

Figure 16, Cumulative Projects Map, identifies the projects considered for the cumulative analysis. A list of projects considered for the cumulative analysis is included in Table 4-2, Cumulative Projects, below. The cumulative study area was determined based upon the surrounding topography and potential views

to the site from off-site public locations. The study area limits generally encompass any surrounding slopes and ridgelines, with consideration for distance from the Project site. Viewers located on any downslopes away from the Project site would not have views of the Project. Additionally, locations at lower elevations in the Project vicinity may have varied and distant views to the site, but such views would be decreased by distance and intervening topographic conditions, as well as existing development and established vegetation. Table 4-2 provides a list of projects that have been approved within the last five years or that are currently being processed by the City of Encinitas Department of Planning Services (PDS) that are considered to have a potential to contribute to cumulative impacts on visual resources within the Encinitas area; refer also to Figure 16 for the cumulative project locations.

**TABLE 4-2**  
**CUMULATIVE PROJECTS**

Map Reference Number	Project Name	Project Number	Address	Notes
1	516 La Costa (Proposed Project)	18-188	516 La Costa Avenue	17-room Boutique Hotel
2	Weston Subdivision Project	15-222	510 La Costa Avenue	48 Single-Family Residential Units
3	Ponto Beachfront Village (Located in City of Carlsbad, CA)	2016-0002-MS	Vicinity of Carlsbad Boulevard/Avenida Encinitas	Mixed-use project consisting of 137 condominium units and 18,000 SF of retail space and restaurants
4	Surfer's Point	17-205	100 Carlsbad Boulevard	25-room Timeshare/Hotel Resort
5	Alila Marea Beach Resort	04-268	2100 N. Coast Highway 101	130-Room Hotel
6	—	Encinitas Housing Element AD 8	1967 N. Vulcan Avenue	Approximately 90 Multi-Family Units
7	Marea Village	Multi-003-780-2020	West side of N. Coast Highway 101 and 500 feet south of La Costa Avenue	Mixed-use project consisting of 30-room hotel, 96 Multi-Family residential units, and 18,261 SF of commercial/retail space.
7	Marea Village	Multi-003-780-2020	West side of N. Coast Highway 101 and 500 feet south of La Costa Avenue	Mixed-use project consisting of 30-room hotel, 96 Multi-Family residential units, and 18,261 SF of commercial/retail space.
8	—	17-152	1569 Lorraine Drive	1 Single-Family Residential Unit
9	—	17-280	1251 N. Vulcan Avenue	9 Multi-Family Residential Units
10	Kunzik Mixed-Use	17-197	740 N. Coast Highway 101	5 Multi-Family Residential Units
11	Hymettus Estates	13-187	378 Fulvia Street	9 Single-Family Residential Units
12	—	18-220	555 N. Vulcan Avenue	16 Multi-Family Residential Units

Source: Traffic Study - 516 La Costa Development. Prepared by Mazuta Traffic Consulting. 2021.

\* Project numbers correspond to locations identified on Figure 16, Cumulative Projects Map.

### Geographic Scope

The cumulative setting for aesthetics consists of existing and future uses within the Project's viewshed. The community of Leucadia generally offers an urbanized visual setting, particularly along the Highway 101 corridor. The City's General Plan and Municipal Code, in combination with other regulatory planning documents and ordinances, provide guidance for the types of allowable development in Encinitas, thereby influencing future land uses and the overall character at buildout.

The geographic scope for cumulative impacts related to aesthetic resources includes existing development and reasonably foreseeable future development projects. Such projects may be viewed in conjunction with the proposed Project from public roadways or public lands in the same surrounding viewshed and may therefore have the potential to contribute to an overall change in the existing visual setting. Cumulative projects considered are identified in Table 4-1 and shown in Figure 16.

### *Potential Cumulative Impacts*

The cumulative impact analysis focuses on whether the combination of the proposed Project with other cumulative projects would have a cumulative aesthetic impact on the local viewshed. The proposed Project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas or views, or substantial increases in daytime glare and nighttime lighting.

As previously indicated, the Resources Management Element of the City's General Plan identifies a number of scenic vista points, generally along the coastline, in proximity to the Project site. These scenic vistas include San Elijo and Kilkenny Street (Cardiff), Highway 101 north of La Costa Avenue, I-5 at La Costa Avenue (northwest and northeast), and the Encinitas Community Park Site; refer to Figure 6. Additionally, five scenic viewsheds are identified, three along the coastline (west ends of D Street, F Street, and J Street), one across Batiquitos Lagoon at the north end of the City (Oak View), and one across San Elijo Lagoon (southern end of the North Coast Highway 101 corridor).

Public views to or from any vista points would not be substantially affected by future development of the Project due to intervening development, topography, and distance. The Project site is identified as being within a "Vista Point Critical Viewshed" and within a Scenic/Visual Corridor Overlay area within which the character of proposed development is regulated to protect the integrity of the City's designated vista points. The Project has therefore been designed consistent with the Scenic/Visual Corridor Overlay restrictions and would be subject to the City's design review process to ensure that the architectural style and character of proposed structures and other improvements do not conflict with the surrounding character, obstruct scenic views, or reduce the value of any scenic resource.

Similarly, cumulative projects would be evaluated on a site-specific basis for relevance to any identified vista points, scenic resources, and other regulations pertaining to the protection of the City's scenic resources. Any development also located within the Scenic/Visual Corridor Overlay area would have the potential to combine with the Project to result in adverse effects on such resources. However, as stated above, the Project would not result in such impacts and, like other discretionary projects within the Scenic/Visual Corridor Overlay area would be subject to the City's design review process to avoid or minimize potential impacts to scenic resources. The Project is therefore not anticipated to contribute to a significant cumulative impact on a designated scenic vista.

Neither North Coast Highway 101 nor I-5 are designated state historic highways. The Project would not result in damage to any scenic resources, as no Heritage Trees, rock outcroppings, or historic buildings are present on-site. Other cumulative projects would be evaluated on a site-specific basis to determine if development proposed would contribute to a loss of such resources. The Project, along with other cumulative projects, would be subject to the requirements of the City Tree Ordinance (as applicable) for

the disturbance or removal of any Heritage or City Trees to ensure that the City's tree canopy is maintained for scenic value. With conformance to such regulations, the Project is not anticipated to contribute to a cumulative impact from substantial damage to scenic resources in this regard.

The viewshed in the Project vicinity is generally characterized by residential development, varied commercial uses, mature landscaping, and the I-5 corridor. As the Project proposes a relatively small-scale use similar to that in surrounding residential and commercial developments within the vicinity, the Project would not result in a substantial change to the affected viewshed. Rather, it is anticipated that through sensitive design, the Project would visually blend in with the surrounding residential neighborhoods and commercial uses when viewed in conjunction with existing development.

Furthermore, the height, mass, scale of the Project elements would be respective of the community character and in conformance with existing regulations. The degree to which the proposed building elements would be visible within the viewshed would further be reduced by proposed ornamental landscaping, as well as viewing angle, viewing distance and location, and viewer familiarity with the subject site (e.g., visitor versus local resident).

The Project would have the potential to combine with other cumulative projects within the viewshed and change the overall character or visual quality. Projects within the same viewshed as the Project may be subject to various zoning or regulatory requirements, based on location (i.e., within a Specific Plan boundary) or overlay zone for the protection of scenic quality. Such projects would be evaluated on a site-specific basis for consistency with applicable regulations and subject to City review to ensure that proposed design meets identified design guidelines and provides continued protection of on-site or off-site scenic resources and/or mitigate for any such impacts. As evaluated herein, the scale, height, and design of the Project would be consistent with the City's General Plan and Municipal Code, as well as requirements of the Coastal Zone and Scenic/Visual Corridor Overlay Zone. Thus, the Project is not anticipated to contribute to a significant cumulative impact relative to conflict with applicable zoning and other regulations governing scenic quality.

Other existing, approved, proposed, or reasonably foreseeable projects that could combine with the proposed Project to contribute to an increase in daytime glare or nighttime lighting would include residences and commercial uses in proximity to the Project site and in the surrounding area. Further, similar to the proposed Project, other cumulative projects considered would be subject to conformance with applicable City lighting and glare reduction requirements, including design measures identified in the Encinitas Municipal Code, to ensure that such development does not adversely affect daytime or nighttime views in the area or contribute to an adverse cumulative affect relative to skyglow.

