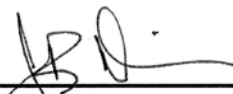


APPENDIX B
Visual Resources Impact Report

SDC PDS RCVD 10-15-18
STP08-015

**Visual Resources Impact
Report
for
Hilltop Group**



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ABBREVIATIONS

CEQA - California Environmental Quality Act

NCMSP – North County Metropolitan Subregional Plan

RPO – Resource Protection Ordinance

I-15 - Interstate 15

TM – Tentative Map

EXECUTIVE SUMMARY

A visual analysis was conducted on the proposed project to construct a recycling center on approximately 20 acres. The proposed project will consist of a shop, office and wash rack for the purpose of recycling construction, demolition and green waste. The site is located within the North County Metro I-15 Design Corridor. The area east of the site, across from I-15 is designated semi-rural and suburban residential developments. The area immediately east of I-15 is within the Jesmond Dene Oaks Resource Protection Area. Land to the west is undeveloped. The site is bordered on the north by Mesa Rim Rock Road. The property is approximately 2.8 miles north of downtown Escondido.

The site is adjacent to I-15, which is designated a Scenic Highway. The proposal is subject to review by the I-15 Design Review Committee and is identified by a “B” Design Review Area Special Designator.

Field visits and photographic studies were performed, which determined that design measures by the proposed project will minimize potential impacts to visual resources. The project will not impose any significant adverse effects to visual resources of the area, including the scenic highway. Design measures include incorporating natural topography, existing vegetation and landscaping with natural vegetation to screen the large project. The improvements on the site are setback approximately 1,000 feet from I-15 and located to minimize the view from the highway. The roadway elevation ranges from 80 to 90 feet below the proposed pad. The storage area identified on the plot plan, Figure 2A, “Plot Plan – Facility,” will be limited to 20 feet in height and will be set back a minimum of five feet from the eastern segment of the circular road to avoid line of sight impacts. See Figure 2C, “Plot Plan Facility Detail.” The residences to the east, which may have a view range are approximately 0.7 mile from the site and will have limited view of the project. These design measures will minimize potential visual impacts. No mitigation is required.

The cumulative impact analysis area of the proposed project is based on the viewshed. The project does not add to any cumulative impacts to visual resources.

1. INTRODUCTION

1.1 Purpose of the Visual Resources Report

The purpose of this study is to assess the visual impacts of the proposed project, determine the significance of the impacts under CEQA, and to propose measures that will avoid, minimize or mitigate adverse visual impacts on the surrounding visual environment that may be associated with the development of the North County Environmental recycling facility on the surrounding visual environment.

1.2 Key Issues

The key issues examined by this study will determine the potential adverse effects to the visual resources of the scenic Highway 15 corridor, or to the visual resources of the surrounding area.

1.3 Principal Viewpoints to be covered

Six key views were selected to analyze potential impacts to visual resources. Key views one through three are taken along I-15 looking west. Key views five through six are taken from the Jesmond Dene community located across the freeway to the east and look west across the freeway to the site. Figure 6A, “Key View Index,” page F-9 shows the perspective and locations of the views.

CHAPTER 2.0 PROJECT DESCRIPTION

The proposed project site is approximately 20 acres located 2.8 miles northwest of downtown Escondido. The proposed development will consist of a C&D wood and CDI debris recycling and process facility served by an access road. The site is surrounded by steep slopes on the north, west, and south. During the 1970s the site was used as a borrow pit for the construction of I-15. This activity left approximately 12 acres on the site devoid of topsoil. Consequently, the site has little or no vegetative cover. To the north is Mesa Rock Road and undeveloped land. A few residences are located along the I-15 freeway about a mile north. I-15 is immediately to the east. Beyond the highway, approximately a 0.5 miles east, is the residential neighborhood known as Jesmond Dene. To the immediate south is a steep hillside of undeveloped land beyond which are scattered residences located on hilltops about 0.15 miles away. Immediately west is a steep hillside that climbs to a ridge characterized by distinctive large boulders. Two of these are known as “Mamma Bear” and “Poppa Bear” rock. Downtown Escondido is located approximately 2.8 miles to the southeast and County Club Lane, a well know east-west roadway, is approximately 0.75 miles to the south. Figure 1, “Regional Vicinity Map,” page F-1 shows the location of the site relative to the surrounding areas and features. Figures 2A and 2B, “Plot Plan - Facility,” and “Plot Plan – Driveway,” pages F-2 and F-3, delineate the proposed project.

Surrounding architectural designs vary but trend toward larger single family residences to the east and higher density suburban type neighborhoods and commercial buildings to the south. The neighborhoods are well landscaped with mature growth.

1.1. Land Use Designations and Zoning

The site is in located in the North County Metro I-15 Design Corridor and is designated a “B” Design Review Area. Zoning is semi-rural.

2.2 Regulatory Framework

The project is in conformance with the relevant regulatory documents.

The proposed project is subject to the following regulatory documents for an evaluation of potential impacts to visual resources:

San Diego County General Plan

Scenic Highway Program

North County Metropolitan Subregional Plan

North County Metro I-15 Design Corridor – “B” Design Review Area

San Diego County Zoning Ordinance –Board of Supervisor’s Policy I-73 (Hillside Development) Section 4 c (7)

2.3 Design Policies and Guidelines

The project is in conformance with the relevant design policies and guidelines. Local design policies covering the proposed project have been reviewed. These are:

2.3.1 North County Metropolitan Subregional Plan (Adopted Aug. 3, 2011)

CHAPTER 3 -- CONSERVATION

14. DESIGNATE RESOURCE CONSERVATION AREAS

Because:

- A. it is County policy to protect and manage environmental resources in order to maintain them for future needs; and
- B. an initial inventory of valuable resources has been completed (refer to Appendix).

THE RESOURCE CONSERVATION AREA (RCA) DESIGNATION IS APPLIED TO PROTECT SENSITIVE BIOLOGICAL, ARCHAEOLOGICAL, AESTHETIC, MINERAL, AND WATER RESOURCES. PROJECTS REQUIRING ENVIRONMENTAL ANALYSIS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THAT OCCUR WITHIN RESOURCE CONSERVATION AREAS SHOULD BE CAREFULLY ANALYZED TO ASSESS THEIR IMPACT ON THE RESOURCE CONSERVATION AREA.

RCA 28, Jesmond Dene Oaks is located a mile east of the site. The text of the RCA is:

This area is specifically included because of the scenic value of the oaks and contribution to the character of the Jesmond Dene area.

Attachment 1: Scenic Preservation Guidelines

I-15 CORRIDOR SUBREGIONAL PLAN

GOALS AND POLICIES

A. SCENIC PRESERVATION

GOAL: PRESERVE, TO THE EXTENT POSSIBLE, THE SCENIC ATTRIBUTES OF THE I-15 CORRIDOR.

POLICIES:

1. Establish Scenic Preservation Guidelines for all development activity within the I-15 Corridor
2. Apply a "B" Special Area Designator to the zones of all properties within the Corridor, which will require the preparation of a Site Plan for any development permit, in accordance with the Scenic Preservation Guidelines

OBJECTIVE

The purpose of the following scenic and planning quality guidelines is to: 1) protect and enhance scenic resources within the I-15 Corridor planning area, while accommodating coordinated planned development which harmonizes with the natural environment;

STANDARDS

These standards address man-made and natural features that affect the scenic quality of the I-15 Corridor area.

I. SITE DESIGN

A. Site Planning Standards

1. Individual projects shall reinforce the character of the sites, the attributes of adjacent projects, and preserve viewsheds, natural topographic features, and natural watercourses.
2. Individual projects shall relate on-site open space and pedestrian areas with those of other projects, both visually and in terms of providing for continuous paths of travel.
4. Building orientation shall take maximum advantage of existing views and create view corridors.
5. Ridgeline projects can be highly sensitive and are generally discouraged.
 - a. Ridgeline projects shall maintain a low profile appearance and the natural physical character of the ridgeline shall be substantially maintained.
 - b. Ridgeline projects shall be limited to one story.
 - c. Ridgelines that have been graded or disturbed shall be supplemented with a sufficient amount of trees, shrubs, and ground cover to minimize visual impacts resulting from such disturbances.

C. Site Lighting Standards

1. Site lighting shall minimize emission of light rays into both the night sky and neighborhood properties, especially as it pertains to the Mt. Palomar Observatory.
 - a. Site lighting shall be limited to that necessary for security, safety, and identification, and shall be integrated with project landscape design.
 - b. Excessive building or site lighting for decorative purposes shall be discouraged.
2. Site lighting plans that conflict with the character of the community shall be discouraged.

D. Landscape Design Standards

1. Visual screening for portions of development projects shall be provided to include satellite dishes, parking, and service areas located in viewshed areas.
2. Project boundary landscaping shall complement adjacent landforms and plant materials.
3. Landscape plans shall utilize native and drought tolerant plants, where possible, per the plant list provided by County staff.
4. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected to enhance the human scale.
 - a. Tree canopies shall be encouraged to soften the visual impact of vehicular circulation and parking areas, and relieve them from heat build-up. Trees shall be placed away from entrances to buildings, parking lots, and street intersections for visibility and safety, where possible.
 - b. Low-scale plantings shall be located adjacent to driveway entrances and street corners, where possible, and shall not obscure drive visibility.
 - c. Parking areas shall be visually screened with peripheral landscaping, wherever feasible. Exposed vehicular use areas shall include a minimum of ten percent of the paved areas in landscaping dispersed throughout the parking area.
7. Landscape materials that aid in preventing the rapid spread of brush fires shall be provided.
8. Earth berms shall be rounded and natural in character, and, where possible, designed to obscure undesirable views.

9. Major strands of native trees shall be preserved.

E. Public Utilities and Safety Standards

4. The alignment of utility infrastructure shall be correlated with the topography to minimize disruption of natural features within the viewshed areas.
5. Transformers and related utility components shall be placed in vaults or be screened with retaining walls and/or plantings, and located to avoid conflict with pedestrian paths.

F. Development Standards for Steep Topography and Natural Features

1. Extensive grading of slope areas within viewsheds will be minimized.
 - a. Revegetation and erosion control shall be provided in all newly graded areas.
 - b. Grading during the wet seasons (November to March) shall be discouraged.
2. Hillside development shall be integrated with existing topography and landforms. Areas of steep topography, tree stands, hillside agricultural activity, and rock outcroppings shall be respected and preserved.
3. Variety in the development of hillsides shall be encouraged through the use of appropriate site preparation techniques, grading techniques, and in the configuration, size, and placement of lots.
4. The arrangement of building sites to optimize and retain significant viewsheds shall be encouraged.
6. The visual quality shall be maximized and the erosion potential shall be minimized by planting native and naturalized plants, especially in disturbed areas adjacent to upgraded hillsides and watercourses.
8. Any grading above 25 percent slope will blend with the surrounding area, and be landscaped appropriately to look natural.

II. ARCHITECTURAL DESIGN

- A. Building forms, materials, and colors shall complement adjacent topography, landscape, and buildings in the area.
 1. Architectural harmony with the surrounding community shall be achieved through the use of natural appearing materials and complementary styles.

2. Colors for primary building forms shall be coordinated with landscaping materials. Earthtones and muted pastels are preferred for large areas, with primary colors limited to accent points and trim.
 3. Building materials used shall convey a sense of permanence and quality.
 4. Where a site is visible from higher elevations, roof forms shall be considered integral design elements with consideration given to colors and pattern of roofing materials.
 5. The use of mirrored glass, which can cause the sun to glare into drivers' eyes and, is therefore, a potential safety hazard, shall be prohibited on buildings visible from I-15.
- B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations, and, where feasible, be integrated into the existing topography.
1. The use of special detail treatments in roof forms, windows, and entries shall be encouraged.
 2. Roof-mounted satellite dishes, solar systems, ventilation ducts, and other mechanical equipment shall be integrated into the architectural design, and be screened, where visible from adjacent properties or high elevations.
 3. Building forms shall be scaled to step up and away from primary circulation routes and from each other; parallel and continuous building facades and paved surfaces shall be avoided, where possible.
- C. Signage shall not adversely impact the environmental and visual quality of the area.

