VISUAL RESOURCES REPORT
YORK DRIVE ACTIVE SENIOR LIVING
SAN DIEGO COUNTY, CALIFORNIA

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PROJECT APPLICANT / OWNER:

TIMED INVESTMENT, LLC
3189 AIRWAY AVE #D
COSTA MESA, CA, 92626
PROJECT CONTACT; ROD BRADLEY
760.931.8700

PREPARED FOR:

COUNTY OF SAN DIEGO
5510 OVERLAND AVENUE, THIRD FLOOR
SAN DIEGO, CALIFORNIA 92123

PREPARER:

DEVELOPMENT DESIGN SERVICES &
GRAPHICACCESS, INC.
ADAM GEVANTHOR
2583 VIA MERANO
DEL MAR, CA 92014
858.793.5450

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Executive Summary

The following visual impacts are anticipated with implementation of the York Drive Active Senior Living MPA:

1. While moderate changes in the visual environment will occur as the site develops, the area's ability to absorb change is high and these changes will not substantially change the composition of the existing visual environment. The proposed project will not introduce features that would detract from, or contrast with, the existing visual character and quality of the neighborhood, community, or localized area by conflicting with important visual elements or with the quality of the area. Therefore, implementation of the project will not result in a significant adverse visual impact to viewers from residential areas, neighboring roadways, nearby major roadways and commercial areas, and the SPRINTER and Inland Rail Trail corridor (Significance Guideline 1).

2. The proposed project would not result in physical changes that would degrade the quality of an identified visual resource. The San Marcos Mountain and Merriam Mountain ranges have been identified as valuable visual landmarks of great scenic beauty. The proposed project would not affect views toward these resources and therefore will not degrade their visual quality (Significance Guideline 2).

3. The proposed project would not change the visual environment of a designated Scenic Highway, or Scenic Vista since none have been identified within the project viewshed (Significance Guideline 3).

4. Implementation of the proposed project will not result in significant adverse impacts consistent with applicable goals, policies or requirements related to visual resources (Significance Guideline 4).

5. Outdoor light fixtures would conform to the San Diego County Light Pollution Code and not create a new source of substantial light and highly reflective building materials would not be used and therefore not create a new source of substantial glare (Guideline No. 5).

6. The composition of the project viewshed would not be adversely affected by physical changes introduced by cumulative projects. No cumulatively considerable projects have been identified for the project viewshed whereby these changes would be incompatible with the existing visual environment. Therefore, visual impacts associated with cumulatively considerable projects would be insignificant.

1.0 Introduction

The following Visual Impact Assessment was prepared for the proposed York Drive Active Seniors Living Project (project).

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 impact under the California Environmental Quality Act (CEQA), and to propose measures to avoid, minimize, or mitigate adverse visual impacts associated with the construction of the proposed project on the surrounding visual environment.

1.2 Key Issues

The three key issues to be examined in this report are identified in the County's Guidelines for Determining Significance for Visual Resources are whether:

1. the proposed project would result in a significant impact with regard to the existing visual character and/or quality of the area,

2. would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of the area, including but not limited to valued visual resources,

3. whether the project would substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from a public road, trail, scenic vista or highway or recreational area.

1.3 Principal Viewpoints to be Covered

Key Observation Points (KPs), consisting of photographs taken from public viewpoints, are identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of project-related features that would be visible. Locations for KPs were selected using the following criteria:

- Type of viewers/viewpoint (public views are considered more sensitive than private views)

- Breadth of the view (views taking in several elements rely less on any one element than those focusing on a specific criterion)

- Depth of the view (increased distance from the observed element makes it appear smaller, less detail is registered, and visibility may be affected by atmospheric conditions such as fog, smog, etc.)

- The amount of time (duration) and/or number of times each observer is exposed to the view

- Number of viewers exposed to the view (a greater number of viewers makes the view more sensitive)

- Designated scenic viewpoints and scenic highways are considered sensitive viewpoints.

The Visual Analysis analyzes changes in the visual environment associated with the proposed project from the following general locations: Neighboring public roadways and residential areas, major area roadways, neighboring commercial areas, Inland Rail Trail, and SPRINTER Corridors.

2.0 Project Description

The proposed York Drive Active Seniors Living project (project) is a Senior serving (62 years and older) development on 4.27 Acres located at 1822, 1844 and 1864 York Drive, Vista, California, in the County of San Diego's North County Metropolitan Plan subarea. The project site has a designation of Village Residential and a regional designation of Village. The current zoning is RR with a .5-acre minimum lot size.

The project consists of one (1) four story building approximately 46 feet in height with two roof access structures reaching approximately 54 feet in height, 183 Senior Units of which 19 will be affordable to low-income residents, and 160 parking stalls. Outdoor amenities will include pool and spa area, outdoor barbeque area, putting green, bocce ball, walking trails, community vegetable gardens and fruit trees.

The project will construct a 138,139 square foot building in one (1) phase. The building functions will contain a dining room of 3,222 square feet, common kitchen of 588 square feet, beauty salon, chapel, library, main living room, arts and crafts room, cards and game room, movie theater, main dinning & entertainment room, laundry service, tenant laundry on each floor, fitness & wellness center, community business Center.

The project is located southeast of the City of Vista and east of the City of San Marcos, .8 miles northeast of Highway 78 and approximately .6 miles north of the Sycamore Avenue / Hwy 78 Interchange. The project site is north of S Santa Fe Drive, and south and east of York Drive *(see Vicinity Map and Site Development Plan, Figures 1 & 2).*

Project grading would require approximately 8,100 cubic yards of cut and 30,200 cubic yards of fill with an import of 22,100 cubic yards to create the building pad, parking, access drive, and manufactured slopes along the perimeter of the site. Pad elevations proposed for the building will be approximately 12-feet below finish grade at the northwest corner of the site, adjacent York Drive. *(See Grading Plan and Project Cross Sections, Figures 3 & 4).*

Additionally, a retaining wall, a maximum of nine feet in height, will be constructed near the northern boundary. This wall will face toward the interior of the project and will be landscaped at its base with deer grass and perennial drought tolerant shrubs such as toyon. The top of the wall will be planted with turf and will be bordered with Japanese aralia and crepe myrtle trees.

Access to the project is via a gate guarded entry located near the intersection of York and Montgomery Drives. The property is adjacent to North County Transit District's SPRINTER Line that provides transit service from Oceanside to Escondido, and the Inland Rail Trail.

Architecturally, the project is designed in a classic contemporary style with rural accents, natural materials, and decorative siding. A warm color palette, one that relates to both nearby man-made and natural elements in view, will be used *(see Architectural Elevations, Figure 5).*

Landscaping proposed for the project will consist of grove-like plantings of trees along slopes around the perimeter of the site. Perimeter and entry enhancements consisting of, privacy fencing, iron gate, street trees and enhanced plantings, groundcover, signage, and decorative lighting, are also planned. Enhanced slope plantings consisting of trees, shrubs and groundcover are designed to soften the geometry of the manufactured landforms and to provide screening of the project from visual receptors located off site. Ornamental landscaping internal to the project will define use areas, reinforce wayfinding, stabilize drainage retention areas, and shade and buffer parking and utility areas from view. Enhanced landscape treatments along the NCTD corridor will screen and buffer the project from view for users traveling along this corridor and along major streets in the project vicinity. A pattern of street trees along York Drive will buffer and screen the project from view and relate to patterns of plantings in the surrounding neighborhood *(see Landscape Plan, Figure 6).*

2.1 Land Use Designations and Zoning

The project is located within the North County Metro subarea and is subject to the General Plan Regional Category Village, Land Use Designation Village Residential VR-2 (2 units/acre). Zoning for the site is Rural Residential (RR). The proposed use, density, height, and number of stories is allowed upon approval of a Major User Permit, and waiver from building height limitations under the Affordable Housing Program to change the height designator for the site.

2.2 Regulatory Framework

Visual resources may be subject to plans and policies developed to ensure adequate consideration is given to preserving and/or enhancing the visual qualities of an area. The proposed project is subject to the following guidelines and policies.

2.2.1 County of San Diego General Plan

The San Diego County General Plan is a broad-based planning document that contains text, maps, and diagrams explaining the County's long-range growth and development goals and policies. The adopted General Plan consists of several countywide elements that relate to aesthetics; among them is the Conservation and Open Space Element which is applicable to this project.

Goals and Policies within the Conservation and Open Space Element address Visual Resources to protect scenic corridors, geographically extensive scenic viewsheds, and dark skies within the natural environment. Applicable policies are noted below:

COS-11.1 Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

COS-11.3 Development Siting and Design. Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:

- Creative site planning
- Integration of natural features into the project.
- Appropriate scale, materials, and design to complement the surrounding natural landscape.
- Minimal disturbance of topography.
- Clustering of development so as to preserve a balance of open space vistas, natural features, and community character.
- Creation of contiguous open space networks.

2.2.2 Light Pollution Code

The San Diego County Light Pollution Code (Sections 51.201-51.209 of the San Diego County Code) seeks to control undesirable light rays emitted into the night sky to allow citizens to view and enjoy the night environment and reduce detrimental effects on astronomical research. The Ordinance designates the unincorporated portions of the County into two zones based on distances from both the Palomar Observatory and the Mount Laguna Observatory. Areas within 15 miles of either observatory are designated

Zone A, while the remaining areas are designated Zone B. The project site is located more than 15 miles from Mts. Palomar and Laguna and is, therefore, within the Zone B.

2.3 Design Policies and Guidance

The County regulations applicable to the use and development of the project are briefly described below.

