

4.8 VISUAL QUALITY

SETTING

The project site is located at a major visual gateway to San Joaquin County, north of I-205, at the County's western border. Rural agricultural images are the predominant visual characteristics of the project site, which has a relatively level topography and limited built features. Long-distance views across open agricultural fields are dominant from a variety of local roads. Except for clusters of trees around on-site residences, tree cover is generally limited to the edges of roadways, which creates a visual corridor for the motorist. Two power lines traverse the site, including the Rio Oso-Tesla 230-kV line running in a generally southwest to northeast alignment, and the smaller Weber-Herdlyn 60-kV line that runs parallel to Old River.

Views from Public Roads

The project site is visible from a number of public roads that adjoin and/or pass through its boundaries. These roads include: I-205, Patterson Pass, Von Sosten, Grant Line, Byron, Kelso, Wicklund, and Henderson. These roads are not designated as Scenic Corridors in the County General Plan 2010. The project site is visible from roads in the eastern, southern, and northern portions of the site. Close-up views of the western edge of the project are not possible from nearby public roads.

Views from Patterson Pass Road

Patterson Pass Road, a two-lane arterial, forms the site's eastern boundary from which long distance views are possible looking west toward Mt. Diablo and the Mt. Diablo Range. From Patterson Pass Road near the I-205 interchange, one can look west across a large agricultural field towards the foothills. At the southeastern corner of the site, trees lining Patterson Pass Road limit views towards the site's interior. At one point along Patterson Pass Road, where a major entrance to the project is proposed (Mascot Drive), an electrical transmission line creates a dominant foreground element. At the northern end of Patterson Pass Road near Byron Road, one looks westward across agricultural fields on the site toward Mt. Diablo in the background.

Views from Byron Road

From Byron Road, a major two-lane arterial, views are available looking both north and south into the project site. When looking north, the Southern Pacific (SP) railroad line is a strong horizontal foreground element that partially screens agricultural fields in the background. When looking south from this location, an agricultural field is visible in the foreground and windmills, dispersed across the foothills near Altamont Pass, are visible in the background.

Views from Kelso Road

Kelso Road is a narrow two-lane road that crosses the northwestern portion of the project site and provides access to residences located along Old River. Kelso Road provides views west across an existing 10-acre wetland in the foreground toward Mt. Diablo in the background.

Views from Grant Line Road

Grant Line Road, a major arterial that crosses the southern portion of the site, provides open views to both the north and south. Near its intersection with Patterson Pass Road, the view is partially framed to the south by a continuous row of deciduous trees that line both sides of Grant Line Road. An agricultural field and distant foothills can be seen to the north from this location. At the eastern edge of the site are uninterrupted views northward from Grant Line Road. Looking south from this same location, a number of scattered residences are visible.

Views from Areas near Waterways

Waterways are a major scenic and recreational element in San Joaquin County. Old River, which is used by boaters, fishermen, and waterskiers, is a major scenic element at the northern edge of the project site. Another major waterway just west of the project site is the Delta-Mendota Canal. Both of these waterways are protected by levees that limit views to and from the water to the immediately adjacent area.

The levee adjacent to Old River is accessible from Kelso Road along a private road. At this location, one can look out over large areas of the site due to the elevation of the levee, which is approximately 12 feet above surrounding areas. Thick riparian vegetation along the banks of the River forms a strong visual element that contrasts with the smooth water surface.

IMPACTS AND MITIGATION MEASURES

The CEQA Guidelines indicate that a project will normally have significant adverse visual impacts if it would have a substantial, demonstrable, negative aesthetic impact. This determination is based on several criteria, including observer position, view corridors, current and proposed screening, backdrop, and characteristics of the proposed development. The existing visual character of the surrounding area is also taken into account in applying this definition. There is no quantitative method for assessing visual quality and aesthetic impacts; accordingly, judgments of the significance of a particular effect may be expected to differ among viewers.