2.3.2 Resource Protection Ordinance

The RPO protects environmentally sensitive lands, steep slopes and sensitive prehistoric and historic resources, and floodplains. The RPO calls for a resource protection study to ensure these resources have not been impacted. The project meets the requirements of the RPO because grading follows existing road cuts that were left unvegetated by previous site activity. Landscaping will be provided to screen grading.

2.3.3 Board of Supervisors Policy I-78

The purpose of Board of Supervisors Policy I-78, also known as the Hillside Development Policy, is to minimize disturbance of natural terrain and provide for creative design for Hillside Developments. There will be no disturbance to the ridgelines

onsite or to the large boulders on the ridgeline While grading is proposed on the lower slopes of some hills for the entry road, the project follows an existing graded road to minimize disturbances. Landscaping and stem walls will be incorporated that will screen graded areas and cover road cuts that are currently seen as unvegetated scars on the landscape. For these reasons, the project does not conflict with this policy.

CHAPTER 3.0 VISUAL ENVIRONMENT OF THE PROJECT

3.1 Project Setting

The site is bordered by steep hillsides on three sides. The slopes in their higher elevations are covered with undisturbed native vegetation. Lower slopes, an access road, and the project site have been stripped of vegetation and top soil and appear as exposed rock and dirt. The proposed site consists of approximately 20 acres in the North County Metropolitan Subregional Plan (NCMSP) area. Details of surrounding uses are provided in the introduction to Chapter 2.0. The site is located within the I-15 Design Review Corridor, as defined in the NCMSP. The general location is shown on Figure 1, “Regional Vicinity Map,” page F-1 and the relation of the project to Escondido and surrounding environs is seen on Figure 3, “USGS Quadrangle Map,” page F-4.

3.2 Project Viewshed

The viewshed of the project represents a viewer’s perspective from the surrounding area that includes the landforms as diagrammed in Figure 4, “Topographic Viewshed,” page F-5.

3.3 Landscape Units

Landscape units (LU) are distinctive areas of the project which are separated visually from one another by landform characteristics. Two landscape units are identified for the Project. See Figure 6, “Landscape Units,” page F-8.

Landscape Unit 1

Landscape Unit 1 consists primarily of disturbed dirt as a result of grading associated with the construction of I-15. The scarred area is bounded by a few mature trees on the top of a slope on the eastern side of the site. The slope ranges from 25 to 30 feet above the roadway of I-15 and marks the approximate right-of-way of the highway. Hillsides rise at a distance beyond the western slope, which define the limits of the site and some old road cuts from the construction of I-15 are visible as exposed rock and dirt with a beige hue.

Landscape Unit 2

Landscape Unit 2 is located to the north of LU 1 and consists of heavy vegetation and rocky outcrops. A rough work road is the major feature of LU 2.

CHAPTER 4.0 EXISTING VISUAL RESOURCES

4.1 Existing Visual Resources

The project's existing visual resources are important to the assessment of the potential impacts to visual resources. Changes in the landscape in terms of its character are evaluated to determine the effects on potential viewers.

4.1.1 Visual Character

4.1.1.1. Landscape Unit 1

The site consists of a relatively flat area that was used as a borrow pit during the construction of I-15. The pattern form and elements of Landscape Unit 1 are the primary features of the site. The area is scarred from previous grading and is prominent in color and texture. The character of LU 1 is uniform and tends to dominate the site.

4.1.1.2. Landscape Unit 2

An existing service road extends northerly from the area of Landscape Unit 1 to Hard Rock Road. The pattern and form of LU 2 is narrow and features heavy vegetation and rock outcroppings. The shape forms a narrow strip of land and is uniform in a dark green color. It is singular in shape as a trail and is in character with the surrounding terrain.

4.1.2 Visual Quality

Visual quality is comprised of three elements: vividness, intactness and unity.

4.1.2.1 Landscape Unit 1

Vividness – The site consists of a relatively flat area that was used as a borrow pit during the construction of I-15. This left the majority of Landscape Unit 1 as an area of disturbed land. Scattered trees surround the disturbed area. The trees are spaced a distance apart and do not completely screen the scarred area.

Intactness – The scarred, disturbed area forms the dominant visual feature, which appears sandy beige in color. The old borrow pit and access road are prominent because the area has been stripped of soil and vegetation. The overall view is intact.

Unity – Landscape Unit 1 is uniform in color and texture. The trees contain the scarred area and give it prominence.

4.1.2.2 Landscape Unit 2

Vividness – An existing service road extends northerly from the area of Landscape Unit 1 to Hard Rock Road. This area comprises Landscape Unit 2. It is characterized

by dense vegetation and rock outcroppings. The road is unpaved and is seen as a ribbon of beige color.

Intactness – The road is uniform in appearance, combining the elements of vegetation, rock outcroppings and bare dirt as an intact multi-color strip to the northern boundary of the site.

Unity – The three components of Landscape Unit 2 work together to give it a uniform appearance.

4.2 Viewer Responses

Viewer response is defined by describing the sensitivity of the viewer to the visual resources of the site and the experience of the viewer, including the location and duration of the view.

4.2.1 Viewer Sensitivity

The NCMCP addresses the potential viewer sensitivity from the perspective of travelers and residents along the I-15 corridor. I-15 is the major inland transport link for San Diego County and points north. Travelers will have a transitory view of the site as they proceed north. Southbound views will be minimally affected because a hill trending east/west from the main north/south lane screens views of the development area. Once abreast of the site, an embankment of an average height of 25 to 30 feet blocks views of travelers into the site.

Residents of the suburbs to the east have a permanent view of the site. Some residences at higher elevations have a view of the site, including the mountains, the remaining I-15 road cuts, the borrow pit area and access road. This view is distant, however, and details of the view are difficult to discern.

4.2.2 Viewer Groups

Two viewer groups may be potentially impacted by the site development. One potential viewer group are travelers along I-15, as noted. This group consists of commuters, commercial drivers, and people driving for business and recreational purposes. The stationary viewer group is comprised of residents in the vicinity, particularly in the development of Jesmond Dene directly east of the site and I-15.

4.2.3 Viewer Exposure

Exposure of the viewer to the proposed project is dependent on their relationship to the site. Stationary viewers living in the surrounding areas have a static view of the property. The intensity of the view is dependent on the distance from the site and the denseness of the natural vegetation. For the traveler, both local and visitors to the area, the view is transitory and changes as the location of the viewer travels through the viewshed. At times this view may be shielded by vegetation or other impediments to the line of sight.

Stationary viewers would have the broadest view of the proposed site. In proximity to the project they are low in number. To the east of the site, homesites are scattered throughout the rolling terrain and are themselves surrounded by mature foliage, both native and non-

native. These homes are well landscaped and the area between them and the proposed project area feature a heavy concentration of natural vegetation that will be retained. This particularly the case at lower elevations.

Viewers traveling along the project's eastern boundary defined by I-15 would be going at or near the posted speed limit of 65 miles per hour. The highway comprises about 0.3 mile of the property boundary, and would be traversed in approximately 20 seconds. The number of viewers from this vantage point would vary according to the season, with more expected during the high tourist seasons of the fall and spring.

4.2.4 Viewer Awareness

The awareness of potential viewers of the project is predicated on their activity, location and visual details of the viewpoint. As noted in the discussion of exposure, the awareness of a viewer group is also affected by the amount of time they are within a line of sight of the project area.

The primary categories of viewer groups are moving and stationary. Within the moving group, two types of viewers are evaluated: those living in and around the area and who are familiar with the communities, and those who are tourists and other visitors to the vicinity. Stationary viewers are evaluated based on the distance from the proposed project, the form of the natural terrain, and screening properties of the vegetation and other obstructions.

The easternmost portion of the project boundary is adjacent to I-15, which is designated as a scenic highway, and is the link between San Diego and points north. It is a four-lane paved highway with a speed limit of 65 miles per hour (mph) for cars, trucks and vehicles with trailers are limited to 55 mph. Users include light commercial traffic, commuters, and visitors to the tourist attractions of the area. The awareness of these travelers will vary based on the time it takes to traverse the approximately 1,560 feet (0.3 mile) from which the site is potentially in view. Commercial and commuter drivers will be less likely to be aware of the surrounding views as they make regular trips along the highway. They are also more likely to be driving at the posted limit, not below it. Visitors to the area are more likely to be driving more slowly, taking in the ambience of the rural nature of the area. They may pay more attention to the surrounding areas as they drive through them.

The awareness of moving viewers is also subject to the topographic and biological features of the property adjacent to I-15. A prominent bank is located adjacent to I-15 on the west side of the highway and adjacent to the property. The highway elevation is approximately 30 feet below the property. The awareness of moving viewers is moderate.

Stationary viewers of the proposed site are located to the east across I-15. The homesites located in these areas are well landscaped. The homes to the southeast are approximately 0.7 of a mile from the site and are screened by topography and heavy native vegetation. The awareness of the viewers in this area is low to moderate.

CHAPTER 5.0 VISUAL IMPACT ASSESSMENT

5.1 Guidelines for Determining Significance

1. Would the project have a substantial adverse effect on a scenic vista?
2. Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within the North County Metro I-15 Design Corridor?
3. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

5.2 Key Views

Six key views were selected for assessing the visual impact of the proposed project. Figure 6A, “Key View Index,” page F-9 identifies the perspective of each view.

5.2.1 Key Views 1, 2 and 3

Key Views 1, 2 and 3 are taken along I-15 from the point of view of travelers headed south along the roadway. The analyses of these key views, as seen by the primary viewer group, are similar. The eastern border of the site is formed by approximately one mile of I-15.

5.2.1.1 Key View 1

Drivers approaching the site from the north will pass the site in approximately 20 seconds. Figure 7, “Key View 1 at Planting,” page F-10 and Figure 7A, “Key View 1 at Maturity,” page F-11 are taken from the perspective of a traveler passing immediately adjacent to the project site. Figure 7 includes a schematic profile of the line of sight from this view point. As noted on the profile, the building or storage area cannot be seen from I-15. The line of sight is controlled by the embankment adjacent to the highway. While the crib walls will be visible in the early stages of landscaping, the building and the major portions of the site are below the angle of vision and are effectively screened by the topography. As the landscaping matures, the crib walls will be screened as well, as seen in the photosimulation in the mature view shown in Figure 7A. The landscaping is shown in detail on Figure 5A, “Concept Landscaping – Facility,” page F-6.

Viewer exposure will be minimal and visual impacts to the traveler on I-15 will be below a level of significance.

5.2.1.2 Key View 2

Drivers approaching the site from the south will encounter a predominant knoll adjacent to I-15, which obstructs the view of the project site. Figure 8, “Key View 2, At Planting,” page F-12 illustrates the perspective of these viewers. Figure 8A, “Key View 2, At Maturity,” indicates where the landscaping features are located. (Refer to Figure 5A, “Concept Landscaping – Facility,” page F-6). Any potential development of the site will not be visible from this vantage point. Viewer response to this view

will be low to moderate. The existing topography and proposed project design will minimize visual impact to the viewer and it will be below a level of significance.

5.2.1.3 Key View 3

This view is representative of the perspective of travelers on I-15, north of the building site of the project. Figure 9, “Key View 3, At Planting,” page F-14 looks westerly to the improvements on the access road leading from the site to Hard Rock Road. The terrain is hilly, and heavily vegetated with the natural growth of the area. Portions of the original cut banks for construction of the trail road can be seen. The new roadway will be landscaped with natural vegetation as shown on Figure 5B, “Concept Landscape Plan – Driveway,” page F-7. In the early stages of planting some portions of the crib walls will be visible as well as the old cut banks. Figure 9A, “Key View 3, At Maturity,” page F-15 indicates that as the landscaping matures, the crib walls will be screened and the new trees will begin to effectively block views of the old cut banks. Travelers will not be significantly impacted by these views and the potential impact will be below a level of significance.