2.3.1 North County Metro Community Plan

Community Plans provide more refined and focused policies and recommendations applicable to subareas within the County. The project lies within the North County Metro Community Planning subarea. One of the goals of the plan is to protect environmental resources and identifies the San Marcos Mountains, Merriam Mountains, Mount Whitney Double Peak, as visual landmarks of great scenic beauty and resources worthy of conservation.

3.0 Visual Environment of the Project

The project's visual environment is defined by a diverse collection of forms, lines, colors, and textures, that define the local foothills that are covered in semi-rural residential land uses containing mature landscaping punctuated with specimen trees and overhead utilities; a multi-story memory care facility consisting of more structured architectural and landscape architectural elements; a Coaster transit line and associated improvements; a prime arterial roadway, and strip, commercial center and associated improvements. The landforms of the San Marcos Mountains, a valued scenic resource, defines portions of the visual environment. No designated scenic vistas, scenic corridors, scenic highways, or other scenic resources lie within the project viewshed *(see Existing Conditions, Figures 8-10).*

3.1 Project Setting

The project is located on a gently sloping site containing bare soil, patches of weedy vegetation, and mounds of construction debris. It's surrounded by semi-rural residential development located on the foothills of the San Marcos Mountains to the north, east, and west, the Vista Gardens Memory Care center to the east, the Inland Rail Trail, a Class 1 bikeway, and SPRINTER Rail Line to the west, and commercial business district to the south. The Buena Creek Coaster Station lies approximately .24 miles to the east along S. Santa Fe Drive. The *Aerial Photo, provided as Figure 7***,** depicts the development types and patterns surrounding the project.

The topography surrounding the project ranges from lowland creek beds to steep slopes along the San Marcos Mountains. Elevations range from an approximate 440 feet above

mean sea level for the project site to 1,200 feet above mean sea level (msl) at the highest point of the San Marcos Mountains.

3.2 Landscape Unit(s)

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. The gently sloping project site, previously developed as several single-family residences and materials storage yard is substantially free of vegetation and void of structures and primarily consists of bare soil, islands of non-native plant material, and mounds of broken concrete. The area more generally is defined by a diverse collection of land uses consisting of semi-rural one and two-story homes on rolling hillsides, open space on hillsides and ridgelines, commercial development, and patterns of overhead utilities, traffic signals, directional signs, and man-made improvements associated with the SPRINTER rail corridor and Inland Rail trail. The distant backdrop of the San Marcos Mountains further contributes to this juxtaposition of pattern elements that defines the character of this singular landscape unit *(see Existing Conditions, Figures 8 & 9).*

3.3 Project Viewshed

A "viewshed" is an analytical tool used to aid in the identification of views that could be affected by a potential project. The viewshed is defined as the surrounding geographic area from which the project is likely to be seen.

The project viewshed was delineated from an analysis of aerial photographs, and topographic data produced and distributed by the USGS. This data is based on the National Elevation Dataset (NED) and uses 1/3 arc second data (approximate 10-meter accuracy). The viewshed was then field verified by the project analyst. Variations between potential visibility to the site and actual possible views are discussed in the text below. The viewshed boundary, shown on the *Project Viewshed* exhibit represents the geographic limits for this visual assessment, and illustrates the generalized project viewshed superimposed on an aerial photo base. The project viewshed is generally confined to the areas located within ridgelines that surround the project. More specifically, the project viewshed is confined to the areas south of Monte Vista Drive, north of State Route 78, east of Watson Way and ridgeline located west of Montgomery Drive, and area west of Esplendido Avenue & foothills of the Merriam Mountains. Surrounding structures and mature vegetation further limit available views. Available views of the project are generally contained within a ½ mile radius from the project site as depicted on the *Project Viewshed* exhibit provided as *Figure 11.*

4.0 Existing Visual Resources and Viewer Response

4.1 Existing Visual Resources

4.1.1 Visual Character

Our understanding or cognition of the visual environment is based on the visual character of objects and the relationships between them. Descriptions of visual character can distinguish at least two levels of attributes: pattern elements and pattern character.

Pattern elements include an object's form, line, color, and texture. Our awareness of these pattern elements varies with distance, for example individual details are lost and colors are muted as distances increase.

Pattern character refers to the visual relationships between these elements. Differences in visual character are generally traced to four aspects of pattern character: dominance, scale, diversity, and continuity. For example, there is a great difference between the visual character of State Route 76 and Interstate 15, although both exhibit similar line, color, and texture.

The four aspects of pattern character are defined as follows:

- Dominance: Specific components in a landscape may be visually dominant because of position, extent, or contrast of basic pattern elements.
- Scale is the apparent size relationship between a landscape component and its surroundings; an object can be made to look smaller or larger in scale by manipulating its visual pattern elements.
- Visual diversity is a function of the number, variety, and intermixing of visual pattern elements.
- Continuity is the uninterrupted flow of pattern elements in a landscape and the maintenance of visual relationships between immediately connected or related landscape components.

The project and the project setting are assessed according to these attributes; if their visual character is similar, the visual compatibility of the project will be high. If the visual character of the project contrasts strongly with the visual character of its setting, its visual compatibility will generally be low. *(See Visual Inventory/Character Evaluation, Figure 22)*

The existing, sloping site is defined by broad areas of bare soil, patches of weedy vegetation, and mounds of concrete debris. This both relates to and contrast with

dominant patterns of semi-rural one and two-story homes on foothills surrounding the project, mature landscapes, open space on hillsides, and ridgelines. In contrast lies nearby strip commercial, an adjacent transit corridor, and other man-made improvements such as overhead utilities, traffic signals, and directional signs. This diverse, contrasting, collection of visual elements, defines the visual character of the site and surroundings.

4.1.2 Visual Quality

Aesthetics is not only concerned with the character of the visual experience, but also with its quality. The perception of quality is based upon a viewer's response to vividness, intactness, and unity occurring within the visual environment. These factors affect perceptual quality and are defined as follows:

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole.

Areas with high visual quality are those where all three of these factors are high. Areas with Moderate Visual Quality are those where one of these factors is low. Areas with low visual quality are those where two or more of these factors are low.

An evaluation of the existing visual inventory, both on-site and off, assigned a low-medium visual quality rating to the site and immediate surroundings *(see Visual Quality Evaluation Forms, Figures 22 & 23)* due to the landscape's lack of striking and distinctive visual patterns, the degree to which the landscape is encroached upon by differing elements, and the relative lack of coherent harmonious visual patterns that are present. This is due to the variety of land uses, structures, and visually dominant man-made improvements in view that affect the area's vividness, intactness, and unity.

4.2 Viewer Response

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how viewers might react to visual changes brought about by a project.

4.2.1 Viewer Sensitivity

Viewer sensitivity is defined both as the viewer's concern for scenic quality and the viewer's response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would

otherwise appear unexceptional in a visual resource analysis. The sensitivity of viewers in their perception of visual quality, as well as their sensitivity to changes in visual quality, varies based on familiarity with the view, as well as their sense of ownership of the view, and the nature of the viewer's activity while receiving the view. These factors, in turn, determine how much attention that person focuses on the view.

For example, residential viewers typically have a high sensitivity to visual quality and changes in visual quality because of their familiarity with the view over a period of time, investment in the area (e.g., homeowners or long-time residents), and sense of ownership of the view. By contrast commuting motorists, if traveling simply to get from one place to another for work, or while doing errands, normally have an average level of sensitivity. Nonetheless, those same motorists, when they are traveling for pleasure, are more sensitive to their surroundings. The level of that sensitivity increases based upon the degree of familiarity the viewer has with the visual setting and the viewer's concern for scenic quality.

4.2.2 Viewer Groups

Viewer groups, those viewers affected by the project, include both long-term and short-term residents (e.g., residents of the adjacent memory care center), travelers on nearby major roadways and neighboring streets, viewers from nearby commercial areas, users of the adjacent transit corridor.

Specifically, primary viewer groups exposed to the project consist of motorists traveling along S. Santa Fe, York, Montgomery, and Woodland Drives, surrounding residents, residents of the Vista Gardens Memory Care, visual receptors within the S. Santa Fe Drive commercial district, and recreational users and commuters traveling along the Inland Rail Trail and SPRINTER corridors.

4.2.3 Viewer Exposure

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of view, speed at which the viewer moves, and position of the viewer. High viewer exposure heightens the importance of early consideration of project design features and their role in managing the visual resource effects of a project. Because objects in the foreground have more detail, views from nearby locations are more detailed compared to objects that are indistinguishable in the distance. Viewers would experience visibility of a proposed project to varying degrees in a particular viewshed, depending on distance or position of intervening structures or obstacles such as topography, and vegetation.

4.2.4 Viewer Awareness

A viewer's response is also affected by the degree to which he/she is receptive to the visual details, character, and quality of the surrounding landscape. A viewer's ability to perceive the landscape is affected by his/her activity.

For example, residential viewers typically have a high sensitivity to visual quality and changes in visual quality because of their familiarity with the view over a period of time, investment in the area (e.g., homeowners or long-time residents), and sense of ownership of the view. By contrast commuting motorists or bicyclists, if traveling simply to get from one place to another for work, or while doing errands, normally have an average level of awareness. Nonetheless, those same motorists or cyclists, when they are traveling for pleasure, are more aware of their surrounds. The level of that awareness increases based upon the degree of familiarity the viewer has with the visual setting and the viewer's concern for scenic quality.

5.0 Visual Impact Assessment

5.1 Guidelines for Determining Significance[1]

A project will generally be considered to have a significant effect if it proposes any of the following, absent specific evidence to the contrary. Conversely, if a project does not propose any of the following, it will generally not be considered to have a significant effect on visual resources, absent specific evidence of such an effect:

1. The project would introduce features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area by conflicting with important visual elements or the quality of the area (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, etc.) or by being inconsistent with applicable design guidelines.