Factors considered in this DEIR in identifying potentially significant visual impacts include: development that blocks existing significant public views and view corridors; substantial inconsistency with the character, scale, massing, bulk, and form of surrounding development; substantial terrain modifications; reductions in sunlight or creation of shadows in areas used extensively by the public; and substantial increase in nighttime light levels and glare.

For this analysis, views are determined by visual access to an important element or elements in a viewshed. A viewshed often includes a wider range of visual elements and a more general perspective than does a view corridor. At the project site, viewsheds are more prominent than view corridors that require strong building or landscape edges to define the corridor. Potential visual impacts are determined with regard to places of public access (e.g., open space and roadways) rather than private locations or buildings.

MASTER PLAN

The Draft Master Plan contains numerous objectives, policies, implementations, and conceptual drawings that describe the landscaping treatment proposed for all of the project boundaries (Table 4.8-1). Additional policies describe landscaping and setback treatment for the roadways that are adjacent to or within the new community.

Impact M4.8-1

The proposed project would significantly alter the existing rural visual quality of the site as seen from local roads, regional freeways, and proposed public pathways.

The proposed project would result in the construction of new buildings in the foreground of many views of the site, as seen from public roads such as I-205, Patterson Pass Road, Grant Line Road, Byron Road, and new on-site roads. The new buildings would range in height from 25 to 45 feet. From I-205, the project would be the first urban development visible to motorists driving east toward Tracy and Stockton. As it is located on the County line, the proposed development adjacent to I-205 would create the northern half of the "gateway" to San Joaquin County. The southern half of the gateway, the land south of the I-205 freeway, is currently in agricultural use.

Views from other existing roads adjacent to the project, such as Patterson Pass Road, Grant Line Road, and Byron Road, would include close-up views of buildings at the road edge due to the site's level topography, unless buffer areas, setbacks, thick vegetative screening, or berms were located in the foreground.

For the southern boundary of the project, the original land use plan adopted in February 1993 (Figure 3.3) designated only commercial and industrial uses along the I-205 corridor frontage of approximately 6,500 feet (1.25 miles). A mitigation measure included in the FSEIR required that a buffer area no less than 200 feet be established along I-205 with a continuous row of evergreen trees, or other landscaping combination to achieve the same effect, to be detailed in the applicable specific plans. The revised project land use plan now proposes that commercial/industrial uses occupy approximately 4,800 feet of I-205 frontage, with 800 feet of frontage designated as a Community Park and the remaining 900 feet designated for residential uses as part of Neighborhood A (Figure 3.4).

The Draft Master Plan proposes that the commercial and industrial areas along the I-205 freeway be separated from the freeway by a minimum 40-foot landscaped buffer area (Figure 4.8-1). The plan

TABLE 4.8-1

**PROPOSED LANDSCAPING AND SETBACK TREATMENTS
ALONG THE PROJECT BOUNDARIES AND MAJOR INTERNAL ROADWAYS**

Boundary/ Roadway Area	Treatment
Southern Boundary/I-205	
	<ul style="list-style-type: none"> • The buffer treatment shall serve as the visual edge of the community and help establish the sense of arrival and identity from the freeway. • A buffer area adjacent to the business park and commercial uses shall occur within the development area and shall include the following: <ul style="list-style-type: none"> • A 40-foot minimum landscape setback adjacent to the freeway right-of-way, separating parking areas, drives and buildings. • A security fence along the right-of-way. • Groves of trees planted within the setback and extending through parking areas or other landscape areas within the parcel. • A broad, low berm to partially screen parking areas, yet allow views to buildings. • In the western portion adjacent to residential areas, the buffer shall be expanded to include berms and landscaping which, combined with the existing topography at the site, will help to mitigate noise impacts on nearby homes. • Grading and landscaping shall be used to the extent possible to avoid sound walls along the freeway edge. • A monument identifying San Joaquin County shall be incorporated into the edge treatment.
Eastern Boundary/Patterson Pass Road	
From I-205 to Byron Road	<ul style="list-style-type: none"> • A multiple lane, divided arterial roadway replacing the existing Patterson Pass Road. • An open rail fence planted with vines along the property boundary. • Large, evergreen screening shrubs planted along the fence line. • An easement (width varies from 30 to 100 feet) for storm drainage paralleling the property line. • A single row of trees along both sides, a double row of trees in the median, and other landscaping. • A multi-use path along the eastern right-of-way line.
North of Byron Road	<ul style="list-style-type: none"> • A landscape buffer planted with tree windrows and large screening shrubs west of the Irrigation Canal near the wastewater treatment plant. • A fence along the property boundary by the treatment plant. • Extension of Old River Regional Park south from Old River to the open space wetlands north of the wastewater treatment plant.
Northern Boundary	
	The Old River will be bordered by a linear park.