5.2.2 Key View 4 From Hillcrest Avenue – Figures 10, 10A, and 10B

Key View 4 is a perspective of the site taken from a private road, Hillcrest Avenue, approximately 0.74 miles from the site. The view is to the west. Three photos demonstrate the views at the existing condition, Figure 10, page F-16, and the conditions at planting and maturity of landscaping, Figure 10A, page F-17, and Figure 10B, page F-18. At present, the existing view is dominated by the old borrow pit and cut banks formed during the construction of I-15. At the time of planting, where the landscaping will be immature and not very visible at this distance, the proposed building will be seen as an earthtone structure that will complement the existing terrain. The old cut banks, which are not part of the proposed project, will continue to dominate the view. As the landscaping matures, as noted in Figure 10B, the trees will begin to screen the site. The distance from the site minimizes the details of the proposed building. The site will eventually be viewed as a vegetated area. Additionally, there are physical obstructions along the sight line, such as other structures and mature landscaping. The viewers from this viewpoint will be minimally impacted by the project and the potential impact as the landscaping matures will be below a level of significance.

5.2.3 Key View 5 From Rue Montreux – Figures 11, 11A, and 11B

Key View 5 is a perspective of the site taken from Rue Montreux, approximately 0.58 miles from the site. The view is to the west. Three photos demonstrate the views at the existing condition, Figure 11, page F-19, and the conditions at planting and maturity of landscaping, Figure 11A, page F-20, and Figure 11B, page F-21. This view has slightly more detail than Key View 4, as it is closer to the project site. The former cut banks associated with the construction of I-15 are the most prominent feature of the existing condition. At the outset of landscaping, the building will be visible. As the landscaping matures, the building will blend into the overall view and its prominence will diminish. At maturity, the site will appear as part of the overall landscape, blending with the hills to the west. Existing features such as residences and mature landscaping along the sight lines will also impede a clear view of the project site. The viewers from this viewpoint

will be minimally impacted by the project and the potential impact as the landscaping matures will be below a level of significance.

5.2.4 Key View 6 From Rue de Lac, Figures 12, 12A, and 12B

Key View 6 is a perspective of the site taken from Rue de Lac, approximately 0.82 miles from the site. The view is to the west. Three photos demonstrate the views at the existing condition, Figure 12, page F-22, and the conditions at planting and maturity of landscaping, Figure 12A, page F-23, and Figure 12B, page F-24. At planting the site will be visible but minimized by the distance from the view point. At this distance other structures and existing landscaping will also have an effect on the ability to see the site fully. At maturity the site will be fully landscaped and appear as part of the hills which form the background to the project site. The viewers from this viewpoint will be minimally impacted by the project and the potential impact as the landscaping matures will be below a level of significance.

5.3 Assessment of Visual Character and Visual Quality

The change in visual character and visual quality will be minimal and no significant impacts to the visual resource will affect the identified viewer groups. The landscaping is designed to fully screen the project from potential viewers. The mature project will provide some visual relief from the existing cut banks remaining from the construction of I-15.

5.3.1 Assessment of Visual Character

The visual character of the proposed project will not significantly alter the existing view as experienced by the identified viewer groups. As seen in Figures 7 through 12 of the Key Views, the four elements of visual character (dominance, scale, diversity and continuity) are not significantly impacted by the proposed project. The grading of the site is minimal and at or close to grade. The proposed structure will not be out of scale or dominant to the view. Continuity of the topography and community character of the surrounding area will be maintained.

5.3.2 Assessment of Visual Quality

Visual quality is defined by the changes in vividness and/or intactness or unity. The proposed project will not substantially change the landform of the site. The grading is minimal and the single building will not dominate the site. From each of the key views examined, the change to the visual landscape does not exceed the level of significance. The identified viewer groups will be minimally affected by the development. The visual quality of the area is not substantially impacted by the proposed project.

5.4 Assessment of Viewer Response

Viewer response to the project is low to moderate and does not rise to a level of significance. There is little change to the quality or character of the visual resource from the view points examined. The stages of development progressing from existing conditions to construction to maturity produce little change to the existing landscape. The topography is considered in the grading design and no existing vegetation will be altered. All screening native vegetative resources will remain. Viewer response of all identified viewer groups will be minimal and no adverse impacts will be created by the proposed project.

5.5 Determination of Significance

The guidelines for determination of significance are not exceeded by the proposed project.

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

There is no substantial adverse effect on a scenic vista because views are transitory and the project is located above the roadway grade. Additionally, the items in storage area will be limited to 20 feet in height and will be setback from the proposed circular roadway by five feet on its eastern-most edge. Development will be screened by topography, existing vegetation, setbacks, height limits, the six foot fence and landscaping. See Figure 2C, "Plot Plan Facility Detail" and Figure 7B, "Schematic of Sight Line." The line of sight will be above the maximum 20 foot container height at the time of maturity of the proposed landscaping. At the time of planting the line of sight will require a five foot setback for the 20 foot container height.

Guideline 2: Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within the North County Metro I-15 Design Corridor?

No scenic resources within the North County Metro I-15 Design Corridor will be substantially damaged because no physical changes to I-15 or its immediate surroundings are proposed.

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

The project does not substantially degrade the existing visual character or quality of the site and its surrounding area. The project is set back from I-15, and topography, vegetation, height limits, and landscaping will screen views of the site.

In conclusion, the proposed project does not have substantial adverse effect to visual resources. No mitigation will be required.

5.6 Cumulative Impact Analysis

The cumulative boundaries selected for the project are the limits of the viewshed. Figure 16, "Cumulative Projects Map," page F-25, shows the location of past, present and reasonably anticipated projects in the viewshed area. Table 1, "Cumulative Projects," page F-26 lists the projects and details their visual impacts. The listed projects are: Montreux, Jack Rabbit Acres, Stephens, Hooper, and RUA Michelle, all residential developments; Rancho Verona, a group care facility; Jesmond Dene Sprint, a cell tower, Hartman, a clearing permit, and T&R Mini Storage. Montreux, Hooper, Rancho Verona, and T&R Mini Storage have less than significant visual impacts. Hartman was required to landscape with native trees. The information indicates that no other projects have a visual impact to the area.

The visual impacts of the proposed project are less than significant and do not add to the cumulative effect of the area. The project itself will occupy an already impacted area and will landscape the area extensively. The entry will generally follow an already impacted dirt road, and this area will be landscaped as well. No other projects contribute to a cumulative impact.

Therefore, the proposed project does not have a significant cumulative impact to visual resources on the surrounding area.

5.7 Summary of Project and Significance and Conclusions

The proposed project will use topography to screen structures from view. Existing vegetation and landscaping will further screen views. Viewer experiences will not be disrupted because views from I-15 will be largely be screened from view. The majority of the natural habitat will remain. The development area is set back from the most exposed visual perspectives, and the storage area is limited to 20 feet in height and will be set back to avoid line of sight views. Changes include minimal grading and extensive landscaping. In conclusion, the proposed project through the use of design measures does not have a significant adverse effect on the visual resources of the area. No mitigation is required.

CHAPTER 6.0 VISUAL MITIGATION AND DESIGN CONSIDERATIONS

The proposed project does not have a negative impact on the visual resources of the area and no mitigation is required. Design considerations include minimal grading and extensive landscaping. The access road design follows the existing dirt road topography.

CHAPTER 7.0 REFERENCES

North County Metropolitan Subregional Plan, Aug. 3, 2011

USGS Mapping

Discretionary Projects Layer (GIS) County of San Diego DPLU

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements

Visual Resources – July 20, 2007

Google Earth – aerial views and elevations

CHAPTER 8.0 REPORT PREPARERS

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760-744-9040

See Figure 2B

LEGEND

- BOUNDARY LINE
- ADJUSTED BOUNDARY LINE
- ACCESS RELINQUISHMENT
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LIMITED BUILDING ZONE
- PROPOSED ACCESS ROAD
- TRUCK SCALE
- LIGHT

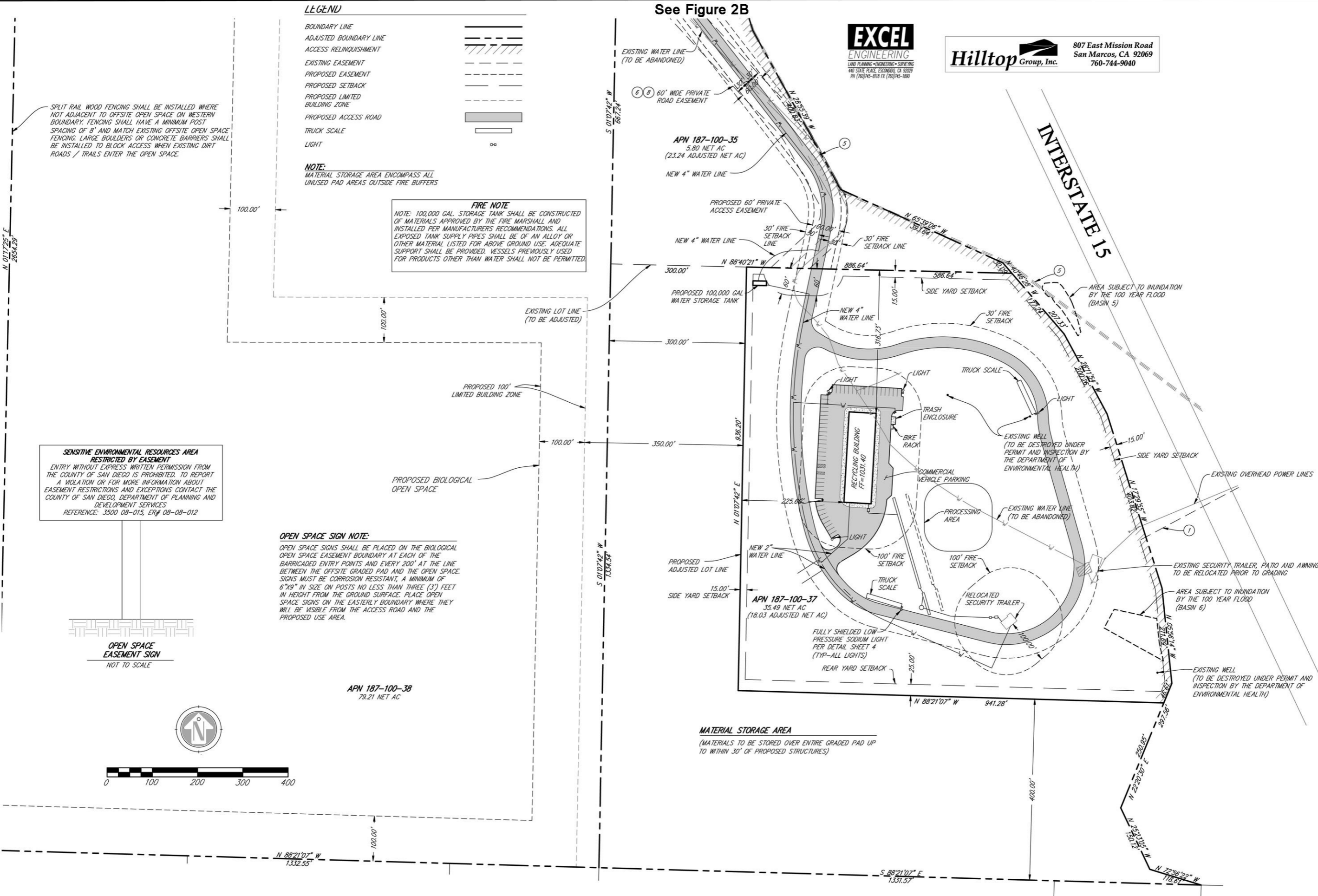
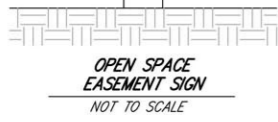
NOTE:
MATERIAL STORAGE AREA ENCOMPASS ALL UNUSED PAD AREAS OUTSIDE FIRE BUFFERS

FIRE NOTE
NOTE: 100,000 GAL. STORAGE TANK SHALL BE CONSTRUCTED OF MATERIALS APPROVED BY THE FIRE MARSHALL AND INSTALLED PER MANUFACTURERS RECOMMENDATIONS. ALL EXPOSED TANK SUPPLY PIPES SHALL BE OF AN ALLOY OR OTHER MATERIAL LISTED FOR ABOVE GROUND USE. ADEQUATE SUPPORT SHALL BE PROVIDED. VESSELS PREVIOUSLY USED FOR PRODUCTS OTHER THAN WATER SHALL NOT BE PERMITTED.