2. The project would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of the neighborhood, community, or localized area, including but not limited to landmarks (designated), historic resources, trees, and rock outcroppings.

3. The project would substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from: A public road, a trail within an adopted County or State trail system, a scenic vista or highway, or a recreational area.

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[1] Source: County of San Diego Guidelines for Determining Significance, Visual Resources, July 30, 2007

4. The project would not comply with applicable goals, policies or requirements of an applicable County Community Plan, Subregional Plan, or Historic District's Zoning.

5. The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.2 Key Views

Because it is not feasible to analyze all the potential views of a project, it is necessary to select key views that most clearly display the visual effects of the proposed project at representative locations within its setting. Key views also represent the primary viewer groups that would potentially be affected by the proposed project.

Key observation points (KPs) identify key views that document the visual character and quality of the project viewshed in highly representative ways. This analysis identifies the following KPs that would be affected by the proposed project:

5.2.1 Neighboring Roadways & Residential Areas

Views of the project from neighboring public roadways within residential areas located north, east, and west of the site, are largely unavailable due to the presence of foreground view blocking topography, mature vegetation, and structures. Where views are available *(KP-1 through KP-4),* they include partial views of the project within a visual setting containing a diverse mix land uses containing semi-rural one and two-story homes on hillsides interspersed with mature vegetation, open space on hillsides, ridgelines, strip commercial, dominant patterns of overhead utilities, traffic signals, directional signs and other man-made improvements associated with the SPRINTER and Inland Rail Trail corridor. Some of the views are backed by the distant ridgelines associated with the San Marcos and Merriam Mountains, a valued visual resource.

Views from these neighboring roadways and surrounding residential areas are not particularly memorable as they lack striking and distinctive visual patterns, are not intact as they contain visual encroachments created from juxtapositions of diverse land uses, natural, and other man-made improvements, and display a low degree of unity whereby the visual elements of the landscape join to form coherent harmonious visual patterns. The existing visual quality therefore is considered low (*see Visual Quality Evaluation, Figures 23 & 24).*

Proposed project features available to viewers include portions of the structure, entry drive, perimeter fencing, parking areas, and landscaping *(see Figure 14, Proposed Condition, KP-1).* The proposed 46-foot-tall building, and roof access structures approximately 54-feet-tall, will sit at a pad elevation of 443.0-feet msl, which is approximately 12-feet below finish grade at its northwest corner, and roughly at grade near its northeast boundary. The result is that most observers will view the structure

partially below grade as they travel along York and S. Santa Fe Drives. While the proposed building is taller than neighboring buildings in view, it will appear somewhat similar in height to buildings located across York Drive to the northwest, as depicted on *VP-5 and -6, Existing Conditions, Figure 10.* These structures appear taller than they are since they're built on pads that are elevated relative to the adjacent street. This provides relational context for the proposed structure.

Project design features to reduce adverse impacts include architectural and landscape treatments that relate to the character of the surrounding visual setting, that de-emphasize the size and scale of the proposed structure, that soften the geometry of manufactured slopes, and that screen and buffer the project from view.

Architectural treatments, such as roof overhangs and building pop-outs, will create shadow relief and add patterns to building surfaces; window penetrations will breaks planar surfaces and add depth and additional shadow relief; a warm color palette and material choices such as stucco and siding will use colors and textures that relate to natural and man-made elements in view and will provide textural relief to building surfaces. These treatments combine with site planning techniques that place the structure up to 12-feet below grade along highly traveled corridors to reduce the apparent height, and landscape treatments that strategically place grove-like patterns of trees and shrubs such that they buffer and screen the project from view from sensitive visual receptors. Graded slopes will be softened with undulating masses of plant materials of varying heights to make them appear more natural in form. Plant materials proposed will relate to those used in the surrounding visual environment and serve as transitional elements to nearby development, and natural hillsides. Additionally, perimeter fencing and refined landscape treatments, closer to the building, will enable the project to relate to the adjacent Vista Gardens Memory Center and neighboring properties. The project will also improve upon what is presently disturbed soil, and construction debris, and will introduce improvements to the area that relate more directly to the immediate surroundings, thereby serving to help unify elements in the landscape into more coherent, harmonious visual patterns.

Changes in visual character and quality as a result of the proposed project are expected to be low as the project will relate to existing pattern elements and pattern character within the viewshed. The proposed building, landscaping, fencing, and other improvements, will substantially relate to the surrounding visual environment. As a result, contrast will be minimized and the visual character and quality of the area will remain substantially the same (see *Visual Quality Evaluation, Figures 23 & 24).*

Viewer Response

Views from these areas are considered low in terms of visual quality and therefore less sensitive to change than those with a high visual quality rating (e.g., highly memorable, intact, and visually unified views). Furthermore, sensitive background mountain

ridgelines, valued visual resources, will remain undisturbed. So, while residents and viewers on neighboring streets will be sensitive to changes in the visual environment, their response to those changes is anticipated to be low.

Changes in the visual environment will occur as the site transitions from disturbed soil to commercial development**,** but the area's ability to absorb change is high and these changes will not substantially change the composition of the exiting visual environment. Therefore**,** implementation of the project will not result in a significant visual impact to viewers from residential areas or to viewers traveling along neighboring roadways.

5.2.2 Major Roadways & Neighboring Commercial Areas

Views of the project are available to travelers heading northwest and southeast on S. Santa Fe Drive, and to those traveling northeast on Woodland and Robelini Drive. In addition, views of the project are available to viewers looking northwest from the neighboring Vista Gardens Memory Care Center, and north and west from the commercial corridor along S. Santa Fe Drive (see *KP-4 through KP-8, Figures 15 to 19).*

Common visual elements along this corridor include strip commercial development, traffic and directional signs, overhead utilities, improvements associated with the SPRINTER & Inland Rail Trail corridor, foreground vegetation, middle ground of semi-rural residential development on rolling hillsides, natural open space and ridgelines, and a background consisting of distant mountain ridgelines associated with the San Marcos and Merriam Mountains.

The visual character evaluation (*Figure 22*) assigned a low to moderate rating to the existing landforms, vegetation, structures, and development visible within this landscape unit due to their lack of prominence. Also, features within these views are not particularly vivid nor are they free from encroachment or intact. Elements within these views are also not unified such that they form coherent, harmonious visual patterns. Consequently, a low visual quality rating was assigned these views (see *Visual Quality Evaluation, Figures 23 & 24*).

Visible elements of the project would include the upper portion of the building, perimeter fencing, internal parking areas**,** and perimeter landscaping (*see Figures 16 & 18, Proposed Condition, KP-6 & 8).*

Changes in visual character and quality are expected to be low as the project will substantially relate to pattern elements and the pattern character that exists within the viewshed. The proposed building, light standards, landscaping and fencing details will relate to existing structures, landscaping, natural vegetation, and other man-made improvements within the viewshed. Foreground fencing and plantings will relate to surrounding landscapes and hillsides, and architectural treatments, utilizing natural materials and warm colors, will relate to surrounding man-made and natural elements.

As a result, contrast will be minimized and the visual character and quality of the area will remain substantially the same *(see Figures 16 & 18, Proposed Condition, KPs-6 & 8).*

Viewer Response

Short duration views, of approximately 20 seconds at 55mph, are available to the approximate 4 million motorists traveling southeast and northwest along S. Santa Fe Drive over a distance of approximately 1/4 mile[2]. The majority of travelers along this corridor are assumed to have an average sensitivity to changes in visual quality. Portions of the project available to them will be visible behind a foreground of vegetation, structures, fencing, directional signs, overhead utilities, and improvements associated with the Inland Rail Trail and SPRINTER line *(KP-6 & 7).* Viewers stopped at the intersections of Woodland, Roebelini, and S. Santa Fe Drives (*KP-6 & 8),* will experience similar views but of longer duration. Viewers within the commercial corridor along S. Santa Fe, and the Vista Gardens Memory Center, will experience similar views but of longer duration *(KP-6).*

While some travelers on nearby major roadways, and viewers located within the commercial corridor, including the adjacent memory care center, may be sensitive to changes in the visual environment due to the project, their response to those changes is anticipated to be low.

Changes brought about as the site transitions from vacant land to commercial development**,** will not substantially alter the composition of the existing visual environment and will not result in a significant adverse visual impact to viewers, traveling along major roadways, or located within the nearby commercial areas.

5.2.3 Inland Rail Trail & SPRINTER Corridor

Views of the project are available to the approximate 2.4 travelers heading northwest and southeast along the Sprinter and Inland Rail Trail corridor that extends from Oceanside to Escondido (*see KP-9 & 10, Figure 20*). Short duration views of the project are available to SPRINTER travelers over a distance of approximately 1/4 mile, approximately 18 seconds at 50 mph. Viewers along the Inland Rail Trail would experience longer duration views due to their slower travel speeds.

Common visual elements along this corridor include dominant traffic and directional signs, overhead utilities, commercial development, improvements associated with the SPRINTER and Inland Rail Trail corridor, foreground vegetation, and patterns of semi-rural residential development on background hillsides backed by distant mountain ridgelines.

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[2] City of Vista, Average Daily Traffic Volumes, 2017.

The visual character evaluation *(Figure 22)* assigned a low to moderate rating to this area due to the low degree of prominence displayed by existing landforms, vegetation, structures, and development. Also, features within these views are not particularly vivid, free from visual encroachments, or highly unified in coherent, harmonious visual patterns. Consequently, a low visual quality rating was assigned (*see Visual Quality Evaluation, Figures 23 & 24*).