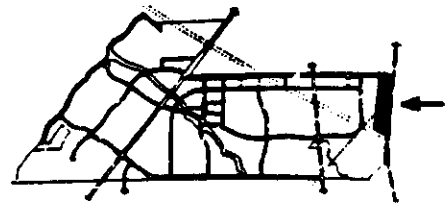
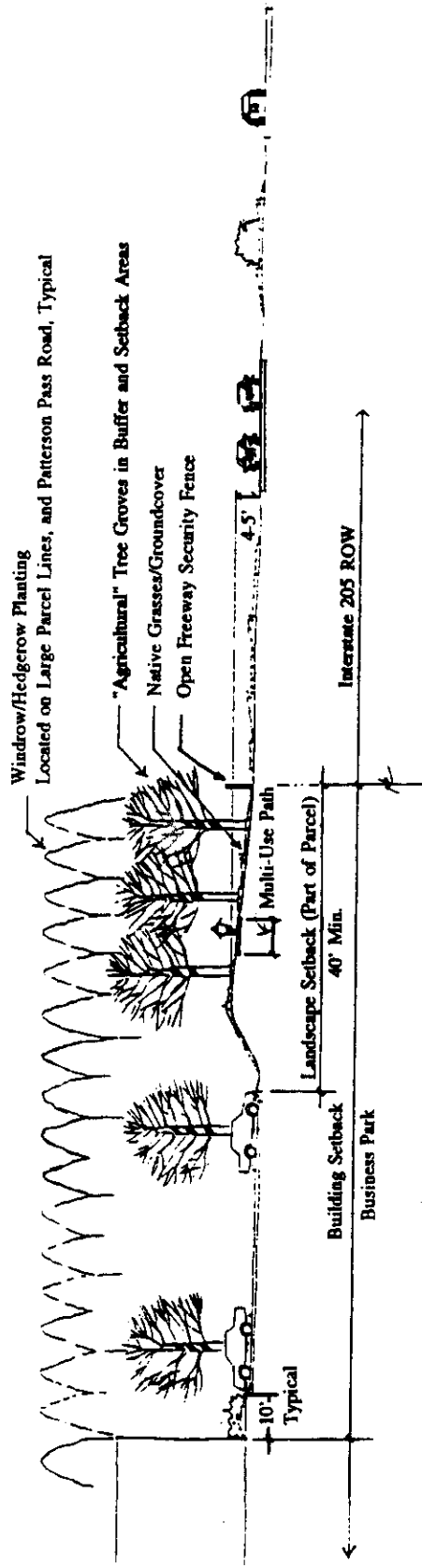
Table 4.8-1 Proposed Landscaping and Setback Treatments - continued