SPLIT RAIL WOOD FENCING SHALL BE INSTALLED WHERE NOT ADJACENT TO OFFSITE OPEN SPACE ON WESTERN BOUNDARY. FENCING SHALL HAVE A MINIMUM POST SPACING OF 8' AND MATCH EXISTING OFFSITE OPEN SPACE FENCING. LARGE BOULDERS OR CONCRETE BARRIERS SHALL BE INSTALLED TO BLOCK ACCESS WHEN EXISTING DIRT ROADS / TRAILS ENTER THE OPEN SPACE.

SENSITIVE ENVIRONMENTAL RESOURCES AREA RESTRICTED BY EASEMENT
ENTRY WITHOUT EXPRESS WRITTEN PERMISSION FROM THE COUNTY OF SAN DIEGO IS PROHIBITED. TO REPORT A VIOLATION OR FOR MORE INFORMATION ABOUT EASEMENT RESTRICTIONS AND EXCEPTIONS CONTACT THE COUNTY OF SAN DIEGO, DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES
REFERENCE: 3500 08-015, ER# 08-08-012

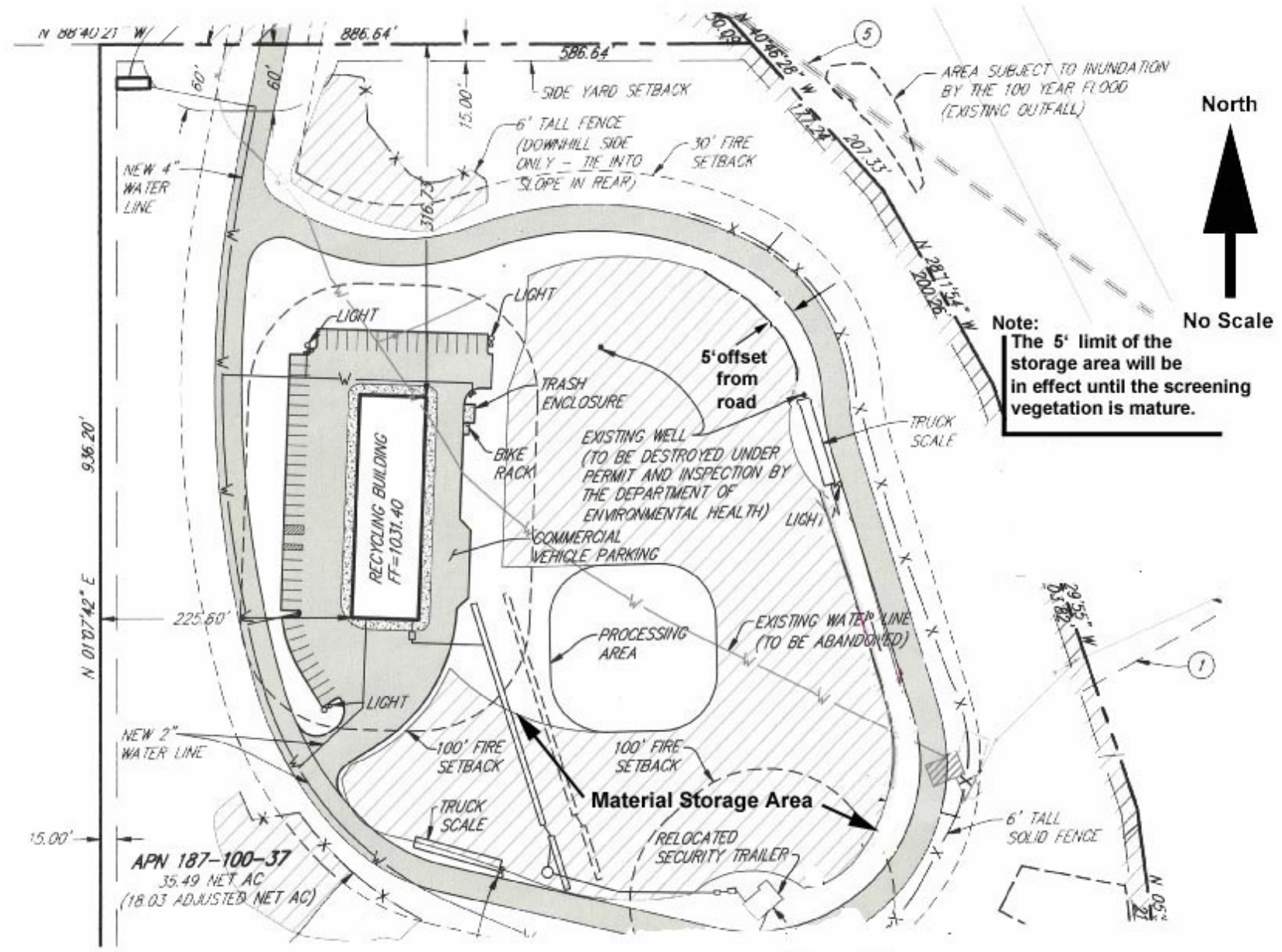
OPEN SPACE SIGN NOTE:
OPEN SPACE SIGNS SHALL BE PLACED ON THE BIOLOGICAL OPEN SPACE EASEMENT BOUNDARY AT EACH OF THE BARRICADED ENTRY POINTS AND EVERY 200' AT THE LINE BETWEEN THE OFFSITE GRADED PAD AND THE OPEN SPACE. SIGNS MUST BE CORROSION RESISTANT, A MINIMUM OF 6"x9" IN SIZE ON POSTS NO LESS THAN THREE (3') FEET IN HEIGHT FROM THE GROUND SURFACE. PLACE OPEN SPACE SIGNS ON THE EASTERLY BOUNDARY WHERE THEY WILL BE VISIBLE FROM THE ACCESS ROAD AND THE PROPOSED USE AREA.

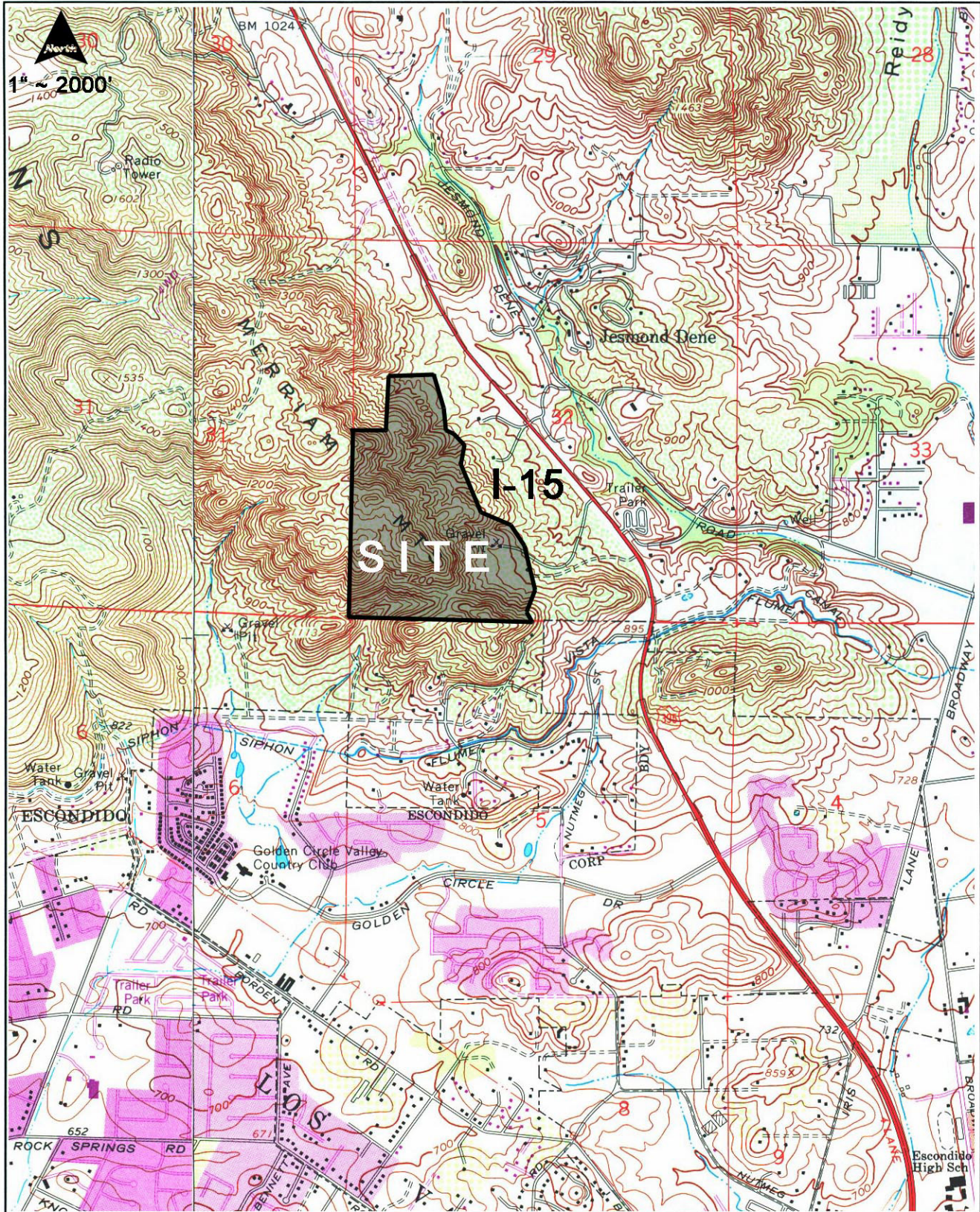


MATERIAL STORAGE AREA
(MATERIALS TO BE STORED OVER ENTIRE GRADED PAD UP TO WITHIN 30' OF PROPOSED STRUCTURES)