Visible project features would include the upper portions of the building, perimeter fencing, internal parking areas**,** and proposed perimeter landscaping. These features would be viewed in conjunction with existing overhead utilities, traffic and directional signs, retaining walls, fencing, structures, landscaping, rail corridor components, and other man-made improvements in conjunction with foreground view blocking vegetation and landforms**.** Proposed fencing and plantings will further screen and buffer the lower portions of the project from view and a warm color palette, natural materials, and details proposed for the project will relate to form, lines, colors, and textures visible in the surrounding visual environment. The structure's form and scale will appear similar to nearby commercial buildings and the project as a whole will relate to adjacent development thereby serving to unify visual patterns in the area.

Viewer Response

SPRINTER users accounted for 2.4 million viewers annually in 2019 according to North County Transit District's website and of those riders 72% used the service to commute to work or school 4 days a week or more according to a 2015 SANDAG On-Board Transit Passenger Survey. Inland Rail Trail users, based on-site observations, number far fewer. It is therefore assumed that a majority of viewers along this corridor are commuters and, as noted in Section 4.2, Viewer Response, presumed to have an average level of sensitivity. These viewers may be aware of changes to the visual environment as the site develops, but their response to those changes will be low due to the area's ability to support this change and their average level of sensitivity to that change. While changes in the visual environment will occur as the site transitions from vacant land to commercial development**,** these changes will not substantially alter the composition of the exiting visual environment and implementation of the project will not result in a significant visual impact to viewers traveling along the Inland Rail Trail & SPRINTER corridors.

5.3 Assessment of Visual Character and Visual Quality

Visual resource change is the combination of the change in visual character and change in visual quality. The visual impacts of project elements are determined by assessing the change in seen elements caused by the project and predicting viewer response to that change.

5.3.1 Assessment of Visual Character

Portions of the project are available to viewers from neighboring roadways and residential areas (*Figure 13),* from nearby major roadways and neighboring commercial areas *(Figure 16),* and from areas along the Inland Rail Trail and SPRINTER corridor *(Figure 20).* Views from these locations will primarily include portions of the proposed structure, perimeter fencing, parking areas, and landscaping.

The proposed 46-foot-tall building, and roof access structures approximately 54-feet-tall, will sit at a pad elevation approximately 12-feet below finish grade at its northwest corner, and roughly at grade near its northeast boundary. The result is that most observers will view the structure partially below grade as they travel along York and S. Santa Fe Drives. While the proposed building is taller than neighboring buildings in view, it will appear somewhat similar in height to buildings located to the northwest, across York Drive, as depicted on *VP-5 and -6, Existing Conditions, Figure 10.* These structures appear taller than they are since they're built on pads that are elevated relative to the adjacent street. This provides relational context for the proposed structure.

Project design features that are proposed to reduce adverse impacts include architectural, and landscape treatments designed to de-emphasize the bulk and scale of the proposed structure, soften the geometry of the manufactured slopes, and screen and buffer the project from view.

Specifically, architectural treatments such as roof overhangs and building pop-outs will create shadow patterns and articulate building surfaces; window penetrations will add breaks in planar surfaces and add depth and additional shadow relief; a warm color palette and material choices such as stucco and siding will use colors and textures that relate to natural and man-made elements in view and will provide textural relief to building surfaces. These treatments combine with site planning techniques that place the structure up to 12-feet below grade along highly traveled corridors to reduce the apparent height, and landscape treatments that strategically place grove-like patterns of trees and shrubs to buffer and screen the project from view from sensitive visual receptors. Graded slopes will be softened with undulating masses of plant materials of varying heights to make them appear more natural in form. Plant materials proposed will relate to those used in the surrounding visual environment and serve as transitional elements to nearby development and natural hillsides. Additionally, perimeter fencing and refined landscape treatments will enable the project to relate to design elements of the adjacent Vista Gardens Memory Center. The project will also improve upon what is presently disturbed soil, and construction debris by introducing improvements that relate more directly to the immediate surroundings, serving to unify visual patterns within the viewshed.

During Project construction, construction-related activities would visibly contrast with existing conditions due to removal of existing vegetation and the introduction of new,

visually dominant elements, including raw soil; newly graded building pads and cut or filled slopes; construction period fencing; construction equipment; and construction materials stockpiling and storage. Houses in the surrounding area may have views of the grading and other construction elements, although existing vegetation and structures in the surrounding area may block direct views. From further distances, grading would not be distinctly visible as intervening hills, structures, and vegetation can block views of the site. As a result, mass grading would not substantially impact views from further distances. As discussed in Section 2.0, *Project Description*, the Proposed Project would be constructed in one phase and is expected to take approximately 12-18 year to complete. Viewers would be exposed to these construction-related elements for the duration of the construction period.

Landscaping would be installed during construction as an area is graded. This will help lessen adverse visual impacts of raw slopes and construction activities. General vegetation maturity is expected five years after installation.

In summary, views of the project from neighboring streets and residential areas, nearby commercial development and major streets, and the Inland Rail Trail and SPRINTER corridors, will contain visual pattern elements that are similar in form, line, color, and texture to that which surround it. As such, pattern character, expressed in terms of dominance, scale, diversity, and continuity, resulting from the relationship between these elements, will relate to architecture and landscape architectural features that surround it. Site design, architectural, and proposed landscaping will thereby minimize contrast and improve visual compatibility with the surrounding area. Landscaping proposed for the project, as it matures, will also further screen, and buffer the project from view. The result is that visual contrast will be minimized to the greatest extent possible and changes in visual quality are expected to be low.

While moderate changes in the visual environment will occur as the site develops**,** the area's ability to absorb change is high and these changes will not substantially alter the character of the exiting visual environment.

5.3.2 Assessment of Visual Quality

The visual quality of the project site and surrounding area within this landscape unit is low in terms of visual unity. The existing residential uses generally have a unified visual pattern of semi-rural one and two-story homes on hillsides interspersed with mature vegetation, open space on hillsides, and ridgelines. The existing strip commercial development by contrast is less unified and shares few common architectural traits. Furthermore, dominant overhead utilities, traffic signals and directional signs, along with transit corridor improvements, also exist within the landscape unit. The residential areas themselves appear to have an architectural unity, sharing design features, color palettes, and common landscape themes but this unity however is disrupted by competing visual elements, natural and man-made, that encroach upon them. The intactness of the area is also low

due to these competing visual elements, and the site setting is not particularly vivid due to its small size, competing visual elements, and lack of coherent harmonious visual patterns between them.

During the 12–18-month project construction period, visual quality will be affected. As required by the County Grading, Clearing and Watercourses Ordinance, as grading is completed, landscaping and irrigation would be installed. This would protect against erosion and slope instability and provide a visual softening of the graded slopes and pad until construction of the site is complete. Visible construction activities during project build-out would contrast with existing visual environment due to the removal of vegetation and the introduction of new, visually dominant elements, including raw soil, newly cut, or filled slopes, construction equipment, and construction materials stockpiling and storage. While visible construction activities would contrast with the existing visual environment, these impacts would be short term. The landscaping required for erosion control would help lessen the adverse visual effects by, reducing the contrast of raw soil and existing vegetation, soften slope geometry, and buffer and screen portions of the site from view. Also, temporary, fabric faced construction fencing would screen much of the building site from view during build-out.

In the long term, visual quality within the project viewshed would not be adversely affected. No changes proposed by the project would degrade the quality of identified visual resources such as unique topographical features, ridgelines, undisturbed native vegetation, surface waters, and/or major drainages.

The project would not degrade the visual coherence of the viewshed. The proposed project would include a single structure, parking area, perimeter fencing and landscaping which would be visible from surrounding roadways, trails, transit corridor, and nearby residential and commercial areas. It will be viewed in the middle ground or background of views in the vicinity.

Existing residential and/or commercial development is visible from these areas and particularly for viewers from the southwest and northeast, these views will be augmented by the project's implementation because the proposed project would expand continuation of the visual patterns of development that surround it which would increase the compositional harmony of the area by increasing the visual unity. The visual intactness of the area similarly would not be reduced in the long term because the project, would not substantially contrast with the surrounding development and visually would be an extension of existing visual patterns as described earlier. The proposed project would not substantially change the vividness of the area in the long term because views to notable ridgelines and mountains to the east would be retained and the project would not introduce new dominant elements that would obstruct views of these features nor alter the memorability of the area.

5.4 Assessment of Viewer Response

The majority of viewers, and those with the highest exposure, are motorists (and passengers) traveling on S. Santa Fe, Woodland, and York Drives, and users of the SPRINTER transit system. They have short duration, expansive views of the edges of the project and are considered to have an average sensitivity to change from these corridors, as discussed in Section 4.2, *Viewer Response*. Users of the Inland Rail Trial will also have an average sensitivity to change and low exposure to the proposed project, and nearby residents will have a high sensitivity to change, in part because their views are static and longer in duration but will have low exposure due to site conditions and position of these viewers relative to the site.

Expansive views are available from the edges of the viewshed, and closer, more detailed views of the project are available from nearby major roadways and SPRINTER corridor.

Section 5.2, *Key Views,* discusses project features and predicted changes to the visual environment likely to be experienced by viewers from surrounding residential areas, neighboring roadways, major streets, commercial areas, and transit corridors. The resulting visual impact of the proposed project would be the combination of the changes and the anticipated viewer response to them.

Overall viewer response would be greater during the construction phase of the project compared to the post construction condition because of grading activities, construction equipment and materials storage that may be visible within the project viewshed. Such changes would affect all user groups as construction activities will contrast to a higher degree with existing elements in the viewshed. Construction, as noted earlier, is expected to last for 12-18 months, but landscaping installed for erosion control and slope stabilization will be installed before that, as grading is completed. This will reduce the contrast of raw soil, soften slope geometry, and buffer and screen the project from view, thereby reducing the contrast of construction activities.