All Project lighting has been designed in accordance with the City Municipal Code to ensure lighting levels are reduced to the level necessary for circulation and public safety, and to avoid adjacency effects resulting from spillover onto adjacent properties, and no materials or surfaces proposed would induce substantial glare effects. It is not anticipated that the Project would contribute to a significant cumulative impact relative to lighting and glare.

All cumulative projects in the vicinity of the proposed Project, and development of other future land uses in the surrounding viewshed, would be conditioned by the City's review process on a site-specific basis to avoid, reduce, and mitigate significant visual impacts, as applicable, relative to the proposed

improvements. In combination with other cumulative projects and with development of other future land uses in the surrounding area, the Project would not result in a significant impact to scenic vistas, damage scenic resources on the Project site, conflict with measures for the protection of scenic resources, or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the Project's contribution to a cumulative impact on aesthetic resources is considered less than cumulatively considerable.

#### 4.4 SUMMARY OF PROJECT IMPACTS AND SIGNIFICANCE AND CONCLUSIONS

This Visual Resources Analysis was prepared to provide an evaluation of potential Project impacts on existing visual resources within the Encinitas community. The Project site is located within an urbanized area within the City and is currently undeveloped and highly disturbed. However, a number of resources having scenic value (e.g., scenic view roads/corridors and scenic vista points along La Costa Avenue and I-5) have been identified by the City within the Project vicinity, and therefore, have the potential to be adversely affected by future development of the subject site.

Partial and/or direct views to the Project site would occur intermittently from several public roads within the area, including La Costa Avenue and I-5. However, the degree to which the Project elements would be visible within the visual landscape would be influenced by distance from the subject site, viewing angle, intervening development and mature vegetation, and other such factors. To reduce the potential visibility of the proposed structural elements, the Project has been designed to incorporate such measures as perimeter landscaping for screening purposes (e.g., along the La Costa Avenue frontage), use of muted colors and materials, conformance with required building setbacks and maximum building height, and sensitive architectural design features to reduce the visibility of the Project components within the visual landscape and ensure that the potential degree of change to views of the site experienced from surrounding public vantage points (and private properties) is reduced to the extent feasible. Based on the evaluation provided herein (refer to Chapter 4.0, Determination of Significance), the Project as designed would not have a substantial adverse effect on a scenic vista. Impacts in this regard would be less than significant.

The Project site is currently undeveloped and highly disturbed. As proposed, the Project would not substantially damage any scenic resources on-site including, but not limited to, designated landmarks, historic resources, or rock outcroppings, as no such features are present on-site or in the surrounding area. Impacts resulting with Project implementation would therefore be less than significant.

The Project is an allowed use on the subject site under the existing VSC zoning and VSC General Plan land use designations. The proposed restaurant use (alcohol serving) is a permitted use in the VSC zone with City approval of a minor conditional use permit. No changes to either the existing General Plan land use or zoning are proposed or required with the Project to allow for development of the site with the hotel use. Further, the Project has been design in conformance with applicable regulations for the VSC zone (e.g., building height, setbacks, etc.). The Project would be subject to the City's design review process, as well as approval of a Coastal Development Permit as it lies within the Coastal Zone. Project implementation would adhere to all such discretionary requirements to ensure that the Project remains consistent with the and that the Project would not adversely affect the City's visual resources or

established character. The Project would not result in an inconsistency with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

The Project would install minimal nighttime lighting to ensure safe motorized and non-motorized circulation on-site and for purposes of public safety for occupants and visitors. All Project lighting would be designed and installed consistent with the City's lighting standards, which require low-level lighting to be directed downward to reduce potential light effects on adjacent properties. A Lighting Plan has been prepared as part of the Project improvement plans to demonstrate that on-site lighting levels would meet City requirements. Additionally, the Project would not include the construction or installation of structures using highly reflective materials or surfaces that could create a new source of substantial glare adversely affecting daytime views, nor are large expanses of glass or high-gloss surface colors that would have the potential to cause substantial reflection and/or glare effects proposed. Therefore, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

For the above reasons, it was determined that the proposed Project would not result in a potentially significant impact on visual resources within the Encinitas community. As such, no mitigation measures are required.

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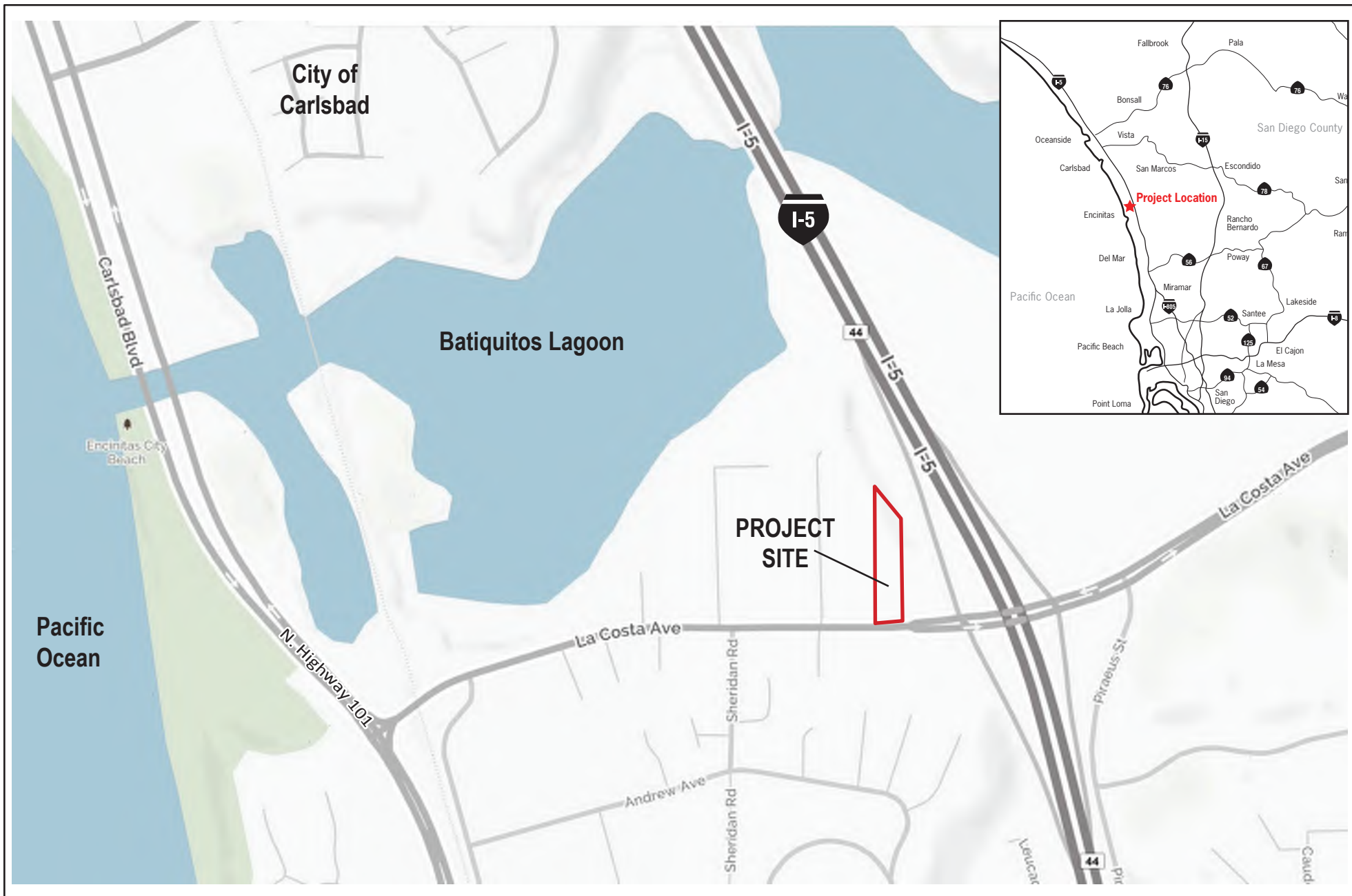
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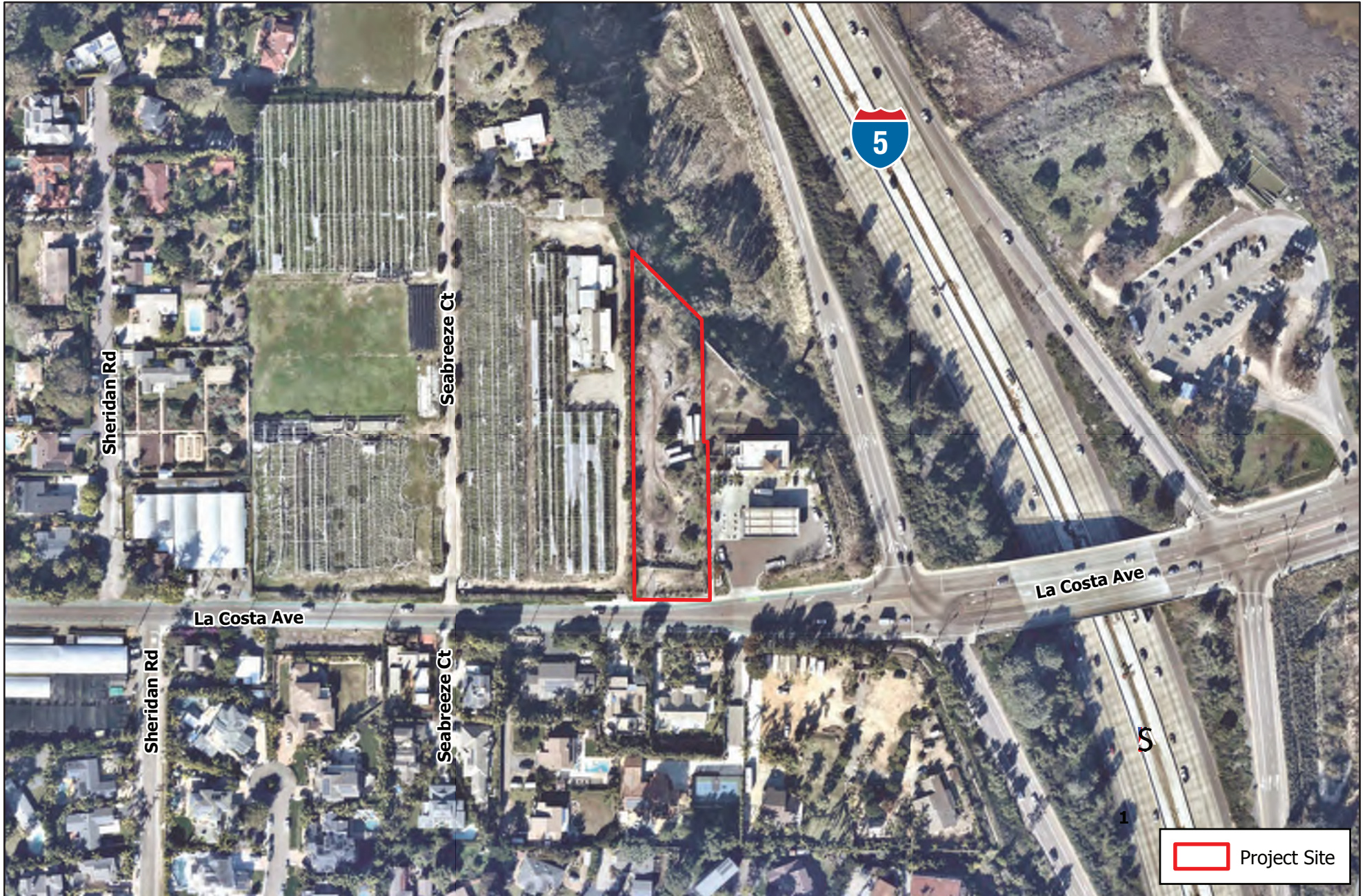
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Senior Environmental Planner