Plot Plan Facility Detail

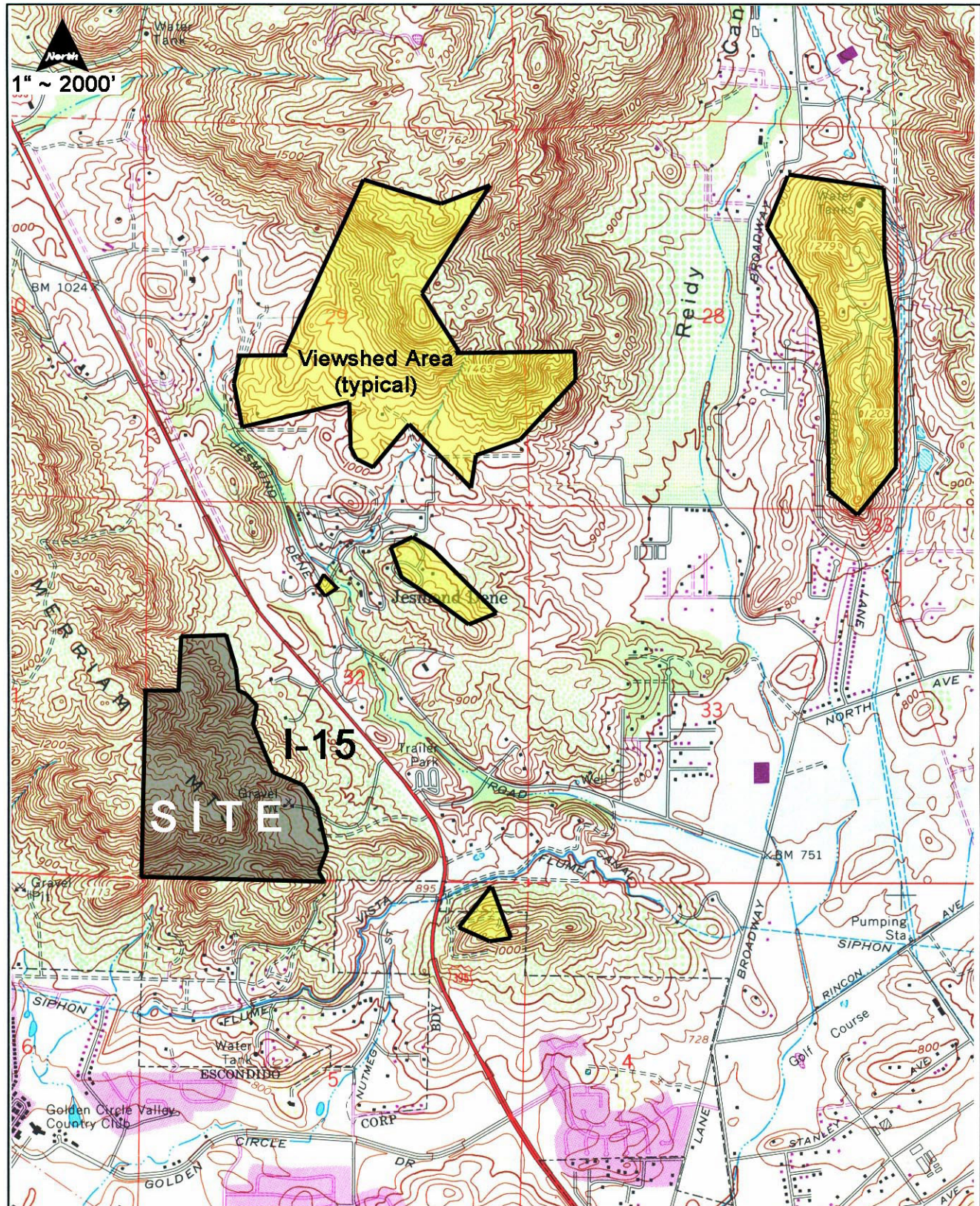
Figure 2C



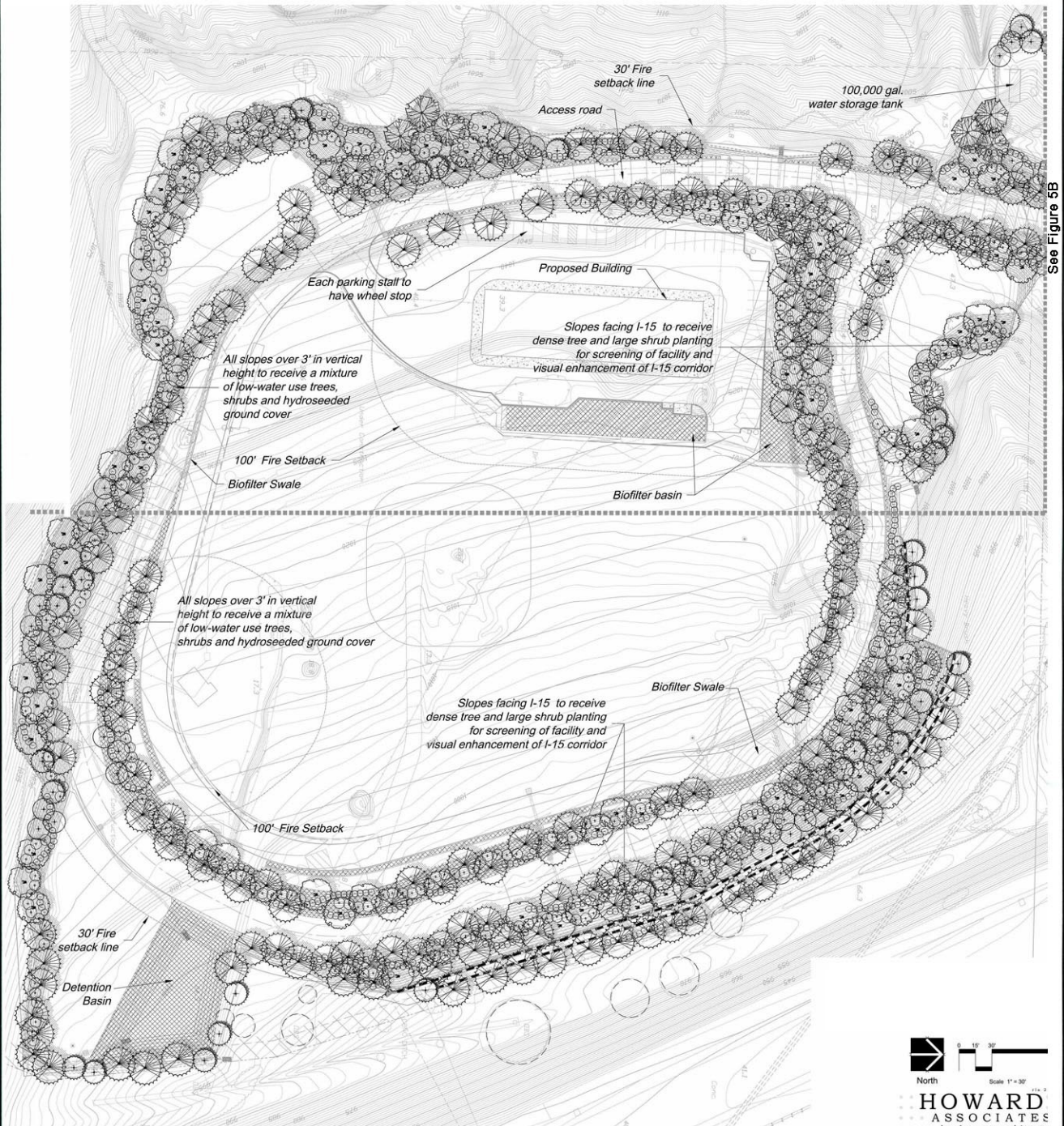


USGS Quadrangle Map

Figure 3



See Figure 5B for Legend



See Figure 5B

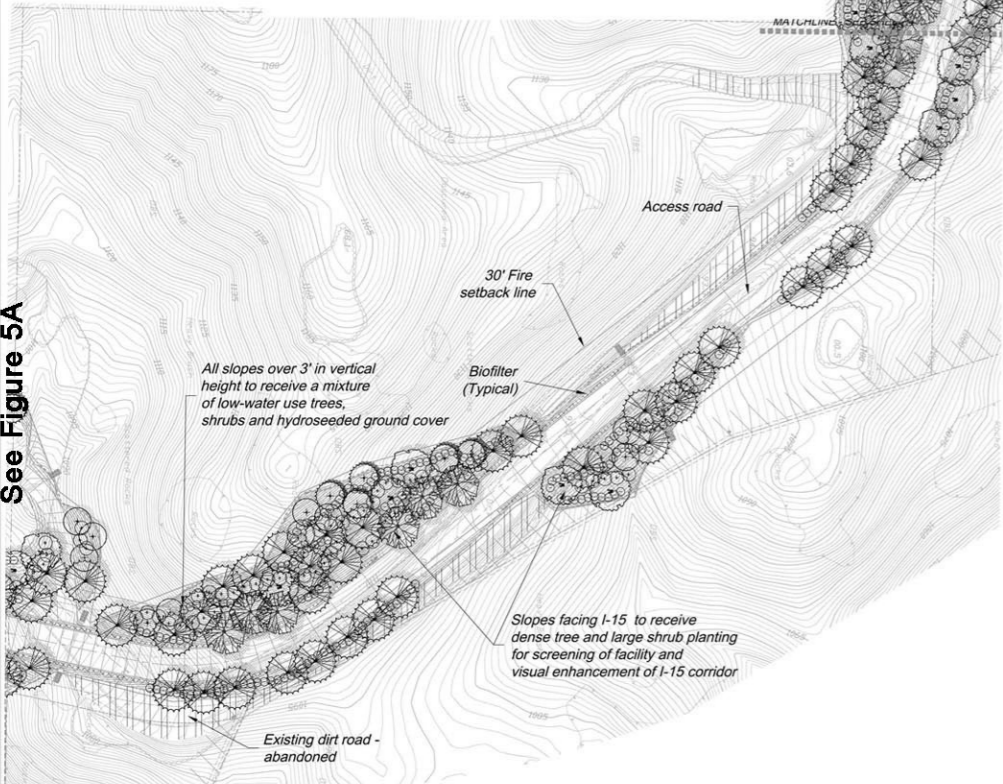
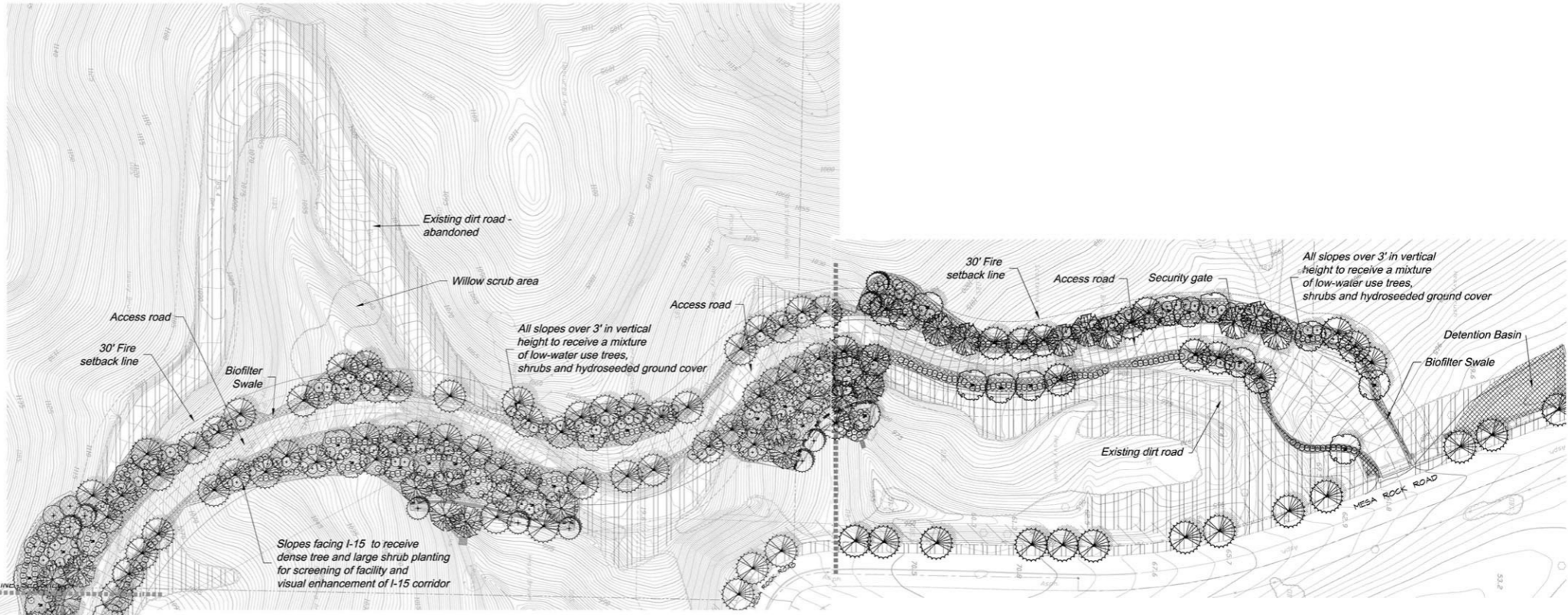