Boundary/ Roadway Area	Treatment
Grant Line Road	
	<p>The landscape treatment of Grant Line Road shall create a formal, tree-shaded rural highway, flanked by flowering tree masses and hedges screening parking areas, and shall consist of the following:</p> <ul style="list-style-type: none"> • Large, spreading, evergreen canopy trees planted on both sides of the roadway and in the median: one or two rows in each parkway, and one row in the median. • Low, spreading, drought tolerant shrubs planted in the median and in the setback areas of commercial and industrial uses. • Alternating bands of flowering shrubs and gravel mulch between the paths and right-of-way (west of De Anza Boulevard). • Grasses planted in both parkway strips. • Vines planted along the right-of-way adjacent to the sound wall. • A multi-use path on both sides of the roadway. • Community walls along the right-of-way at rear property lines, intermittently broken at cul-de-sac ends and pedestrian connections, with masses of small, flowering, neighborhood accent trees at these points.
Byron Road	
	<p>The landscape treatment of Byron Road shall create the image of a rural highway with tall, evergreen windrows lining the roadway and consist of the following:</p> <ul style="list-style-type: none"> • Tall, vertical evergreen tree windrows planted on both sides of the roadway and in the median: two rows planted on each side and one row in the median. • Low, spreading, drought tolerant shrubs planted in the parkway strips and median. • Grasses or groundcovers outside the parkway strips. • A multi-use path on the north side of the roadway. • A sound wall planted with vines on the south side of the roadway and a security fence planted with vines adjacent to the railroad right-of-way.

Source: The SWA Group, 1994a.

I-205 BUFFER AND LANDSCAPING PLANS I-205 Edge at Business Park

Figure 4.8-1



does not specify a minimum setback distance from the buffer, so the closest building would be set back a minimum of 40 feet from the freeway. In the western portion of the project site along I-205, where residential uses in Neighborhood A are proposed, the buffer area would be expanded to a minimum width of 100 feet (Figure 4.8-2). Sound walls are not proposed for construction along the I-205 freeway; instead grading, landscaping, and the existing topography would be used to mitigate noise impacts along the freeway edge (Table 4.8-1). A monument identifying San Joaquin County would be placed at the western community border adjacent to the freeway, although the Draft Master Plan does not specify when the monument would be constructed.

At the eastern site boundary along Patterson Pass Road, the landscaping treatment would consist of a new four-lane arterial road with a landscaped median, a drainage easement 30 to 100 feet wide, a multi-use trail, multiple rows of trees, and a fence planted with vines along the property line (Table 4.8-1 and Figure 4.8-3). Along the portions of Grant Line Road and Byron Road that are within the project site, the landscaping treatment would include rows of deciduous or evergreen trees on both sides of the roadways and one row in the median, accompanied by shrubs and other groundcover (Table 4.8-1 and Figure 4.8-4). A multi-use path would be constructed on both sides of Grant Line Road and on the north side of Byron Road. Community walls along both roadways would be planted with vines.

Near the Patterson Pass Road/I-205 interchange, development of freeway commercial uses and their associated signs could dominate the foreground of the view from the freeway and from Patterson Pass Road. Roadway signs could also partially block views of the foothills in the background. Without adequate controls on the number, size, and height of signs, these signs could become the dominant visual element in the view corridor.

The County Development Title regulations for Freeway Service Commercial districts require the preparation of a comprehensive sign plan and limit pole signs to 40 feet in height and 75 square feet in sign area per face (Sections 9-1710.3 and 9.170.4). The Draft Master Plan contains a policy that requires the preparation of comprehensive sign programs for each area within a Specific Plan and also states that "All signs shall conform to the County Sign Regulations except as modified in the Mountain House Design Manual or by future Specific Plans."¹