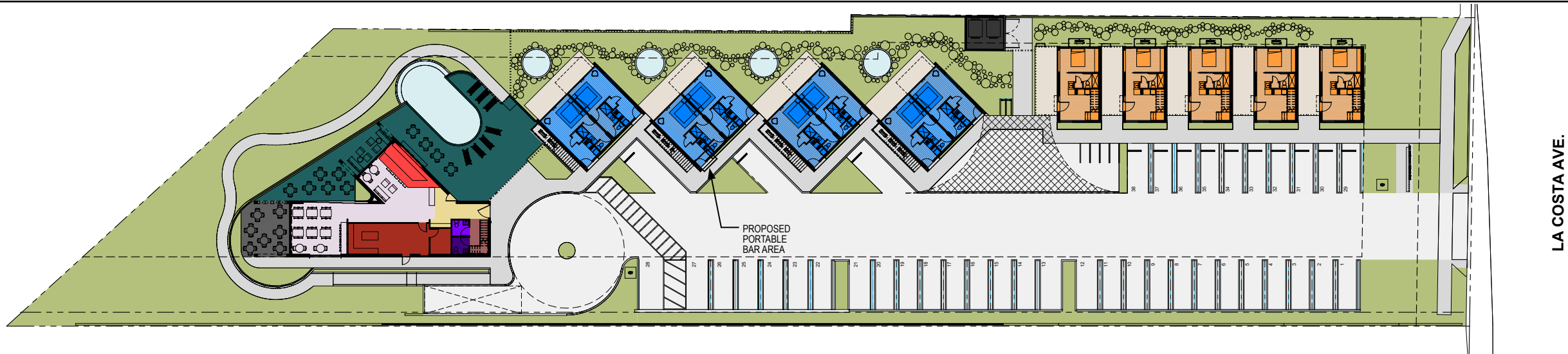
*Primary Author - Visual Resources Analysis*



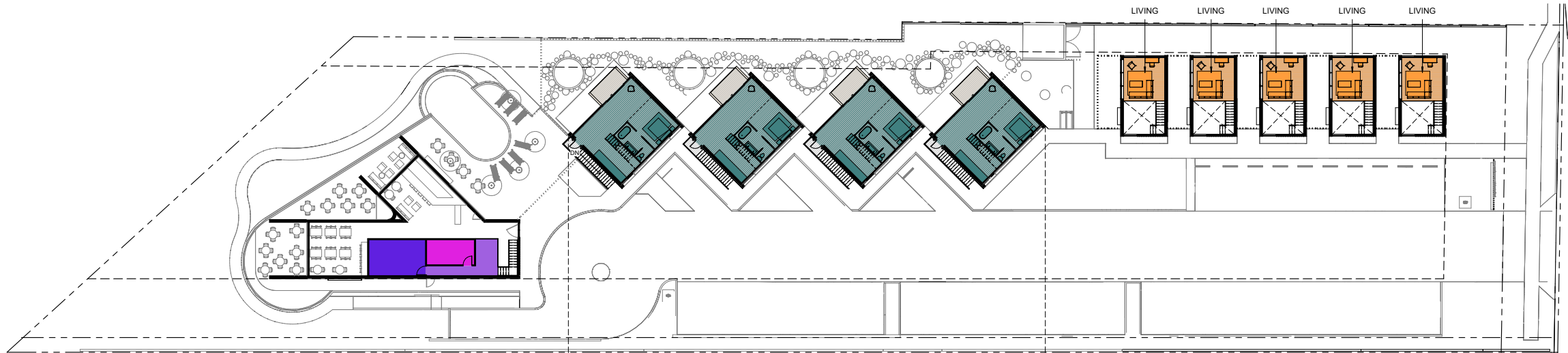
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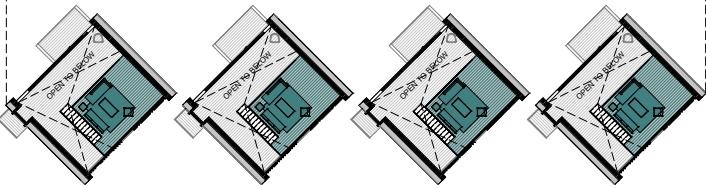
1 AREA DIAGRAM - LEVEL 1



2 AREA DIAGRAM - LEVEL 2

AREA LEGEND

BAR	RESTAURANT
CIRCULATION-EXTERIOR	RESTROOM-MEN
CIRCULATION-INTERIOR	RESTROOM-WOMENS
DECK - UNITS	SPA
HOTEL OFFICE	SPA LOUNGE
HOTEL OFFICE MEZZANINE	TRASH
HOTEL SERVICE	UNIT A
KITCHEN B.O.H	UNIT B
LANDSCAPE	UNIT C
LOBBY	
OUTDOOR DINING	
PARKING	