Concept Landscape Plan Facility

Figure 5A

Planting Legend

TREES - 5 GAL. MIN. SIZE	
JUGLANS CALIFORNICA	CALIFORNIA WALNUT
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
QUERCUS ENGELMANNII	ENGELMANN OAK
SAMBUCUS MEXICANA	ELDERBERRY
QUERCUS AGRIFOLIA	COAST LIVE OAK
EXISTING TREE TO REMAIN	
LARGE SHRUBS - 1 GAL. MIN. SIZE	
HETEROMELES ARBUTIFOLIA	TOYON
QUERCUS DUMOSA	SCRUB OAK
RHUS INTEGRIFOLIA	LEMONADE BERRY
RHUS LAURINA	LAUREL SUMAC
MEDIUM SHRUBS - 1 GAL. MIN. SIZE	
ARGOSTAPHYLOS HOWARD MCMINN	MANZANITA
CEANOTHUS 'JOYCE COULTER'	CALIFORNIA LILAC
COMAROSTAPHYLIS DIVERSIFOLIA	SUMMER HOLLY
GROUND COVER - HYDROSEED	
NATIVE HYDROSEED MIX: ACHILLEA MILLEFOLIUM - WHITE YARROW CROTON CALIFORNICUS - CALIFORNIA GROTON ERIGOPHYLLUM CONFERTIFLORUM - GOLDEN YARROW ESCHSCHOLZIA CALIFORNICA - CALIFORNIA POPPY IVA HAYESIANA - SAN DIEGO POVERTY WEED LASTHENIA CALIFORNICA - DWARF GOLDFIELDS LAYIA PLATYGLOSSA - TIDY TIPS LOTUS SCOPARIUS - DEERWEED LUPINUS NANUS - SKY LUPINE MIMULUS AURANTIACUS FUNICEUS - STICKY MONKEYFLOWER	
NATIVE NON-IRRIGATED MIX BACCHARIS FILLARIS / DWARF COYOTE BRUSH ENCHELIA CALIFORNICA / NCN HAPLOPAPPUS VENETUS / FURRY DYC LOTUS PURSHIANUS / LOTUS LOTUS SCOPARIUS / DEERWEED MIMULUS FUNICEUS / SOUTHERN RED MONKEY FLOWER NEMOPHILA MENZIESII / BABY BLUE EYES PLANTAGO INSULARIS / DESERT INDIAN WEED VISUERA LACINATA / SAN DIEGO SUNFLOWER RHAMNUS CALIFORNICA / COFFEEBERRY SAMBUCUS MEXICANA / BLUE ELDERBERRY ATRIFLEX LENTIFORMIS / SALT BUSH MALACOTHAMNUS FASCICULATUS / NCN	



Irrigation Notes

- ALL LANDSCAPED AREAS SHOWN ON THIS PLAN (EXCEPT NON-IRRIGATED HYDROSEED) SHALL BE IRRIGATED WITH LOW PRECIPITATION RATE ROTORS OR DRIE.
- THE IRRIGATION SYSTEM SHALL BE FULLY AUTOMATIC. CONTROLLER SHALL BE INSTALLED WITH A RAIN SENSING SHUTOFF DEVICE.
- ESTIMATED TOTAL ANNUAL WATER USE = 6.65 ACRE-FEET

Maintenance Notes

- ALL LANDSCAPED AREAS SHOWN ON THIS PLAN SHALL BE MAINTAINED BY THE PROPERTY OWNER.
- THE RIGHT-OF-WAY SHOWN ON THIS PLAN SHALL BE MAINTAINED BY THE PROPERTY OWNER.

Planting Notes

- NO SPECIES PROPOSED TO BE PLANTED ARE CONTAINED ON THE COUNTY INVASIVE SPECIES LIST.

Fuel Modification

- ALL FUEL BREAKS SHOWN ON PLAN TO BE MAINTAINED PER THE FIRE PROTECTION PLAN.

North

Scale 1" = 30'

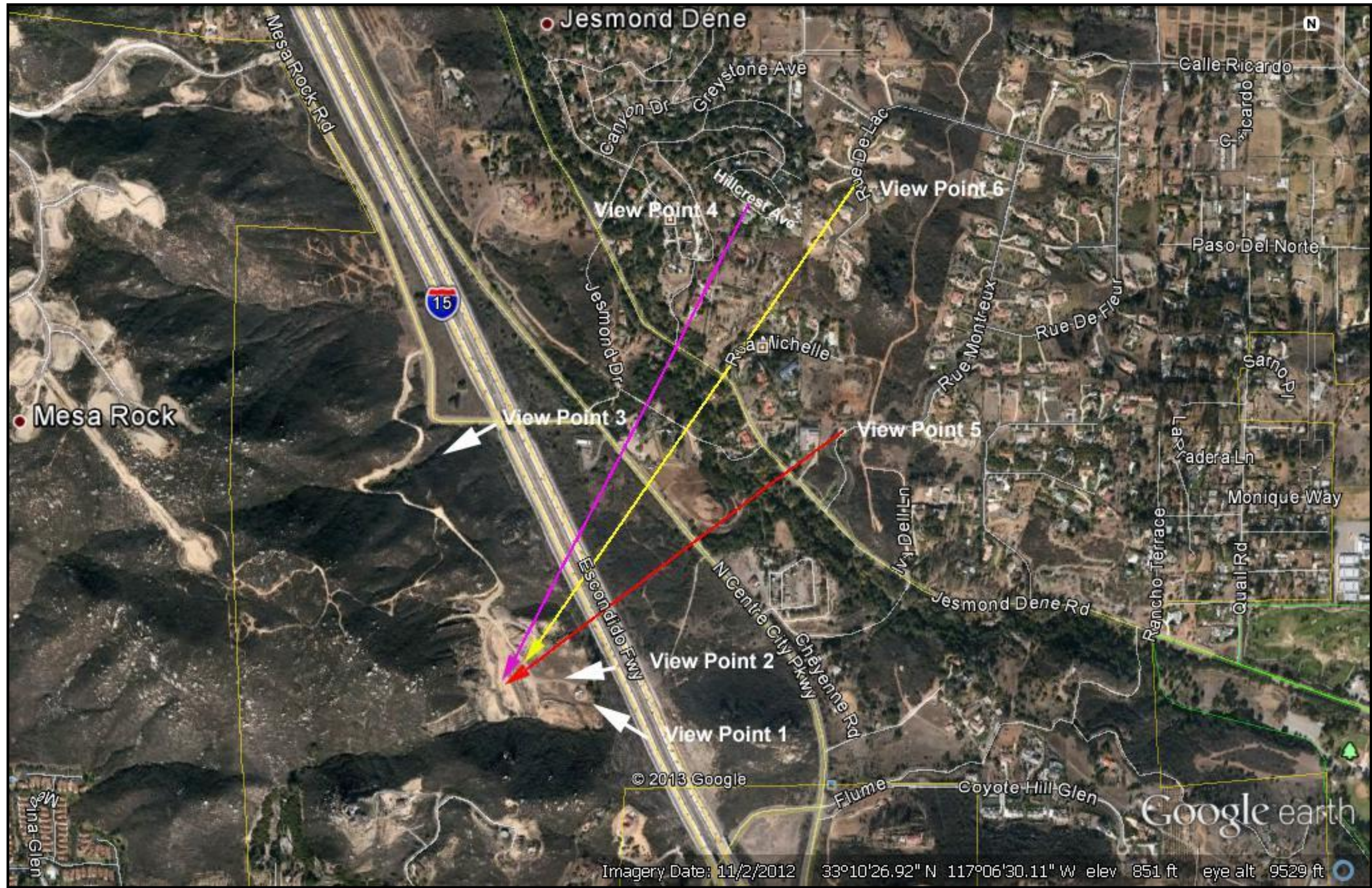
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue - San Diego, CA 92101