After completion, project features will be initially more noticeable by all user groups as there would be new elements in the visual environment. But as landscaping matures and starts to further buffer and screen the project from view, and relating to a greater extent with that which surrounds it, contrast of the project with the existing visual environment will be lessened and viewer response to those changes will reduced.

5.5 Determination of Significance

5.5.1 Significance Guideline 1: Contrast with Existing Visual Character and/or Quality

Portions of the project are available to viewers from neighboring roadways and residential areas (*Figure 13*), nearby major roadways and commercial areas (*Figure 16*),

and from areas along the Inland Rail Trail and SPRINTER corridor (*Figure 20*). Views from these locations include portions of the proposed structure, perimeter fencing, parking areas, and landscaping as described above in the *Assessment of Visual Character and Visual Quality*, Section 5.3.

The proposed project has been designed to reduce contrast with the existing visual environment. This is accomplished with design features that include architectural, and landscape treatments that de-emphasize bulk and scale, soften geometry of manufactured slopes, and screen and buffer the project from view. These treatments will relate to the visual characteristics of the existing visual environment, both natural and man-made, such that contrast is reduced. The project will also expand upon existing visual patterns which will improve compositional harmony by increasing visual unity with existing structures, landscapes, other man-made improvements, and natural hillsides and open space that exist nearby. Furthermore, siting the proposed structure at a pad elevation approximately 12-feet below grade, will enable it to further relate to existing buildings in the area and ensure that the project does not degrade the quality of identified visual resources, such as the unique topographical features, ridgelines, and undisturbed native vegetation, that are also visible within the viewshed.

During project construction, visual character and quality will be affected for a short period of time while visible construction activities contrast with the existing visual environment due to the removal of vegetation and the introduction of new, visually dominant elements, including raw soil, newly cut, or filled slopes, construction equipment, and construction materials and materials stockpiling. While visible construction activities would contrast with the existing visual environment, these impacts would be short term.

Long term, as project landscaping matures and continues to soften project geometry and buffer and screen the proposed project from view, contrast will be further reduced as the project relates to a greater extent with that which surrounds it, and user response to those changes will be reduced.

While moderate changes in the visual environment will occur as the site develops, the area's ability to absorb change is high and these changes will not substantially change the composition of the existing visual environment. The project will not introduce features that would detract from or contrast with the existing visual character and quality of the neighborhood, community, or localized area by conflicting with important visual elements or with the quality of the area. Therefore, implementation of the project will not result in a significant adverse visual impact to viewers from residential areas, neighboring roadways, nearby major roadways and commercial areas, or the SPRINTER and Inland Rail Trail corridor.

5.5.2 Significance Guideline 2: Result in the Removal of/or Change to Valued Visual Elements

The project would not result in physical changes that would degrade the quality of an identified visual resource. The San Marcos Mountain and Merriam Mountain ranges have been identified as valuable visual landmarks of great scenic beauty. The proposed project would not affect views toward these resources and therefore not result in the removal of/or change to these valued visual elements.

5.5.3 Significance Guideline 3: The Project would Substantially Obstruct, Interrupt, or Detract from a Valued Focal and/or Panoramic Vista from a Public Road, a Trails within an Adopted County or State Trail System, a Scenic Vista or Highway, or a Recreational Area.

The project would not change the visual environment of a designated Scenic Highway, or Scenic Vista since none have been identified within the project viewshed.

5.5.4 Significance Guideline 4: The Project would not Comply with Applicable Goals, Policies or Requirements

5.5.4.1 County of San Diego General Plan – Conservation and Open Space Element

The Conservation Element contains goals and policies intended to protect prominent ridgelines and dominant landforms by requiring development within visually sensitive areas to minimize visual impacts through a variety of ways, as noted within the Regulatory Framework discussion.

While the site is not considered a visually sensitive area it is surrounded by dominant landforms and prominent ridgelines that are considered visual resources worthy of preservation. As such, the project has been sited partially below grade, and uses a variety of design techniques (described earlier) to minimize contrast with its surrounding such that adverse impacts are minimized and dominant landforms and ridgelines are protected, consistent with the County's General Plan.

5.5.4.2 North County Metro Community Plan

The North County Metro Community Plan contain a goal related to the protection of environmental resources including the San Marcos Mountain and Merriam Mountain ranges, which have been identified as valuable visual landmarks of great scenic beauty. The project would not affect views toward these landmarks, and would therefore not affect, nor degrade the visual quality of these resources.

5.5.5 The project would create a new source of substantial light or glare (Guideline No. 5)

The San Diego County Light Pollution Code regulates outdoor lighting with the intent to minimize light pollution in San Diego County and to protect against its detrimental effects on astronomical research at the Palomar and Mount Laguna observatories[3]. Lighting throughout the project would be required to comply with the San Diego County Light Pollution Code regulations written with the intent to minimize light pollution in San Diego County. These regulations require that all outdoor lighting for this project be fully shielded and limits lamps to 4050 lumens or below. By complying with the County's Light Pollution Code, it is inferred that the project would not create a new source of substantial light and therefore would not result in significant lighting impacts.

No highly reflective materials are proposed for the project. The exterior surfaces of building would be covered in stucco and/or concrete, and siding, and may include stone architectural accents. The main colors of the building would be earth tones, such as warm gray, off-white, or beige. Vegetation would also block some of the potential glare, particularly along roadways, pedestrian walkways, or where visible from neighboring properties. Therefore, the proposed project would not result in significant visual impacts due to the glare from highly reflective building materials.

5.6 Cumulative Visual Impacts

As noted in CEQA Guidelines Definitions and Section 15130, cumulative impacts are those resulting from the combination of two or more individual effects; either (1) within a single project or (2) from a combination of multiple projects. Projects contributing to cumulative visual effects (including the proposed project) include those within the project viewshed. The viewshed encompasses the area within which the viewer is most likely to observe both the project and surrounding community uses.

A cumulative aesthetic impact would result if the project, along with other applicable projects within the cumulative study area, would result in an overall change in the visual character of the viewshed.

No cumulatively considerable projects have been identified that will combine with the proposed project and change the composition of the visual environment.

The project, therefore, in conjunction with other cumulatively considerable projects, would not significantly alter the composition of the visual environment and would

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3 County of San Diego, Planning & Development Services, PRIVATE OUTDOOR LIGHTING REGULATIONS, BUILDING DIVISION, revised 9/24/12

therefore not result in cumulatively significant adverse visual impacts that are unmitigable.

5.7 Summary of Project Impacts and Significance Conclusions

While moderate changes in the visual environment will occur as the site develops, the area's ability to absorb change is high and these changes will not substantially change the composition of the existing visual environment. The project will not introduce features that would detract from or contrast with the existing visual character and quality of the neighborhood, community, or localized area by conflicting with important visual elements or with the quality of the area. Therefore, implementation of the project will not result in a significant adverse visual impact to viewers from residential areas, neighboring roadways, nearby major roadways and commercial areas, or the SPRINTER and Inland Rail Trail corridor as described in Section 5.5.1 *(Significance Guideline 1).*

The proposed project would not result in physical changes that would degrade the quality of an identified visual resource. The San Marcos Mountain and Merriam Mountain ranges have been identified as valuable visual landmarks of great scenic beauty. The proposed project would not affect views toward these resources and therefore not degrade their visual quality as described in Section 5.5.2 *(Significance Guideline 2).*

The proposed project would not change the visual environment of a designated Scenic Highway, or Scenic Vista since none have been identified within the project viewshed as described in Section 5.5.3 *(Significance Guideline 3).*

The proposed project would comply with applicable goals, policies or requirements related to the preservation of sensitive visual resources. As a result, implementation of the proposed project will not result in significant adverse impacts consistent with these goals, policies or requirements as described in Section 5.5.4 *(Significance Guideline 4).*

Outdoor light fixtures would conform to the San Diego County Light Pollution Code and not create a new source of substantial light and highly reflective building materials would not be used and therefore result in a new source of substantial glare as described in Section 5.5.5 *(Guideline No. 5).*

The composition of the project viewshed would not be adversely affected by physical changes introduced by cumulative projects as described in Section 5.6, *Cumulative Visual Impacts.* No cumulatively considerable projects have been identified for the project viewshed whereby these changes would be incompatible with the existing visual environment. Therefore, visual impacts associated with cumulatively considerable projects would be insignificant.

6.0 Visual Mitigation and Design Considerations

No additional mitigation is proposed.

7.0 References

County of San Diego
2011 General Plan
2011 North County Metro Plan

1986 San Diego County Code of Regulatory Ordinances. Light Pollution Code. Section 59.101 et seq. Chapter 9

2007 Resource Protection Ordinance of San Diego County. October 10

2007 County of San Diego, Report Format & Content Requirements, Visual Resources

2007 County of San Diego, Guidelines for Determining Significance and Report Format Requirements, Visual Resources

11.0 List of Preparers

This report was prepared by Adam Gevanthor at Development Design Services & GraphicAccess, Inc.

Adam Gevanthor, Principal. R.L.A. #3393. B.S.L.A., California State Polytechnic University San Luis Obispo (1983).