3 LOFT LEVEL

LANDSCAPE AREAS

LANDSCAPE	16,452 SF (32%)
-----------	-----------------

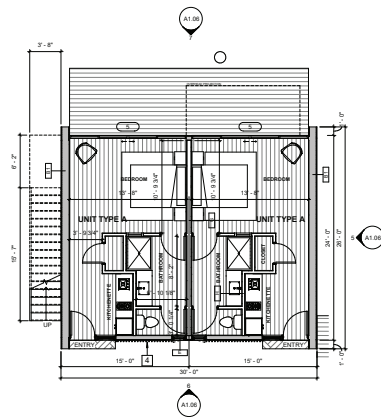
AREA CALCULATIONS

GENERAL		AREA
NAME	AREA	
DECK - UNITS	2,161 SF	
LOBBY	184 SF	
RESTAURANT	890 SF	
BAR	191 SF	
KITCHEN B.O.H	451 SF	
OUTDOOR DINING	345 SF	
RESTROOM-WOMENS	43 SF	
RESTROOM-MEN	50 SF	
HOTEL OFFICE	269 SF	
HOTEL OFFICE MEZZANINE	179 SF	
HOTEL SERVICE	159 SF	
SPA LOUNGE	1,845 SF	
SPA	933 SF	
CIRCULATION-INTERIOR	100 SF	
CIRCULATION-EXTERIOR	5,312 SF	
TRASH	185 SF	
PARKING	17,375 SF	
LANDSCAPE	16,452 SF	

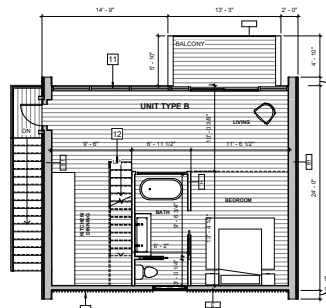
ROOMS			AREA
No.	NAME		
UNIT 6	UNIT A		360 SF
UNIT 7	UNIT A		360 SF
UNIT 9	UNIT A		360 SF
UNIT 10	UNIT A		360 SF
UNIT 12	UNIT A		360 SF
UNIT 13	UNIT A		360 SF
UNIT 15	UNIT A		360 SF
UNIT 16	UNIT A		360 SF
			2,880 SF
UNIT 8	UNIT B		957 SF
UNIT 11	UNIT B		957 SF
UNIT 14	UNIT B		957 SF
UNIT 17	UNIT B		957 SF
			3,828 SF
UNIT 1	UNIT C		642 SF
UNIT 2	UNIT C		642 SF
UNIT 3	UNIT C		642 SF
UNIT 4	UNIT C		642 SF
UNIT 5	UNIT C		642 SF
			3,210 SF
TOTAL UNIT GROSS			9,918 SF

TOTAL PROJECT GROSS	12,434 SF
*NO OUTDOOR AREAS INCLUDED	

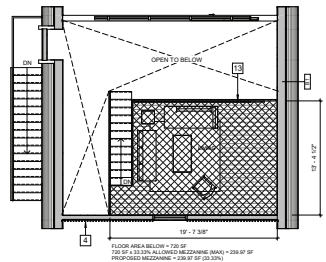
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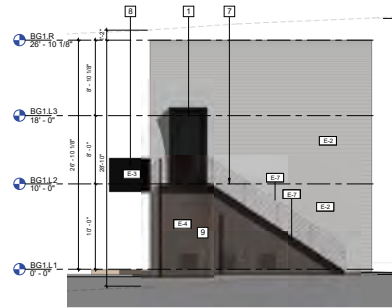
1 ENLARGED BUNGALOW A - LEVEL 1 - TYP.



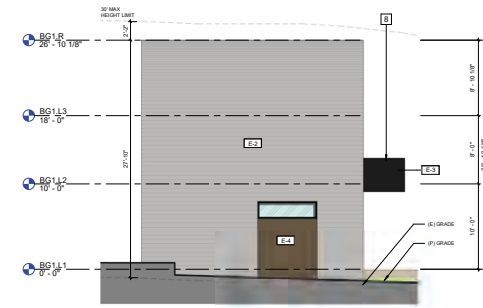
2 ENLARGED BUNGALOW A - LEVEL 2 - TYP.



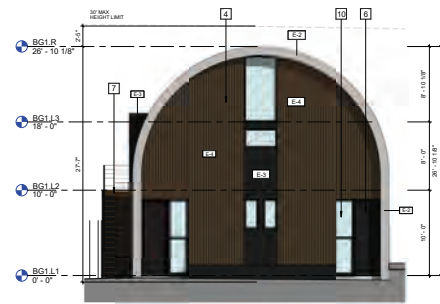
3 ENLARGED BUNGALOW A - LOFT LEVEL 2 - TYP.



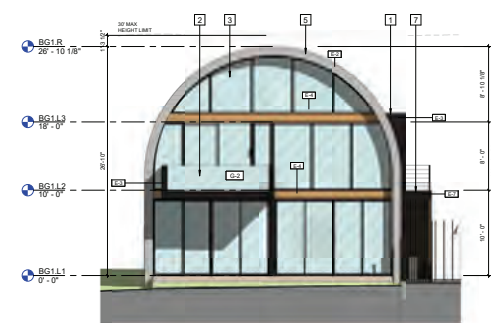
4 BUILDING 2 - WEST ELEVATION



5 BUILDING 2 - EAST ELEVATION



6 BUILDING 2 - SOUTH ELEVATION



7 BUILDING 2 - NORTH ELEVATION

#### KEYNOTES

- 1 DORMER ENTRY
- 2 GLASS GUARD RAIL
- 3 CUSTOM GLAZING
- 4 WOOD LATTICE WALL CLADDING
- 5 BARREL ROOF
- 6 UNIT ENTRY DOOR
- 7 STAIR ACCESS TO UPPER LEVEL UNIT
- 8 BALCONY
- 9 WOOD SCREEN MECHANICAL EQUIPMENT BEYOND
- 10 WINDOW
- 11 CUSTOM GLAZING
- 12 STAIR TO LOFT AREA
- 13 MEZZANINE GUARDRAIL

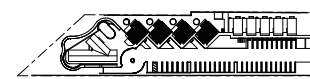
#### WALL LEGEND

- EXTERIOR**
- TYPE A - WOOD STUD / METAL WALL CLADDING
- TYPE B - WOOD STUD / CONCRETE WALL CLADDING
- TYPE C - WOOD STUD / CONCRETE WALL CLADDING
- TYPE D - WOOD STUD / WOOD WALL CLADDING
- TYPE E - WOOD STUD / WOOD WALL CLADDING LATTICE
- TYPE F - WOOD STUD / METAL WALL CLADDING LATTICE
- INTERIOR**
- TYPE G - WOOD STUD / DEMISING WALL DOUBLE GYP BOARD
- TYPE H - WOOD STUD / GYP BOARD

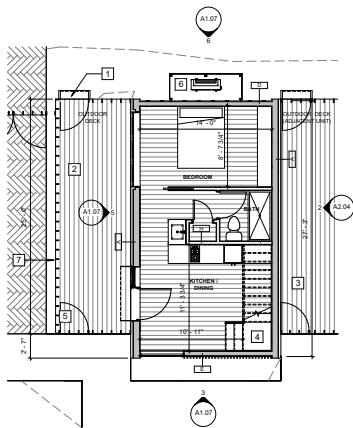
#### MATERIAL LEGEND

- E-1 EXTERIOR METAL WALL/ROOF GLAZING
- E-2 CONCRETE CLADDING COLOR: GREY
- E-3 EXTERIOR METAL WALL PANEL/BREAK METAL PAINTED BLACK
- E-4 NATURAL WOOD ELEMENTS, STAINED: ANTIQUE OAK
- E-5 EXPOSED CMU BOND STACK, COLOR: NATURAL WITH PUMICE (WARM TONE)
- E-6 CONCRETE RETAINING WALL WARM COLOR FINISH
- E-7 STEEL TACK STRINGER PAINTED BLACK
- E-8 STEEL FENCE PAINTED BLACK
- FL-1 CONCRETE PERVIOUS PAVERS
- FL-3 EXTERIOR WOOD FLOORING

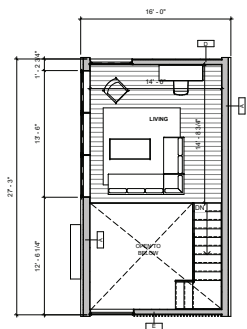
#### KEY PLAN



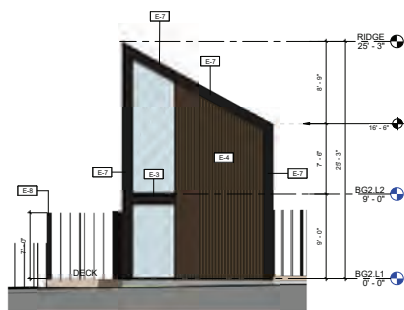
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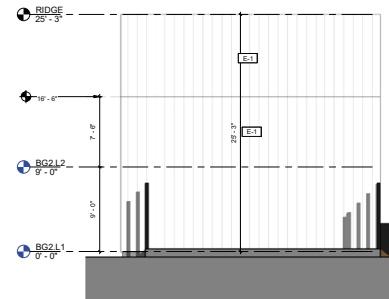
1 BUNGALOW B - ENLARGED FLOOR PLAN LEVEL 1



2 BUNGALOW B - ENLARGED FLOOR PLAN LOFT



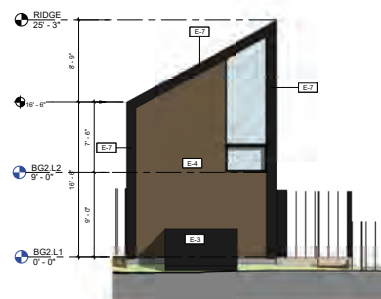
3 UNIT C - ELEVATION - WEST - TYP.