See Figure 5A



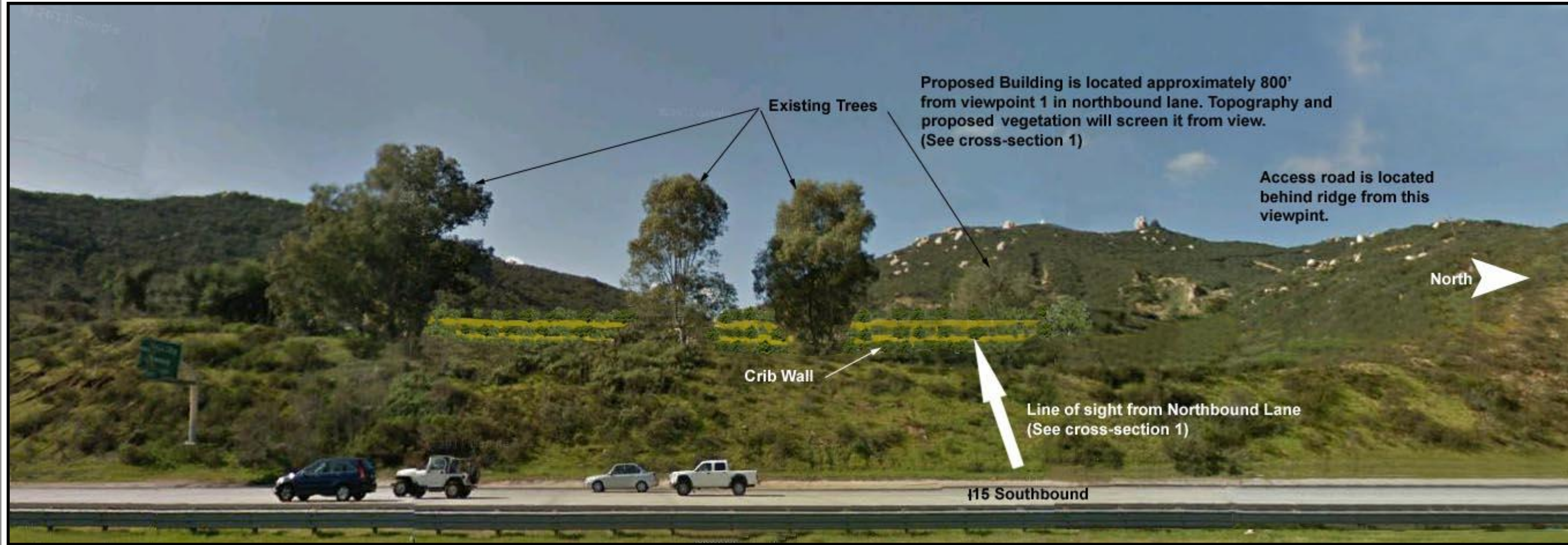
Landscape Units

Figure 6



Key View Index

Figure 6A



Key View 1
At Planting

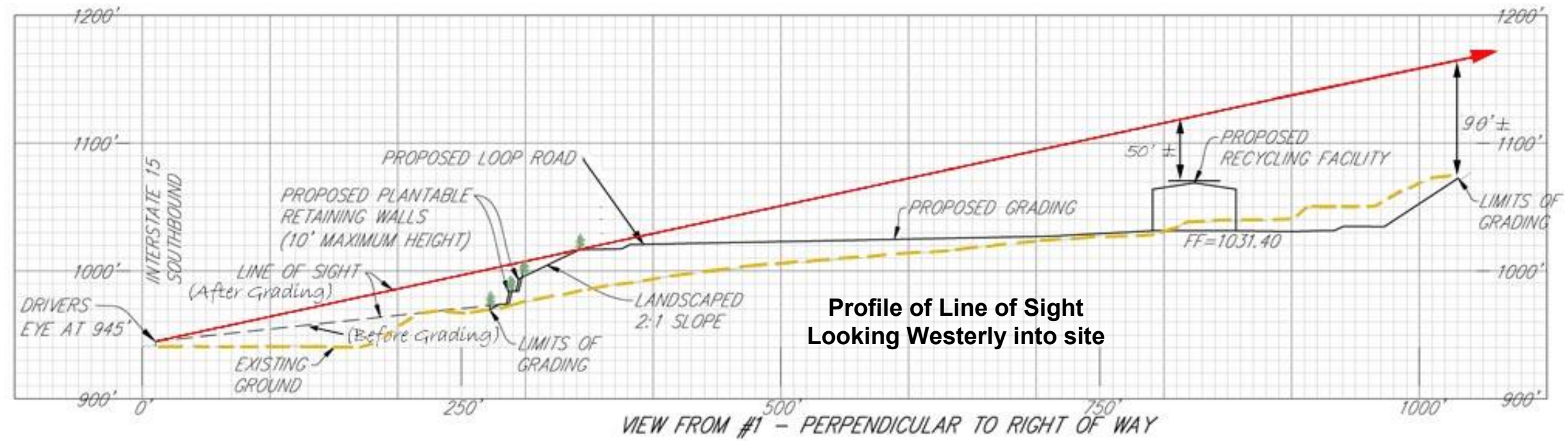
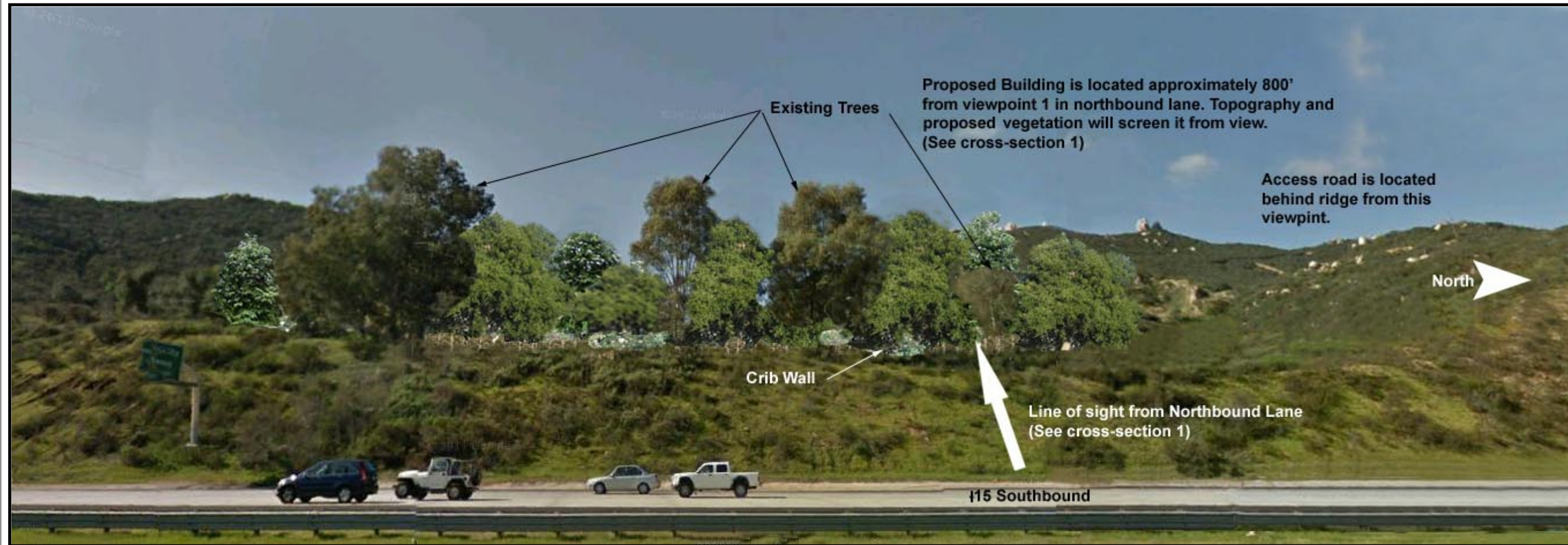


Figure 7



Key View 1
At Maturity

Figure
7A

Schematic of Sight Line

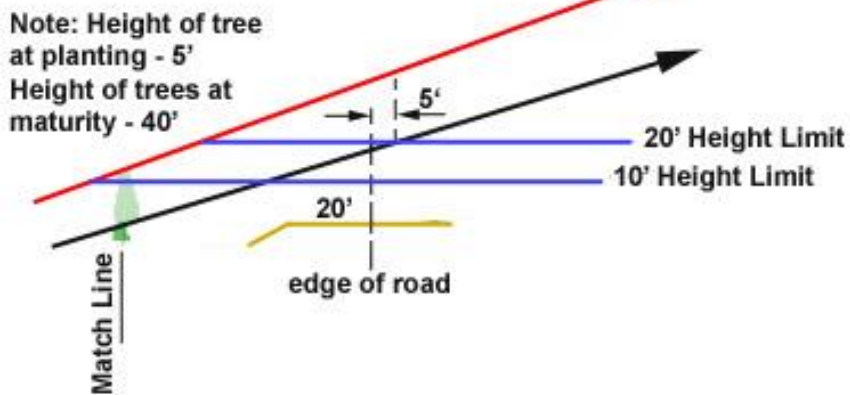
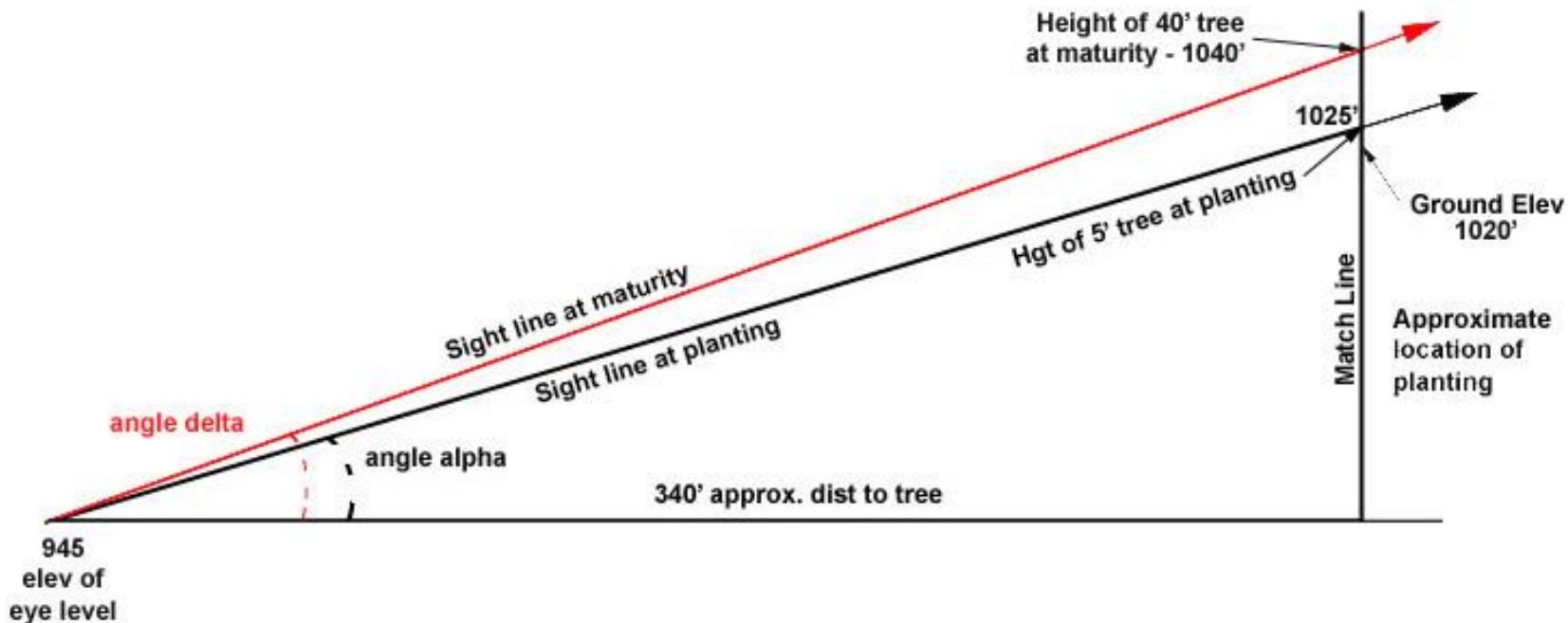
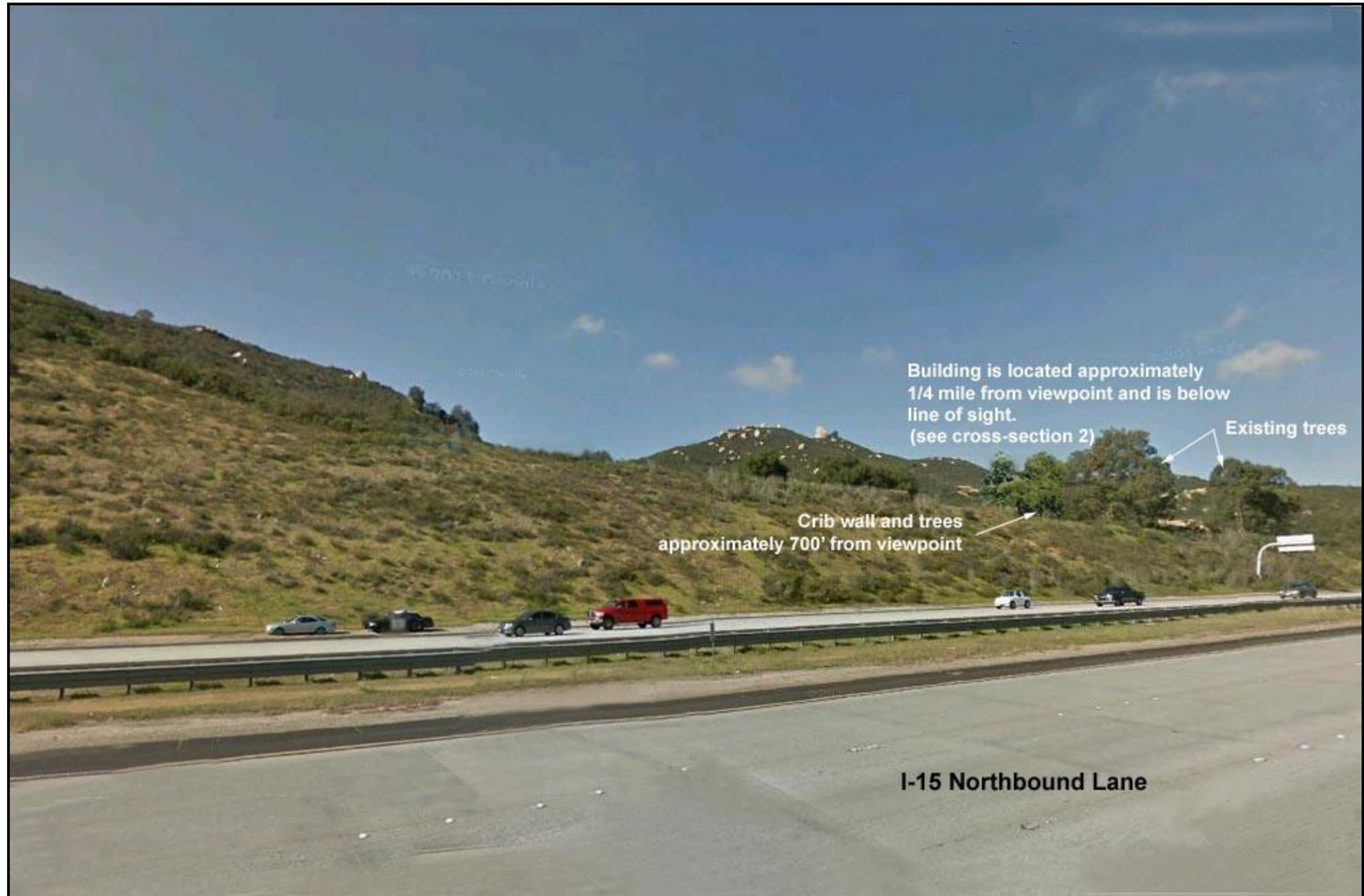