Development Design Services & GraphicAccess, Inc.
2583 Via Merano
Del Mar, CA 9201
P (858) 793.5450

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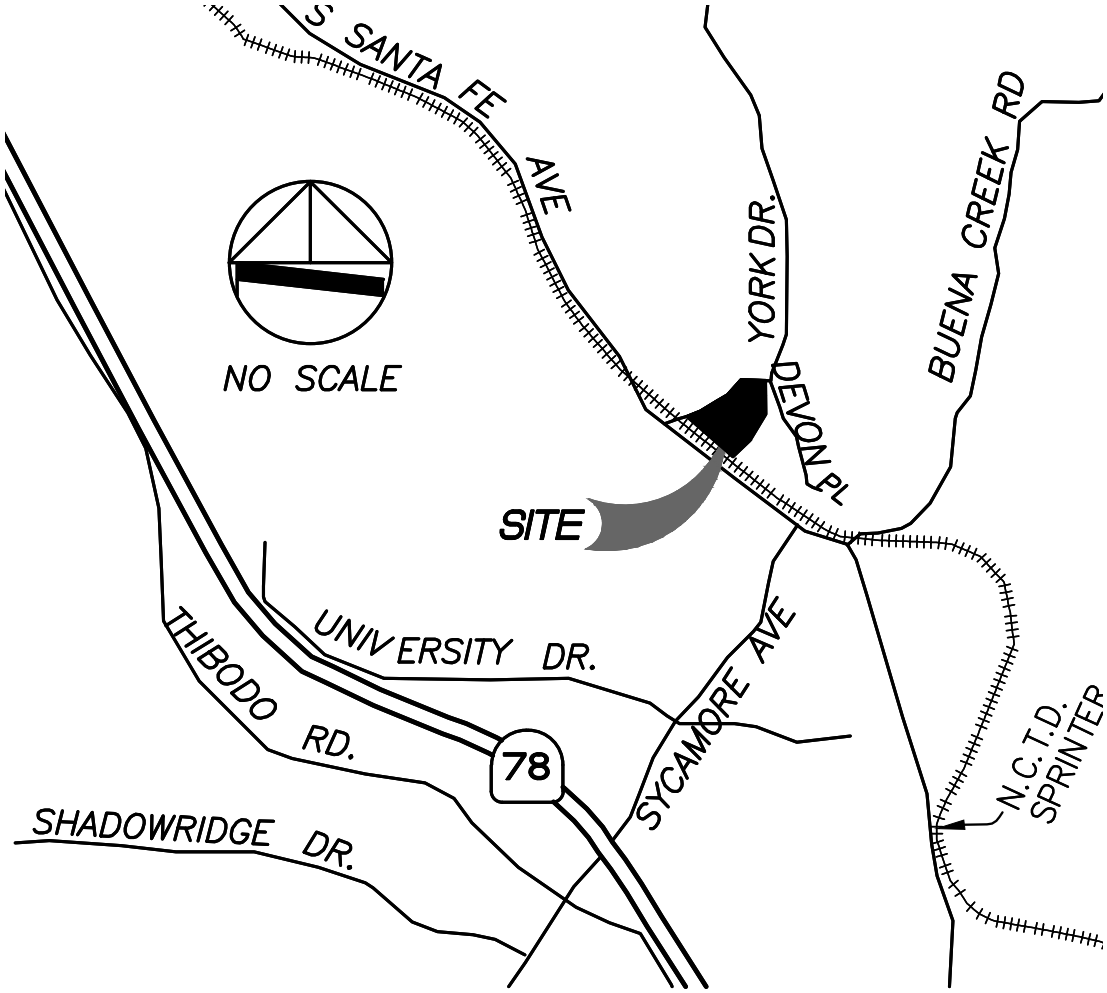
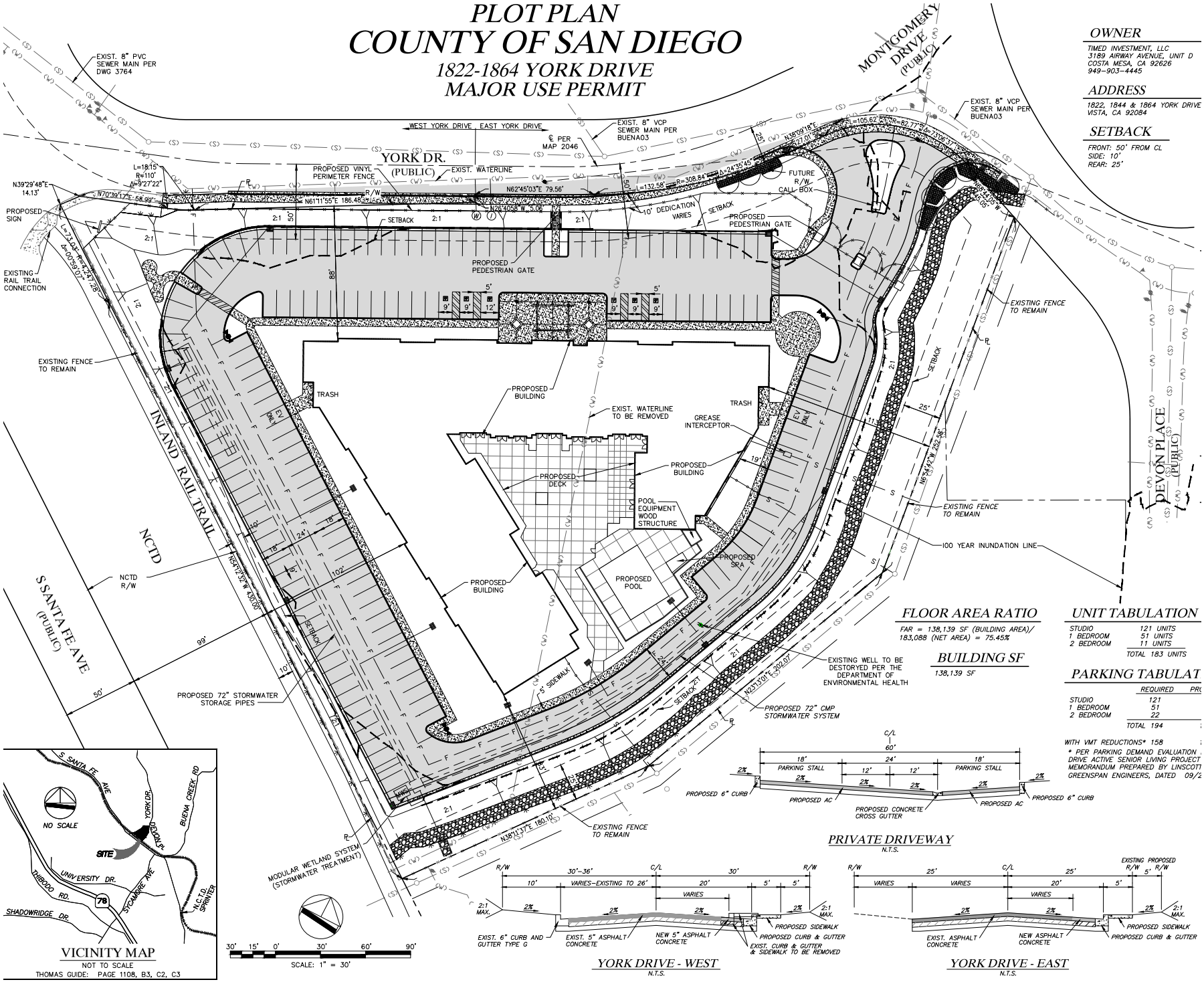


Vicinity Map

PLOT PLAN
COUNTY OF SAN DIEGO
1822-1864 YORK DRIVE
MAJOR USE PERMIT



OWNER
TIMED INVESTMENT, LLC
3189 AIRWAY AVENUE, UNIT D
COSTA MESA, CA 92626
949-903-4445

ADDRESS
1822, 1844 & 1864 YORK DRIVE
VISTA, CA 92084

SETBACK
FRONT: 50' FROM CL
SIDE: 10'
REAR: 25'

FLOOR AREA RATIO
FAR = 138,139 SF (BUILDING AREA)/ 183,088 (NET AREA) = 75.45%

BUILDING SF
138,139 SF

UNIT TABULATION

STUDIO	121 UNITS
1 BEDROOM	51 UNITS
2 BEDROOM	11 UNITS
TOTAL	183 UNITS

PARKING TABULAT

	REQUIRED	PR
STUDIO	121	
1 BEDROOM	51	
2 BEDROOM	22	
TOTAL	194	

WITH VMT REDUCTIONS* 158
* PER PARKING DEMAND EVALUATION DRIVE ACTIVE SENIOR LIVING PROJECT MEMORANDUM PREPARED BY LINSCOTT GREENSPAN ENGINEERS, DATED 09/2

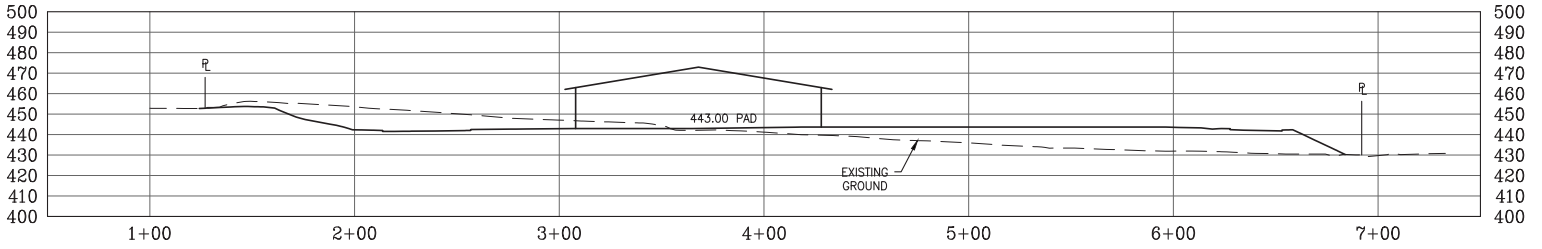
Site Development Plan

County of San Diego
November 2021

York Drive Active Senior Living

FIGURE 2

Grading Plan



SECTION A
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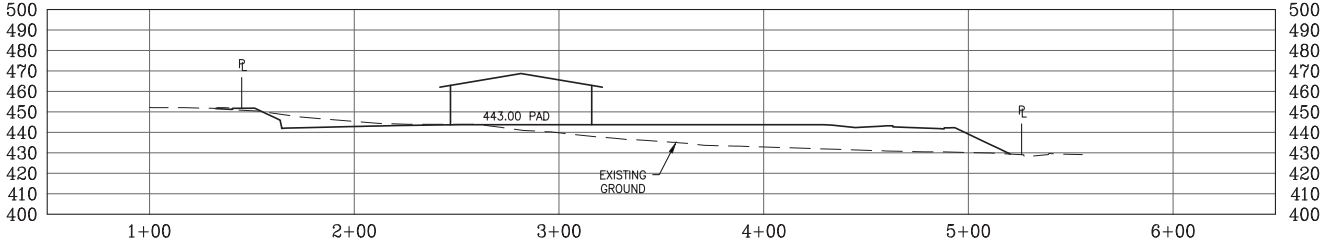
1"=40' HORZ.