Mitigation Measure M4.8-1

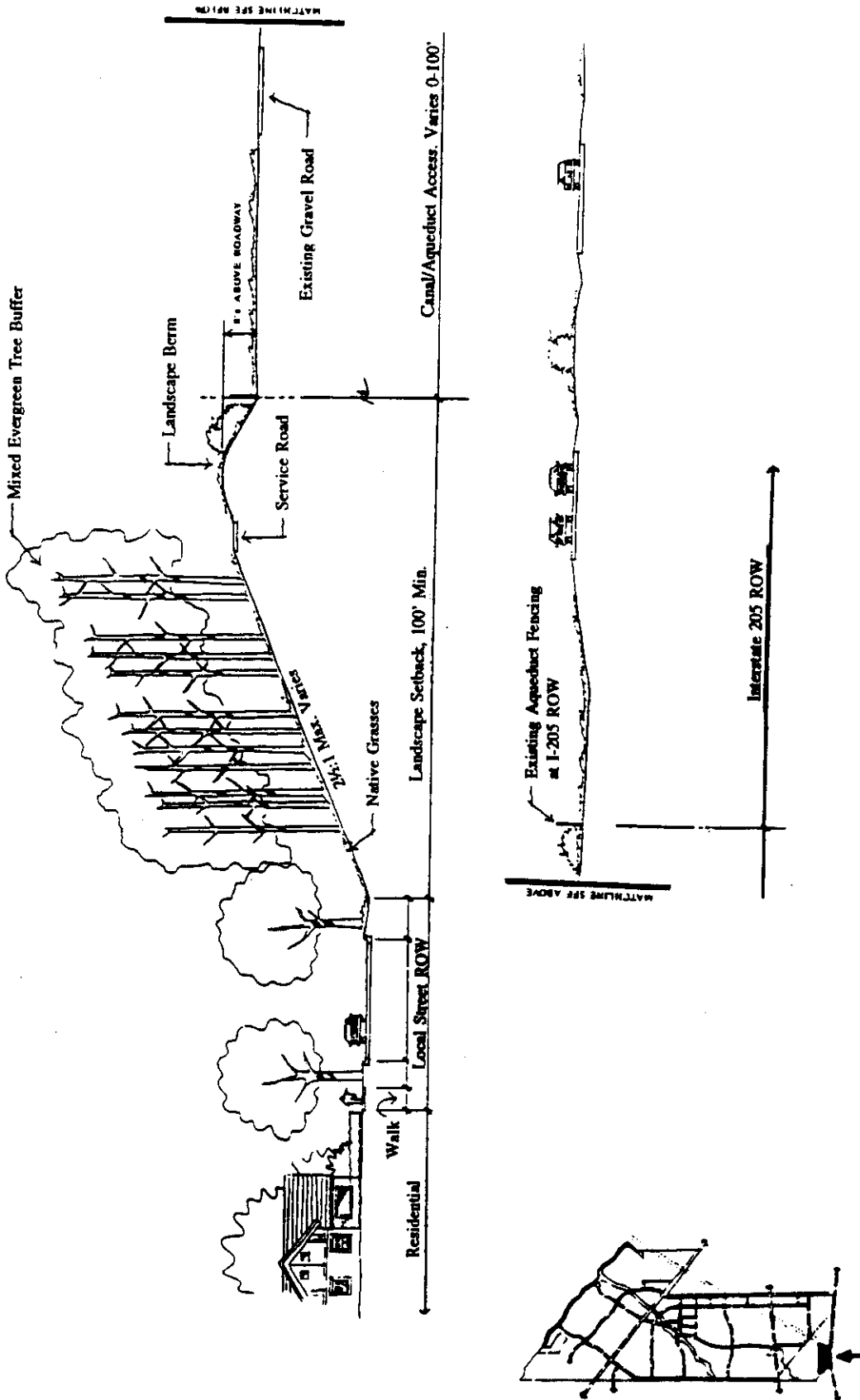
(a) The following two Policies should be added under Landscape Concept and Policies in Development and Design (Appendix C):

"Detailed Landscaping plans that include fencing, trails, bikeways, and a conceptual plant and tree palette for both existing and proposed roadways, of collector classification and above, and other edge treatments shall be included in each adopted specific plan, if not already set forth in the Design Manual.

¹ Mitigation Measures in Section 4.2 (General Plan and Development Title Consistency) recommend adoption of amendments to the County Development Title, or changes to Master Plan regulations, in order to resolve inconsistencies between the two documents.