Figure
7B



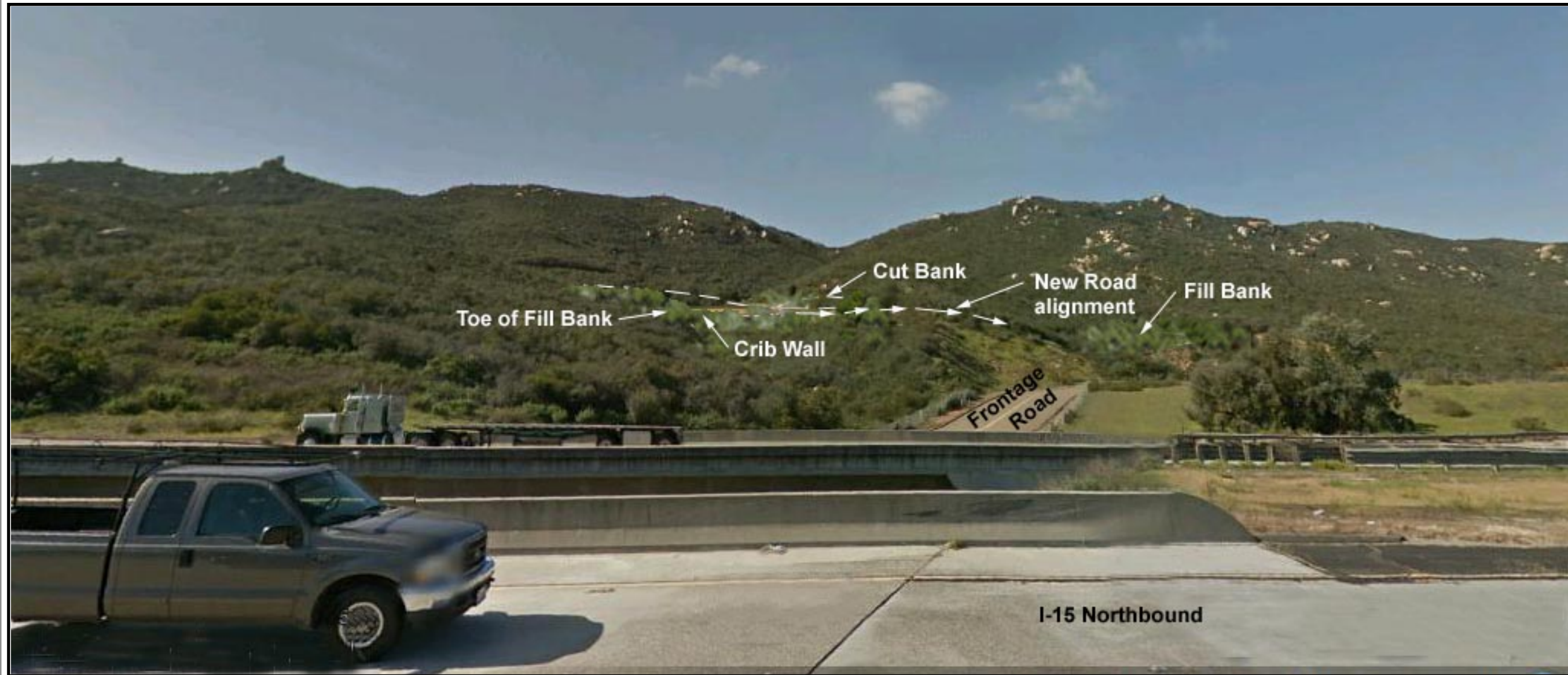
**Key View 2
At Planting**

**Figure
8**



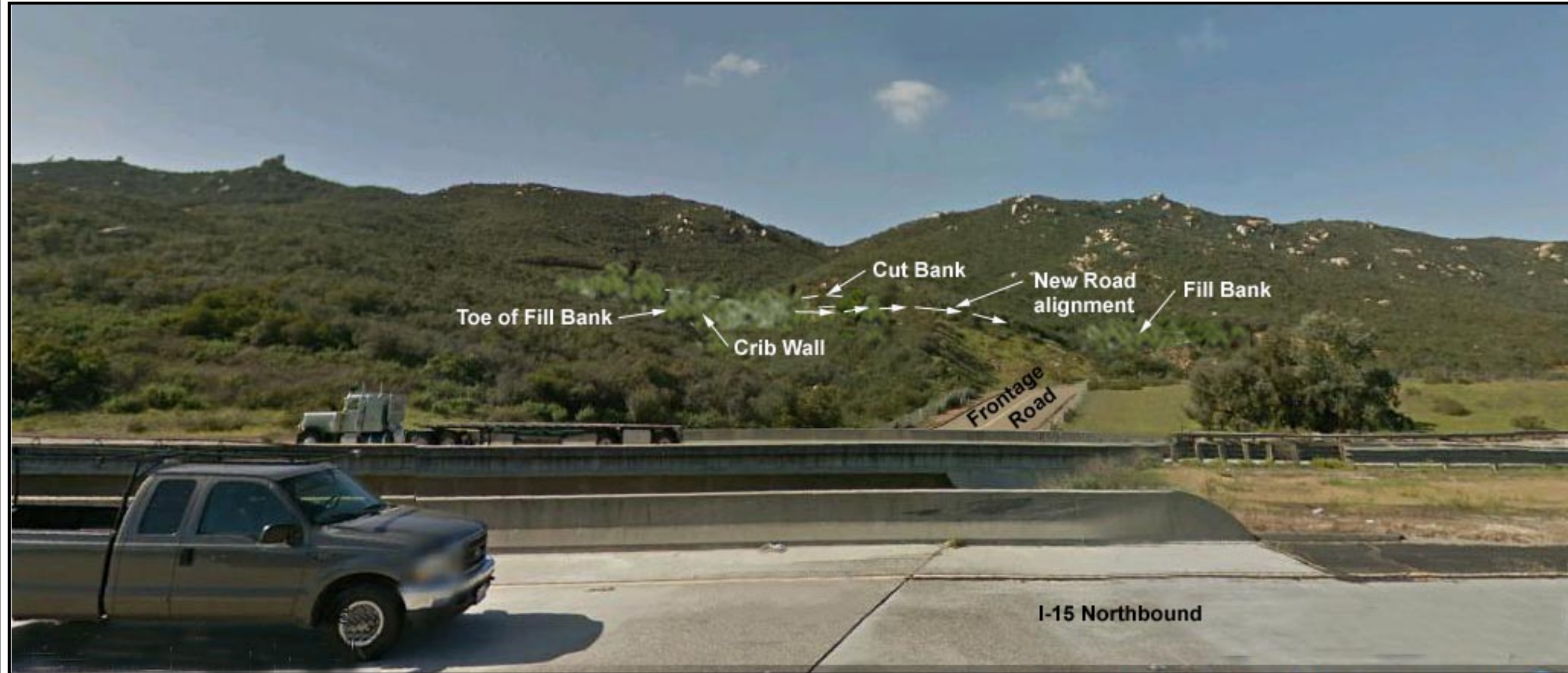
Key View 2
At Maturity

Figure
8A



**Key View 3
At Planting**

**Figure
9**



**Key View 3
At Maturity**

**Figure
9A**



**View 4 - From Hillcrest Ave.
Existing**

**Figure
10**



**View 4 - From Hillcrest Ave.
At Planting**

**Figure
10A**



**View 4 - From Hillcrest Ave.
At Maturity**

**Figure
10B**



**View 5 - From Rue Montreux
Existing**

**View 5 - From Rue Montreux
At Planting**



**Figure
11A**

**View 7 From Rue Montreux
At Maturity**



**Figure
11B**



View 6 - From Rue de Lac
Existing

**View 6 - From Rue de Lac
At Planting**



**Figure
12A**



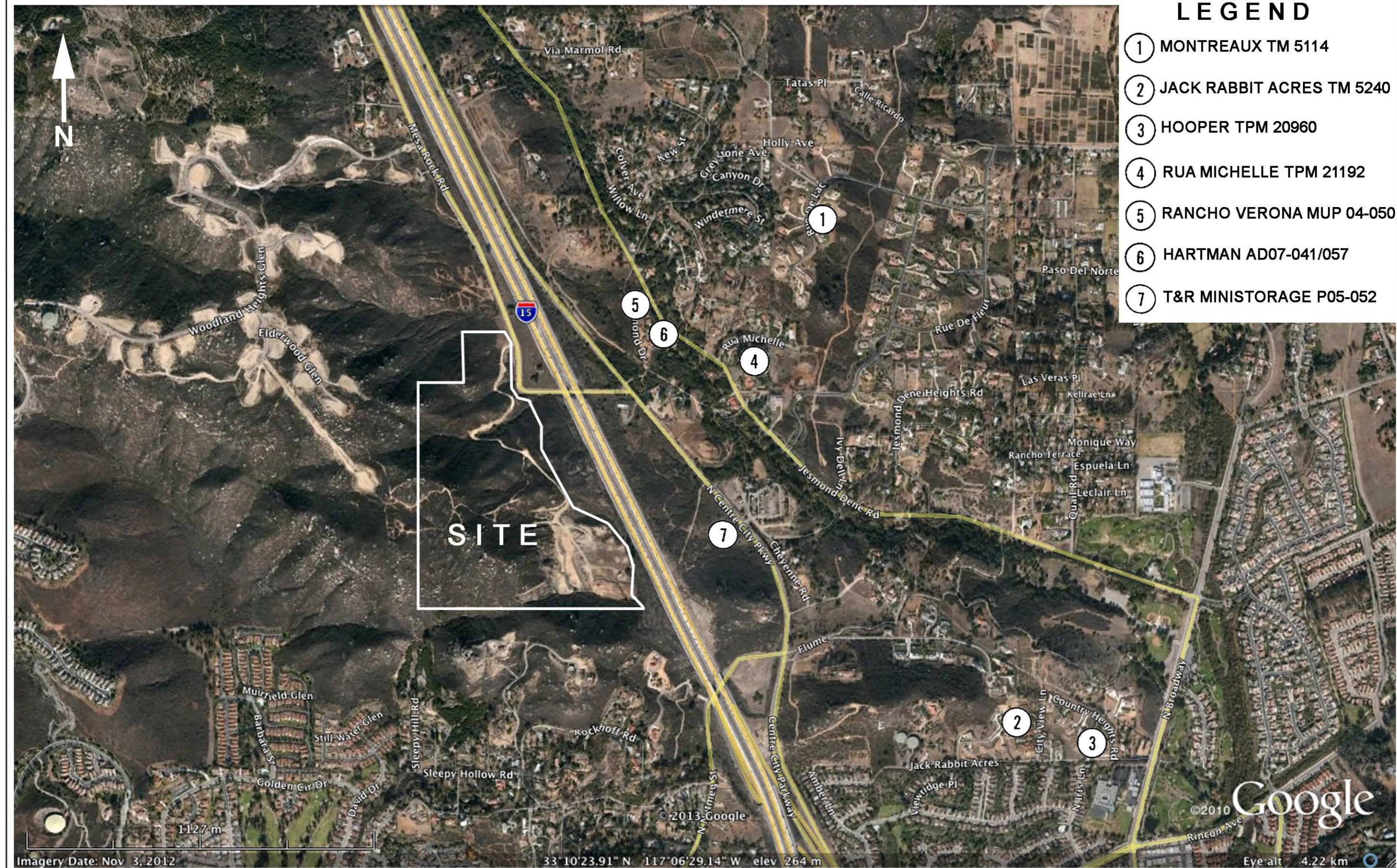
**View 6- From Rue de Lac
At Maturity**

LEGEND

- ① MONTREAUX TM 5114
- ② JACK RABBIT ACRES TM 5240
- ③ HOOPER TPM 20960
- ④ RUA MICHELLE TPM 21192
- ⑤ RANCHO VERONA MUP 04-050
- ⑥ HARTMAN AD07-041/057
- ⑦ T&R MINISTORAGE P05-052

Cumulative Projects

Figure 13



Location Number	Project Name and Permit Number	Impact/Mitigation
1	Montreaux, TM 5114	No significant impact
2	Jack Rabbit Acres, TM5240	No impact
3	Hooper, TPM20960	No impact
4	RUA Michelle, TPM21192	No impact
5	Rancho Verona, MUP 04-050, Group Care Facility	Less than significant impact
6	Hartman AD, AD07-041/057	Native tree selection required by I-15 Design Review Board
7	T&R Mini Storage, P05-052	Less than significant impact



Cumulative Projects

**Table
1**