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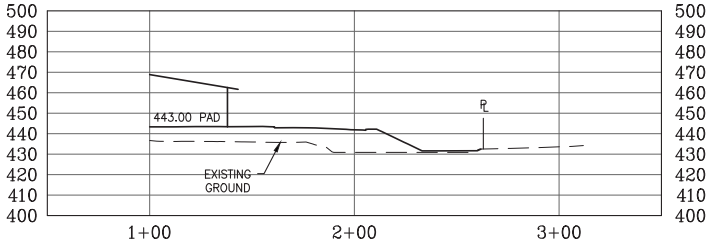

SECTION C
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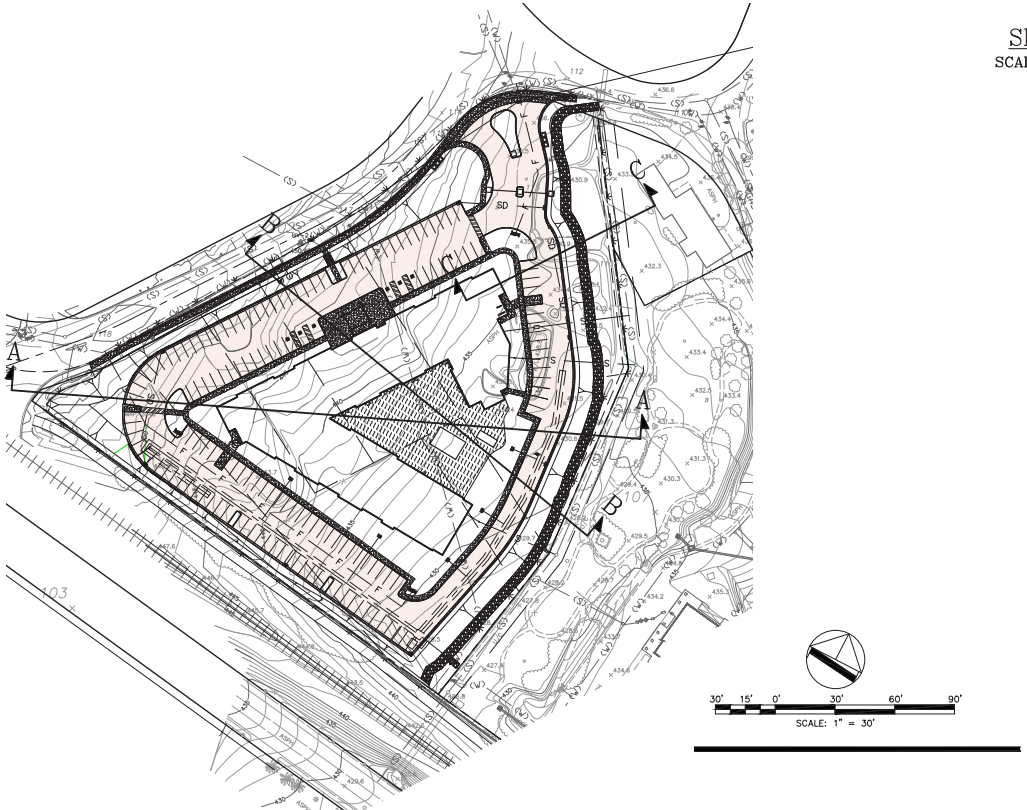


Project Cross Sections

York Drive Active Senior Living

FIGURE 4

County of San Diego
November 2021

REGISTERED PROFESSIONAL ENGINEER
RONALD L HOLLOWAY
NO. 29271
CIVIL
STATE OF CALIFORNIA

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

County of San Diego
November 2021

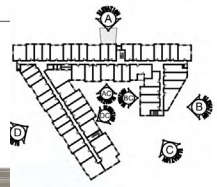
Architectural Elevations

York Drive Active Senior Living

FIGURE 5

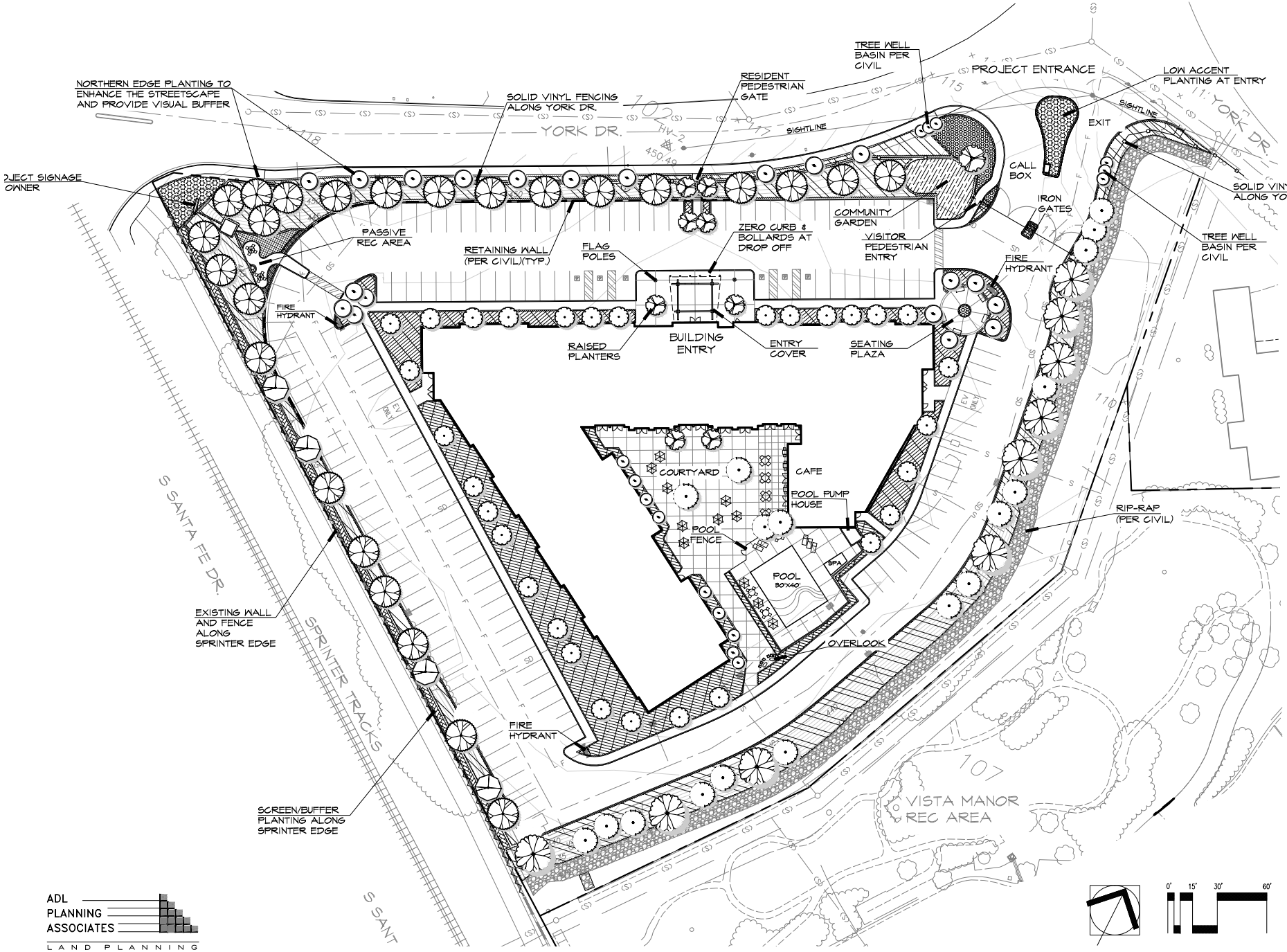
B EAST - LEFT ELEVATION

A NORTH - FRONT ELEVATION - YORK DRIVE



D SOUTHWEST - RIGHT ELEVATION

KPI INC.
KNITTER PARTNERS INTERNATIONAL, INC.
architecture & planning
17752 MITCHELL NORTH, SUITE C
IRVINE, CALIFORNIA 92614-6802
949.752.1177 www.knitter.com



ADL PLANNING ASSOCIATES
LAND PLANNING
LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C"
CA. 92008

MARCH 15, 2025

Conceptual Landscape Plan for:

York Independent Living

Landscape Concept

York Drive Active Senior Living

FIGURE 6

County of San Diego
November 2021

Aerial Photograph

VP-1 - View looking southwest toward Vista Gardens Memory Care.

VP-2 - View looking northeast toward surrounding residential areas.

Existing Conditions

VP-3 - View looking southeast toward neighboring commercial and residential land uses.

VP-4 - View looking southwest toward Inland Rail & Trail corridor and neighboring commercial area along S Santa Fe Dr.

Existing Conditions

VP-5 - View looking northwest from project site across York Drive.

VP-6 - View looking east from S. Santa Fe Dr toward commercial area located approx. 600' northwest of project site.