4 UNIT C - ELEVATION - SOUTH - TYP.



5 UNIT C - ELEVATION - NORTH - TYP.



6 UNIT C - ELEVATION - EAST - TYP.

## KEYNOTES

1	ACCESS TO PRIVATE SIDE YARD
2	PRIVATE OUTDOOR DECK
3	PRIVATE OUTDOOR DECK
4	STAIR TO LOFT AREA
5	UNIT GATE ACCESS
6	MECHANICAL EQUIPMENT (SCREENED)
7	VERTICAL STEEL FENCE

## WALL LEGEND

### EXTERIOR

TYPE A	WOOD STUD / METAL WALL CLADDING
TYPE B	WOOD STUD / CONCRETE WALL CLADDING
TYPE C	WOOD STUD / CONCRETE WALL CLADDING
TYPE D	WOOD STUD / WOOD WALL CLADDING
TYPE E	WOOD STUD / WOOD WALL CLADDING LATTICE
TYPE F	WOOD STUD / METAL WALL CLADDING LATTICE

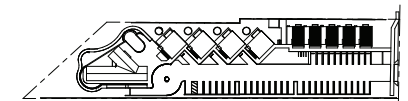
### INTERIOR

TYPE G	WOOD STUD / DEMISING WALL DOUBLE GYP BOARD
TYPE H	WOOD STUD / GYP BOARD

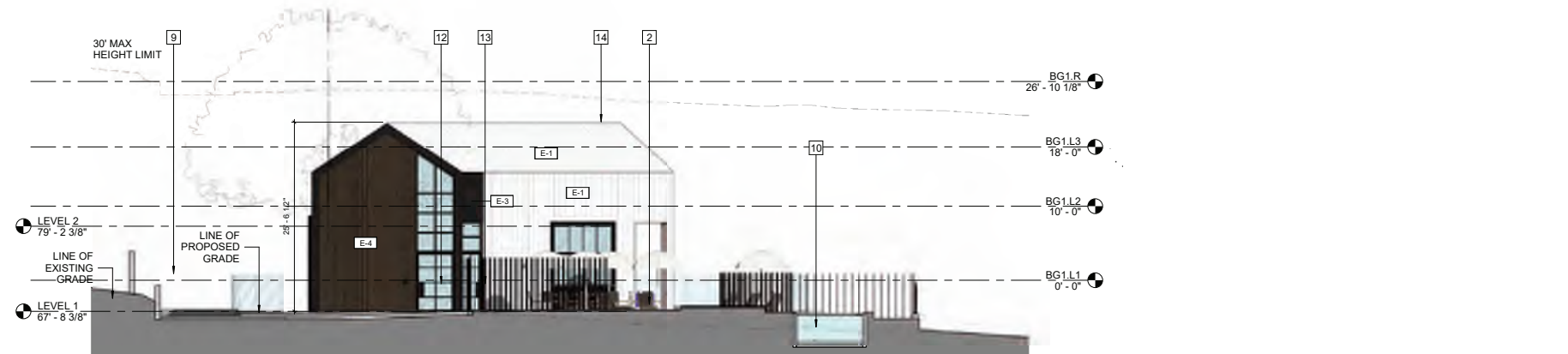
## MATERIAL LEGEND

E-1	EXTERIOR METAL WALL/ROOF CLADDING
E-2	CONCRETE CLADDING, COLOR: GREY
E-3	EXTERIOR METAL WALL PANEL/BREAK METAL, PAINTED BLACK
E-4	NATURAL WOOD ELEMENTS, STAINED: ANTIQUE OAK
E-5	EXPOSED CMU, BOND STACK, COLOR: NATURAL WITH PUMICE (WARM TONE)
E-6	CONCRETE RETAINING WALL, WARM COLOR FINISH
E-7	STEEL FACIA/STRINGER, PAINTED BLACK
FL-1	CONCRETE PERVIOUS PAVERS
FL-3	EXTERIOR WOOD FLOORING