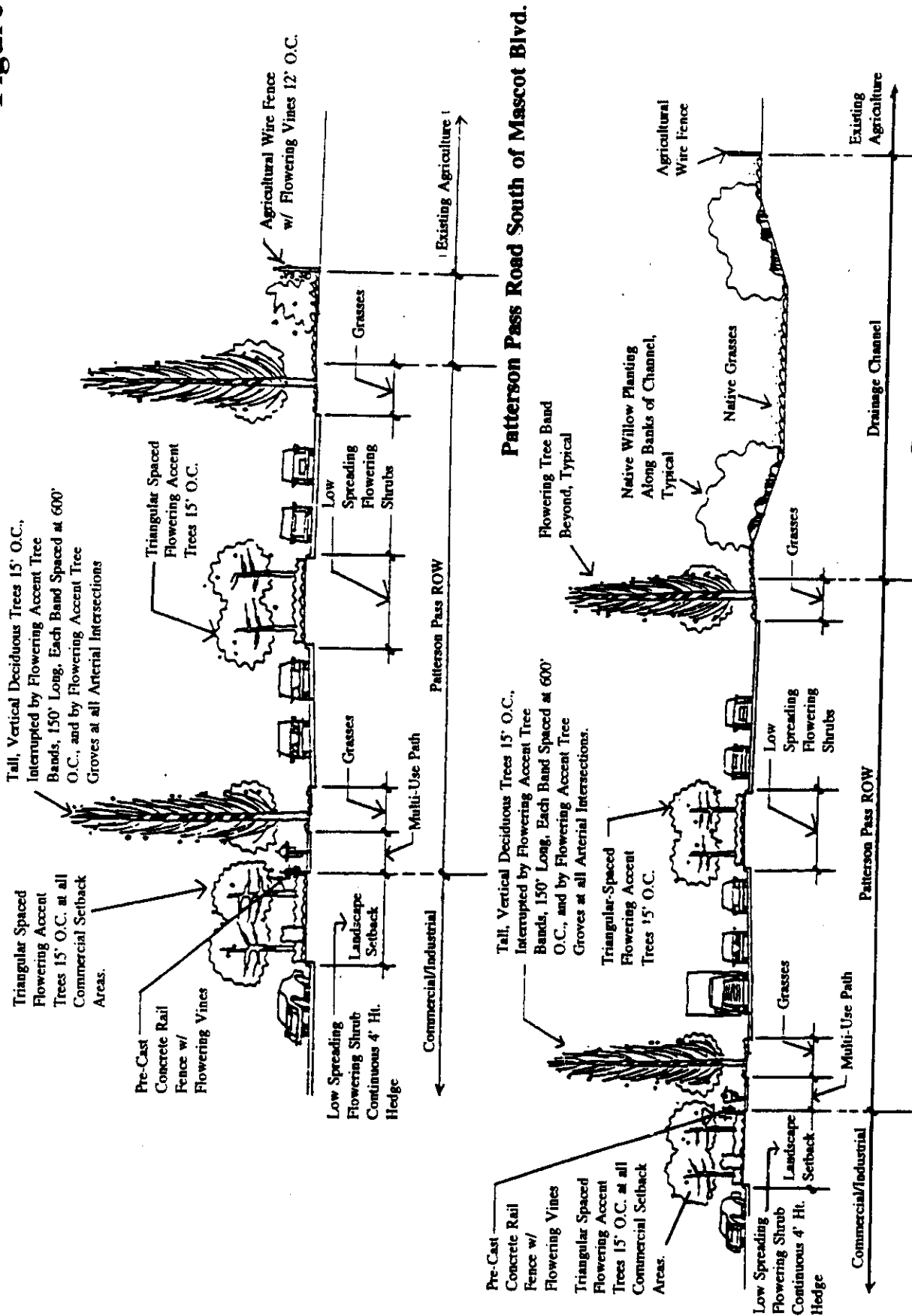
I-205 BUFFER AND LANDSCAPING PLANS I-205 Edge at Residential