Existing Conditions

Project Viewshed

Key Observation Points (KPs)

KP-1* - View looking south from Montgomery Dr. approx. 345' from project. (52mm)

KP-2 - View looking southwest from York Dr. approx. 394' from project. (52mm)

Key Observation Points (KPs)

Existing Condition

Simulations are conceptual depictions of proposed project based on information available at the time of production.

Simulated View

Proposed Condition, KP-1

KP-3 - View looking northwest from residential area located .3 miles from project. (52mm).

KP-4 - View looking west from Devlon Place (26mm).

Key Observation Points (KPs)

KP-5 - View looking southeast from neighboring commercial area (26mm).

KP-6* - View northwest from intersection of S Santa Fe Dr. and Roebeli ni approx. 731' from project. (52mm).

Key Observation Points (KPs)

Existing Condition

Simulations are conceptual depictions of proposed project based on information available at the time of production.

Simulated View

Proposed Condition, KP-6

KP-7 - View looking southeast from S. Santa Fe Dr., approx. .23 miles from project. (52mm).

KP-8* - View looking southwest from Woodland Drive approx. 236' project. (26mm).

Key Observation Points (KPs)

Existing Condition

Simulations are conceptual depictions of proposed project based on information available at the time of production.

Simulated View

Proposed Condition (KP-8)

KP-9* - View looking southeast from Inland Rail Trail, appox. 360' from project. (52mm).

KP-10 - View looking southeast from Hannaleai Dr., approx. 1114' from project. (52mm).

Key Observation Points (KPs)

Existing Condition

Simulations are conceptual depictions of proposed project based on information available at the time of production.

Simulated View

Proposed Condition (KP-9)

Visual Inventory / Character Evaluation Form

Visual Inventory / Character Evaluation				
Project: York Drive Active Senior Living			Evaluator: AGEVANTHOR	
Assessment Unit:			Date: 6/30/21	
SITE & SURROUNDINGS			Weather: CLOUDY	
	PATTERN ELEMENTS			
Visual Information	**PATTERN ELEMENTS**	LANDFORM/WATER	VEGETATION	STRUCTURES/DEVELOPMENT
VACANT LOTS AT EDGE OF RURAL RESIDENTIAL NEIGHBORHOOD ON FOOTHILLS OF SAN MARCOS MTNS. SITE GRADED, DISTURBED, PREVIOUSLY DEVELOPED, ADJ. COMMERCIAL GROUP CARE FACILITY, AND OTHER COMMERICAL USES NEARBY. SLOPING LAND (MODERATE), FENCING, PLANAR LAND MASS, BARE SOIL AND DEBRIS PILES DOMINANT. RURAL RESIDENTIAL DEVELOPMENT PATTERNS PROMINENT ON UPPER HILLSIDES, INLAND RAIL TRAIL AND STRIP COMMERCIAL DEVELOPMENT PATTERNS DOMINANT IN VIEW AS ARE OVERHEAD UTILITIES BACKED BY SKY, STREET LIGHTS, TRAFFIC SIGNALS, AND SIGNS, ALSO DOMINANT IN VIEW(S). MATURE VEGETATION PATTERNS WITH SPECIMEN GROUPINGS, RIDGELINE BACKDROP OF NEARBY MOUNTAIN RANGES DOMINANT IN MANY VIEWS. DEVELOPMENT ASSOCIATED WITH MEMORY CARE FACILITY ORDERED AND DOMINANT IN VIEW.	Form	1 (2) 3 4	1 2 (3) 4	1 (2) 3 4
	Line	1 2 (3) 4	(1) 2 3 4	1 (2) 3 4
	Color	1 (2) 3 4	1 (2) 3 4	1 (2) 3 4
	Texture	1 (2) 3 4	1 (2) 3 4	1 (2) 3 4
	PATTERN CHARACTER			
	PATTERN CHARACTER	LANDFORM/WATER	VEGETATION	STRUCTURES/DEVELOPMENT
	Dominance	1 (2) 3 4	1 (2) 3 4	1 (2) 3 4
	Scale	1 (2) 3 4	1 (2) 3 4	1 (2) 3 4
	Visual Diversity	1 (2) 3 4	1 (2) 3 4	1 (2) 3 4
	Continuity	1 (2) 3 4	1 (2) 3 4	(1) 2 3 4
	Evaluation Scale:			
	3=High Prominance			
	2=Moderate Prominance			
	1=Present			
	0=Absent			

Visual Quality Evaluation

Project: York Drive Active Senic Evaluator: Agevanthor
Assessment Unit: Date: 6/9/21
Weather: Cloudy
Camera: Samsung S9+ 9:30-12:30

Evaluation Scale:
1=Very Low
4=Medium
7=Very High

Observer Position
S=Superior
N=Normal
I=Inferior

Project Distance
F=Foregroı to 1/4 miles
M=Middle 1/4 to 3 miles
B=Backgro beyond 3 miles

Observer Viewpoint	VIEW				General Visual Quality	VISUAL QUALITY								IMPACT			
	Proposed/Existing	SETTING					Vividness		Intactness		Unity						
		Land Use	Observer Position	Project Distance		Overall Vividness	Memorability of landscape components as they combine in striking and distinctive visual patterns. FEATURES	General Intactness	The integrity of visual pattern. The extent to which the landscape is free from visual encroachments. ENCROACHMENT	Overall Unity	The degree to which visual elements of the landscape join to form a coherent, harmonious visual pattern ELEMENTS	(V+I+U) /3		Visual Quality Differnece	Positive Difference	Negative Difference	Image No.
KOP1	E	R	S	F		3	RURAL STREET SETTING, TRAIL, SPRINTER TRACKS	2	VEG, COMM. L.U. MID GND, MTN BACKDROP	2	RURAL RESIDENTIAL LANDSCAPES ON HILLSIDES	2.3		0			
	P					3		2		2		2.3					
KOP2*	E	S	S	F		2	O.H. UTILS, PALMS, RES. IMPROVEMENTS, RAIL CORRIDOR	2	COMM., RES., RAIL CORRIDOR	3	LOW UNITY	2.3		-0.3			
	P					2		2		2		2					
KOP3	E		S	M		3	ROLLING HILLSIDES, DEVELOPED COMMERCIAL ELEMENTS. F.G..	2	DEVELOPMENT, LG COMMERCIAL STRUCTURES	3	LOW	2.6		-0.6			
	P					2		2		2		2.0					
KOP4	E		N	F		3	F.G. ENTRY ENHANCEMENTS, O.H. UTILS, VACANT LAND	3	SLIGHTLY MORE INTACT	3	SLIGHTLY MORE UNIFIED	3.0		-1			
	P					2		2		2		2.0					
KOP5	E		S	F		3	BKGD LANDFORMS. F.G. BLDGS	2		2		2.3		-0.3			
	P					2		2		2		2.0					
KOP6*	E		S	F		2	UTILITY, TRAFFIC SIGNALS, INLAND RAIL TRAIL	2	O.H. UTILS, RAIL, RES. COMMERCIAL	2	HILLSIDES, ROLLING WITH DOMESTIC LANDSCAPES	2		0.7			
	P					2.5		2		2.2							
KOP7	E		S	M		3	F.G. COMMERCIAL, BKGD HILLSIDES, PEAKS	2		2		2.3		0			
	P					3		2		2		2.3					
KOP8*	E		I	F		3	UTILITY, TRAFFIC SIGNALS, INLAND RAIL TRAIL	2	O.H. UTILS, RAIL, RES. COMMERCIAL	2	HILLSIDES, ROLLING WITH DOMESTIC LANDSCAPES						
	P																
KOP9*	E		N	F		3	FENCE, CLASS 2 BIKEWAY, HILLSIDE BACKDROP	3	INLAND RAIL TRIAL	3	RURAL RESIDENTAIL PATTERNS, RAIL CORRIDOR ELEMENTS	3		0			
	P					3		3		3		3					

* Evaluated with aid of photo simulation. Analysis for other views extrapolated.

Visual Quality Evaluation Form

Visual Quality Evaluation

Project: York Drive Active Senior Liv Evaluator: Agevanthor
Assessment Unit: Date:
Weather:
Camera:

Evaluation Scale:
1=Very Low
4=Medium
7=Very High

Observer Position
S=Superior
N=Normal
I=Inferior

Project Distance
F=Foregro to 1/4 miles
M=Middle 1/4 to 3 miles
B=Backgro beyond 3 miles

Observer Viewpoint	VIEW: Proposed/Existing	VIEW: SETTING: Land Use	VIEW: SETTING: Observer Position	VIEW: SETTING: Project Distance	General Visual Quality	VISUAL QUALITY: Overall Vividness	VISUAL QUALITY: Vividness: Memorability of landscape components as they combine in striking and distinctive visual patterns. FEATURES	VISUAL QUALITY: General Intactness	VISUAL QUALITY: Intactness: The integrity of visual pattern. The extent to which the landscape is free from visual encroachments. ENCROACHMENT	VISUAL QUALITY: Overall Unity	VISUAL QUALITY: Unity: The degree to which visual elements of the landscape join to form a coherent, harmonious visual pattern ELEMENTS	(V+I+U) /3		IMPACT: Visual Quality Differnec	IMPACT: Positive Impact	IMPACT: Negative Impact	Image No.
	E		I	M		3	BKGD LANDFORMS, INLAND RAIL TRAIL ELEMENTS	3	STREET IMPROVEMENTS	3	RURAL RESIDENTIAL LANDSCAPES ON HILLSIDES	3.0		0.0			
KOP10	P					3		3		3		3.0					
	E																
	P																
	E																
	P																
	E																
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* Evaluated with aid of photo simulation. Analysis for other views extrapolated.

Visual Quality Evaluation Form