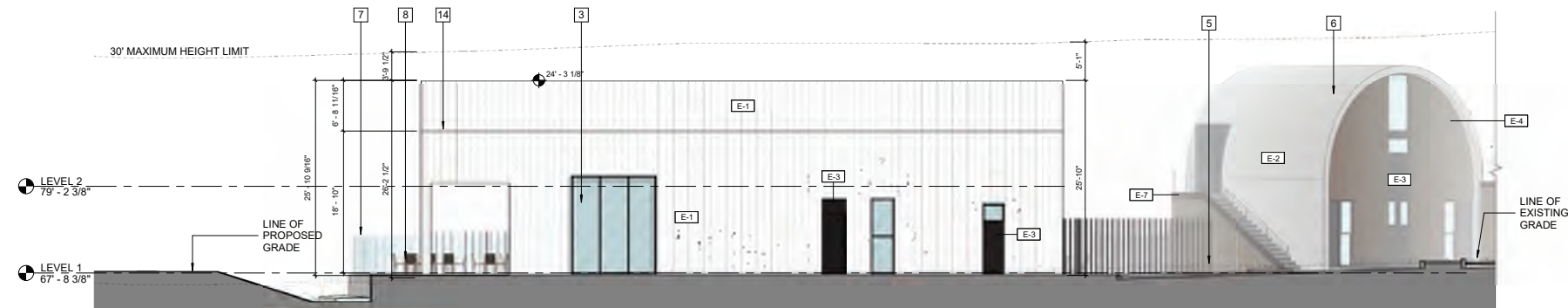
## KEY PLAN



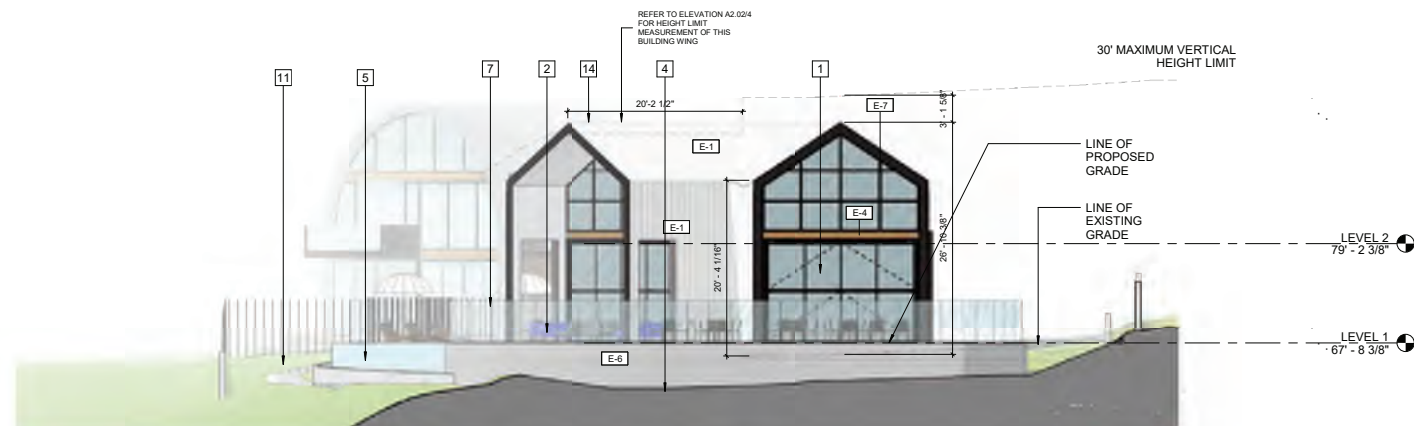
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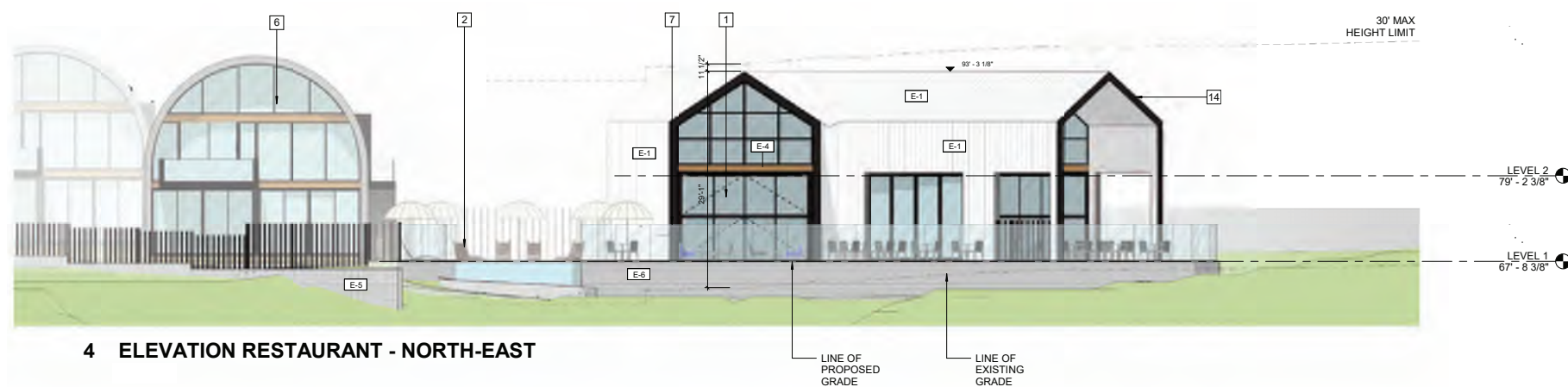
1 ELEVATION RESTAURANT - SOUTH



2 ELEVATION RESTAURANT - WEST



3 ELEVATION RESTAURANT - NORTH



4 ELEVATION RESTAURANT - NORTH-EAST

## KEYNOTES

- 1 FLIP UP WINDOW SYSTEM
- 2 PATIO DECK AREA
- 3 STOREFRONT SYSTEM
- 4 BIOPIT AREA
- 5 SPA INFINITI EDGE
- 5 VEHICLE TURNAROUND AREA
- 6 BUNGALOW "A" BEYOND
- 7 SOUND WALL
- 8 OUTDOOR DINING AREA
- 9 TRASH ENCLOSURE
- 10 SPA
- 11 WALKING TRAIL
- 12 LOBBY ENTRY
- 13 FENCE
- 14 EXTENDED ROOF COVER

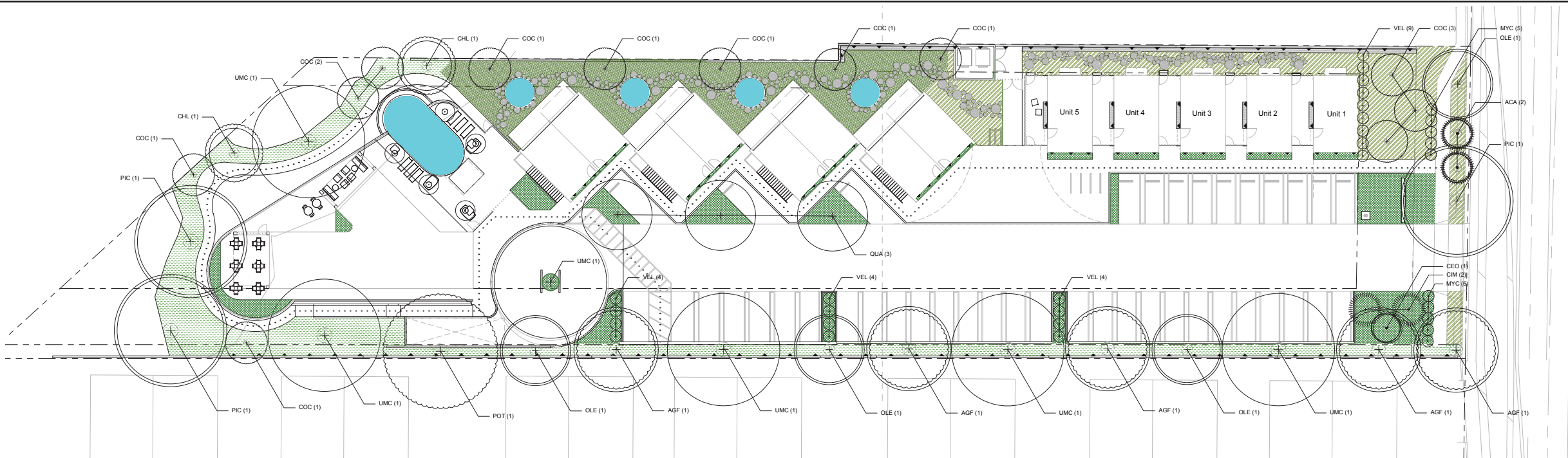
## MATERIAL LEGEND

- |      |                                                                 |
|------|-----------------------------------------------------------------|
| E-1  | EXTERIOR METAL WALL/ROOF CLADDING                               |
| E-2  | CONCRETE CLADDING. COLOR: GREY                                  |
| E-3  | EXTERIOR METAL WALL PANEL/BREAK METAL. PAINTED BLACK            |
| E-4  | NATURAL WOOD ELEMENTS. STAINED: ANTIQUE OAK                     |
| E-5  | EXPOSED CMU. BOND STACK. COLOR: NATURAL WITH PUMICE (WARM TONE) |
| E-6  | CONCRETE RETAINING WALL WARM COLOR FINISH                       |
| E-7  | STEEL FACIA/STRINGER. PAINTED BLACK                             |
| E-8  | STEEL FENCE. PAINTED BLACK                                      |
| FL-1 | CONCRETE PERVIOUS PAVERS                                        |
| FL-3 | EXTERIOR WOOD FLOORING                                          |

## NOTES

- BUILDING HEIGHT MEASUREMENT IS TAKEN AT FACE OF EXTERIOR BUILDING WALL. TO THE LOWEST OF EXISTING OR PROPOSED GRADE, WHICH EVER IS LESS, PER EMC.

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PLANT LIST

DECIDUOUS / ORNAMENTAL TREES

ABB.	BOTANIC	COMMON	SPACING	TYPE	SPREAD / CANOPY	WUCOLS RATING	QTY	NOTES
COC	<i>Cercis occidentalis</i>	Western Redbud	as shown	15 Gal.	15'-20'	Low	12	Native
CIM	<i>Citrus x meyeri</i>	Meyer Lemon	as shown	15 Gal.	10'-12'	Medium	2	Ornamental Lemon Tree for Visual Interest & Agricultural Flair
CEO	<i>Citrus x latifolia</i>	Bearss Lime	as shown	15 Gal.	10'-20'	Medium	1	Ornamental Lime Tree for Visual Interest & Agricultural Flair
POT	<i>Populus trichocarpa</i>	Black Cottonwood	as shown	25 Gal.	40'-75'	Low	1	Native
CHL	<i>Chilopsis linearis</i>	Desert Willow	as shown	25 Gal.	15'-20'	Low	2	Native

EVERGREEN TREES

ABB.	BOTANIC	COMMON	SPACING	TYPE	SPREAD / CANOPY	WUCOLS RATING	QTY	NOTES
ACA	<i>Acacia aneura</i>	Mulga Tree	as shown	15 Gal.	12'-16'	Low	2	Native/Natural Evergreen Shade Tree
OLE	<i>Olea europaea</i>	European Olive Tree	as shown	24" Box	20'-30'	Low	4	Chose Specimens with Higher Canopy
UMC	<i>Umbellularia californica</i>	California Laurel Tree	as shown	24" Box	35'-45'	Low	6	Native
AGF	<i>Agonis flexuosa</i>	Peppermint Tree	as shown	25 Gal.	15'-20'	Low	5	
QUA	<i>Quercus agrifolia</i>	Coast Live Oak	as shown	25 Gal.	20'-30'	Very Low	3	Native
PIC	<i>Pinus canariensis</i>	Canary Island Pine	as shown	25 Gal.	25'-35'	Low	3	

SHRUBS

ABB.	BOTANIC	COMMON	SPACING	TYPE	SPREAD / CANOPY	WUCOLS RATING	QTY	NOTES
MYC	<i>Myrica californica</i>	California Wax Myrtle	as shown	7 Gal.	4'-5'	Low	10	Native.
VEL	<i>Verbena lilacina</i>	Lilac Verbena	as shown	7 Gal.	3'-4'	Low	21	Used as Hedge Plant. Produces Fragrant Flowers. Native.

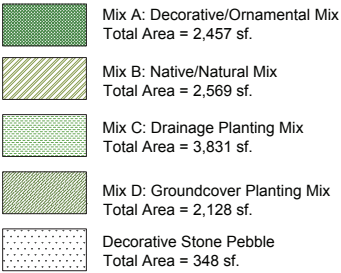
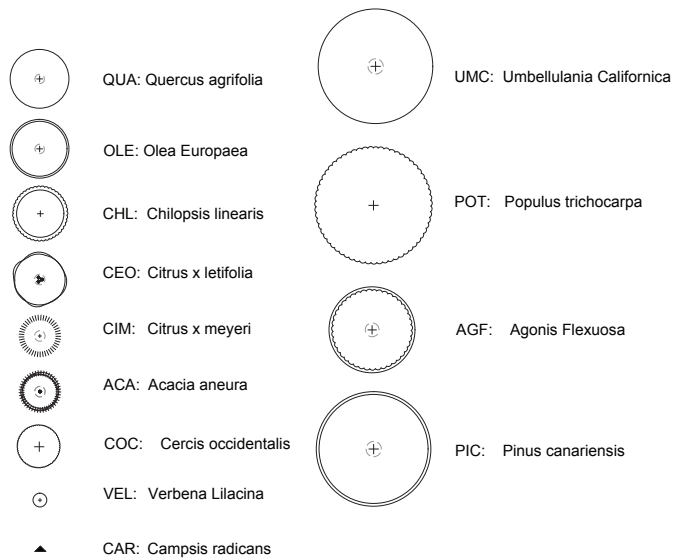
VINE

ABB.	BOTANIC	COMMON	SPACING	TYPE	SPREAD / CANOPY	WUCOLS RATING	QTY	NOTES
CAR	<i>Campsis radicans</i>	Trumpet Vine	as shown	3 Gal.	10'-20'	Low	85	Full Vine with Trumpet Shaped Flowers

PERENNIAL/GRASS MIXES

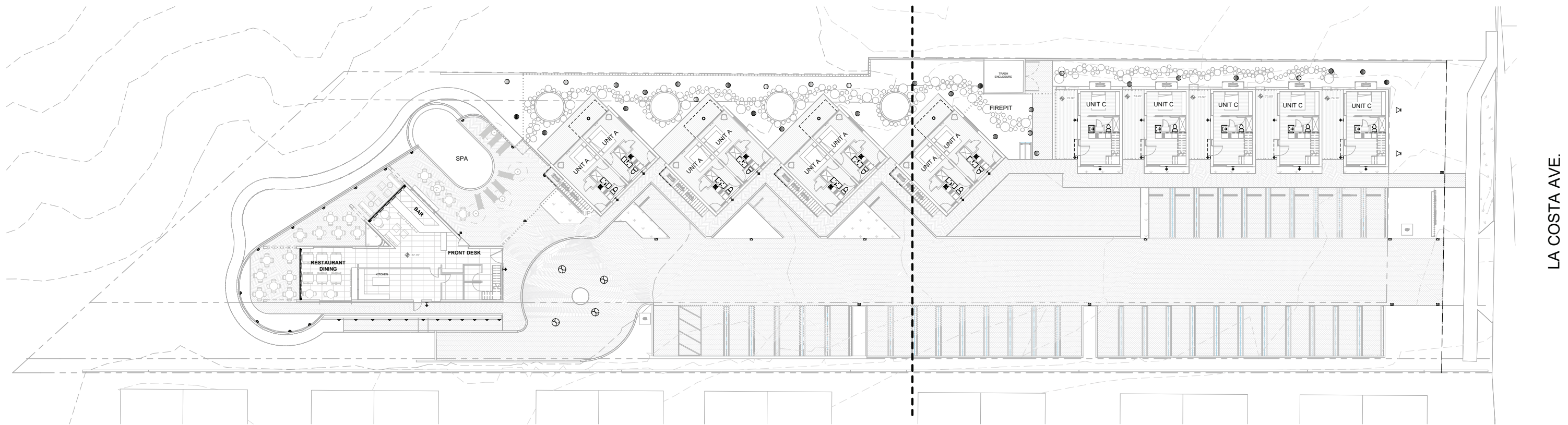
ABB.	BOTANIC	COMMON	SPACING	TYPE	SPREAD / CANOPY	WULCLS RATING	QTY	% OF MIX	TOTAL AREA	NOTES
MIX A	<b>Decorative/Ornamental Mix</b>									
	<i>Epilobium californicum</i>	California Fuchsia	48" o.c.	1 Gal.	3'-4'	Very Low	184	30%	2457	Native
	<i>Festuca glauca</i>	Blue Fescue	24" o.c.	1 Gal.	1'-2'	Low	307	25%	2457	
	<i>Euphorbia tirucalli</i>	Firestick Cactus	60" o.c.	1 Gal.	4'-6'	Very Low	49	10%	2457	
	<i>Tulbaghia violacea</i>	Society Garlic	30" o.c.	1 Gal.	2'	Low	344	35%	2457	
MIX B	<b>Native/Natural Mix</b>									
	<i>Mimulus aurantiacus</i> var. <i>purpureus</i>	Red Monkey Flower	24" o.c.	1 Gal.	1'-4'	Very Low	128	10%	2599	Native
	<i>Stipa pulchra</i>	Purple Needlegrass	18" o.c.	1 Gal.	1'	Low	257	15%	2599	Native
	<i>Eriophyllum confertiflorum</i>	Golden Yarrow	18" o.c.	1 Gal.	1'-2'	Very Low	428	25%	2599	Native
	<i>Antrostaphylos Edmonstonei</i> 'carmel sun'	Manzanita	6" o.c.	4" Pot	6"	Low	514	10%	2599	Native
	<i>Aster chilensis</i>	California Aster	18" o.c.	1 Gal.	1'	Low	685	40%	2599	Native
MIX C	<b>Drainage Planting Mix</b>									
	<i>Carex tumulicola</i>	Berkeley Sedge	24" o.c.	1 Gal.	1'-2'	Low	766	40%	3831	Native
	<i>Festuca rubra</i> 'Molate'	Molate Red Fescue	12" o.c.	1 Gal.	8"-12"	Low	383	20%	3831	Native
	<i>Iris douglasiana</i>	Douglas Iris	24" o.c.	1 Gal.	1'-2'	Low	766	40%	3831	
MIX D	<b>Groundcover Planting Mix</b>									
	<i>Salvia sonomensis</i>	Sonoma Sage	60" o.c.	1 Gal.	5'-15'	Low	213	30%	2128	Native
	<i>Sedum rupestre</i> 'Angelina'	Angelina Stone Crop	24" o.c.	1 Gal.	2'-3'	Low	426	40%	2128	Native
	<i>Symphoricarpos mollis</i>	Creeping Snowberry	36" o.c.	1 Gal.	3'-4'	Low	213	30%	2128	Native

PLANT SYMBOL LEGEND



TOTAL LANDSCAPE AREA = 10,952 sf.  
LANDSCAPE AREA AS PERCENTAGE OF SITE = 21%  
TOTAL NATIVE LANDSCAPE AREA = 6,995 sf.  
NATIVE LANDSCAPE AREA AS PERCENTAGE OF TOTAL LANDSCAPE AREA= 64%

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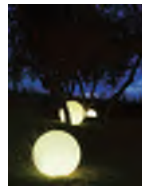
1 LEVEL 1 - EXTERIOR LIGHTING PLAN

LIGHTING LEGEND

- ⊗ LANDSCAPE LIGHTS
- ⊠ BOLLARD
- ⊞ FLOOR LIGHTS
- ▷ STEP LIGHTS
- ⊕ WALL SCONCE
- ⊙ EXTERIOR RECESSED CAN LIGHT
- △ LANDSCAPE FLOOD LIGHT
- ⊗ HANGING TREE LIGHT

SAMPLE LIGHT IMAGES

⊗ LANDSCAPE LIGHTS



⊠ BOLLARD



⊞ FLOOR LIGHTS



HANGING TREE LIGHT



⊕ WALL SCONCE



⊙ EXTERIOR RECESSED CAN LIGHT



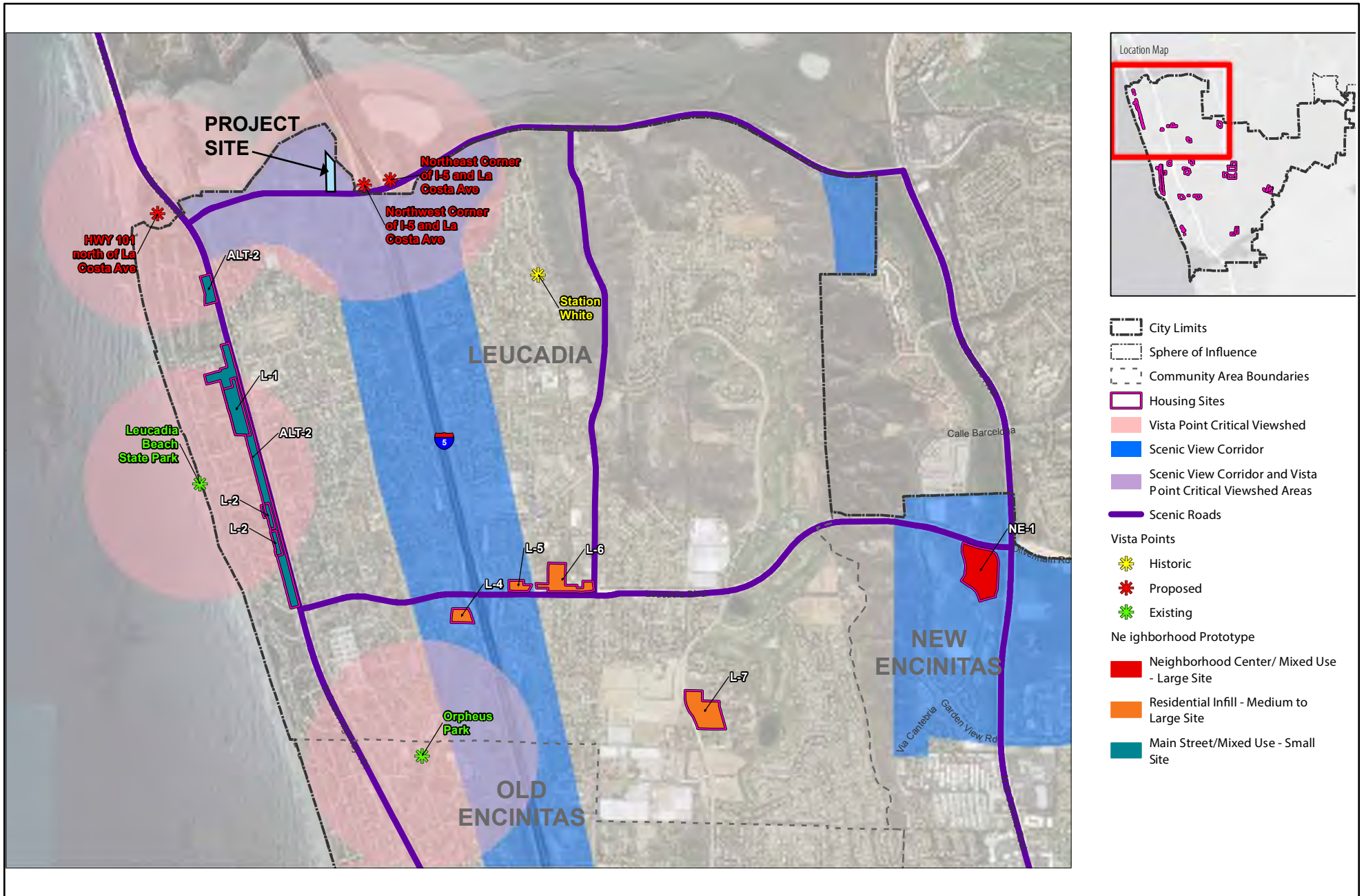
△ LANDSCAPE FLOOD LIGHT



▽ STEP LIGHTS



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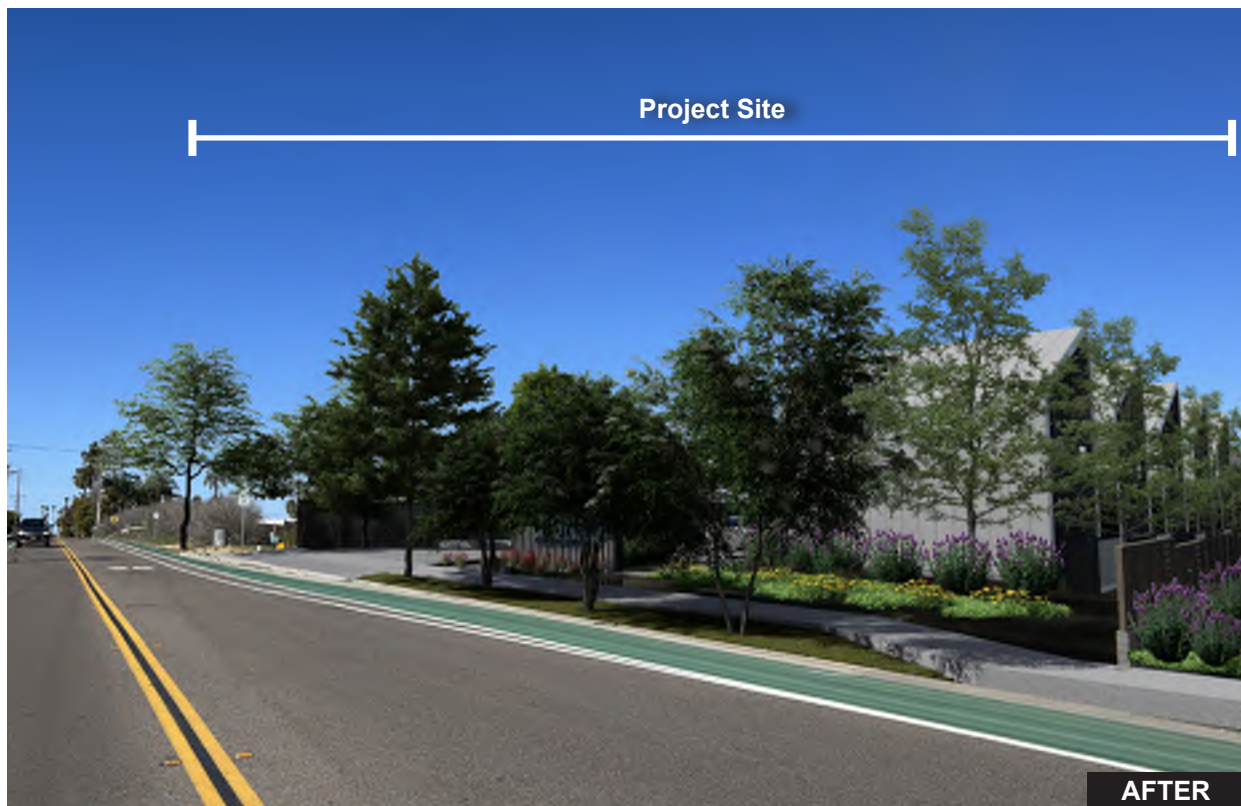
View looking south/southwest from southbound I-5 near La Costa Ave off-ramp.

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View from westbound La Costa Ave looking west/northwest to Project site.

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View from westbound La Costa Ave looking west/northwest to Project site.

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View from eastbound La Costa Ave looking northeast to Project site.

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View from La Costa Ave/Sheridan Road looking east/northeast to Project site.

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**BEFORE**



**AFTER**

View looking west/northwest to site from intersection of La Costa Ave/northbound I-5 on-ramp.

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**BEFORE**



Top of  
Proposed  
Onsite  
Structures

**AFTER**

View looking west from north end of park-and-ride lot located northeast of La Costa Ave/I-5 intersection.

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View looking west/northwest to Project site from vicinity of La Costa Ave/southbound I-5 off-ramp

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