Figure 4.8-2



PATTERSON PASS ROAD LANDSCAPING PLANS

Figure 4.8-3



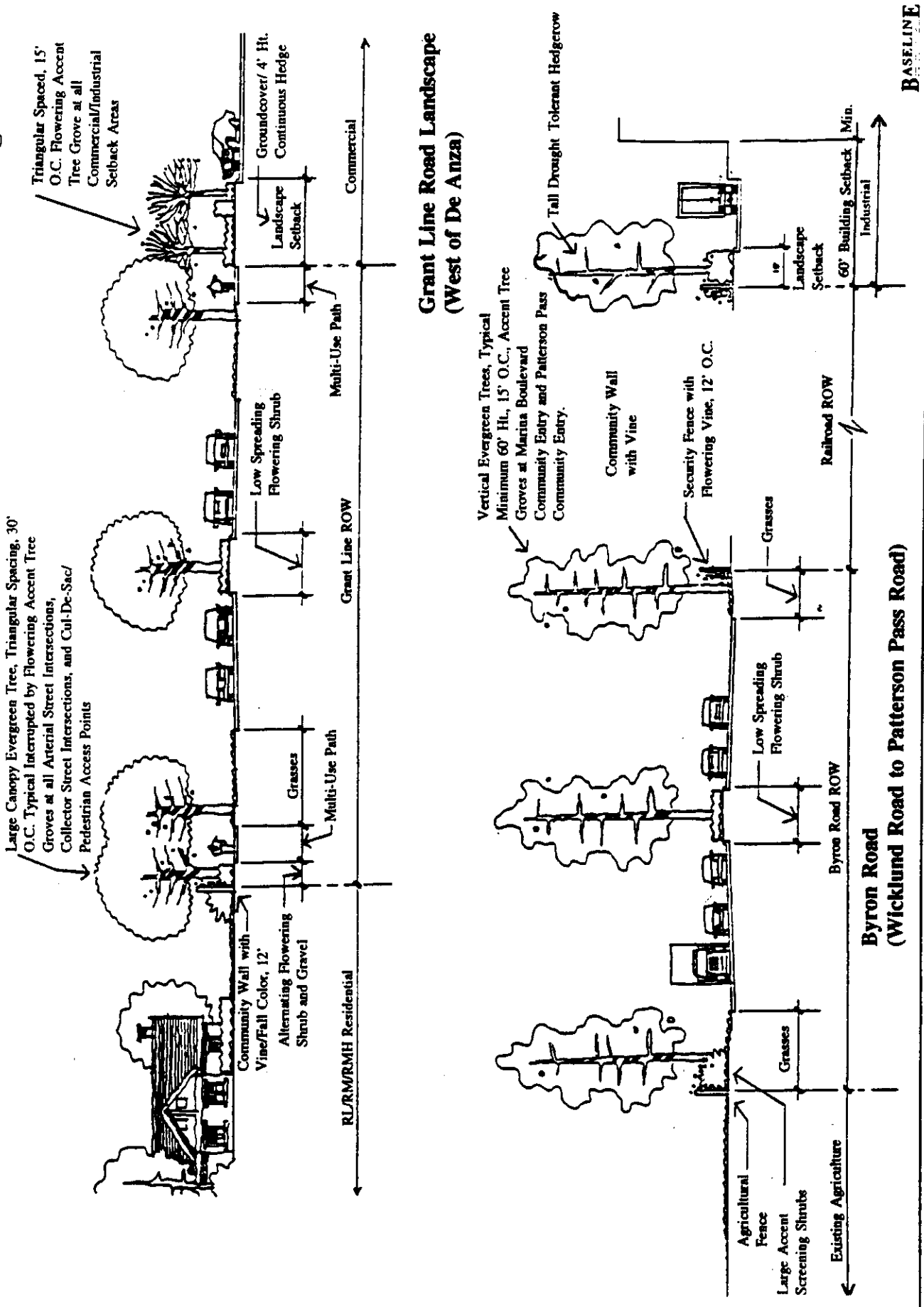
Source: Siegfried Engineering and The SWA Group, 1994.
R10114-BO.03 6/694

Patterson Pass Road
(Mascot Boulevard to Main Street)

BASELINE

GRANT LINE AND BYRON ROADS LANDSCAPING PLANS

Figure 4.8-4



"The landscaping plans included in each specific plan shall be used as criteria by the proposed Community Review Board to review the design and landscaping plans of all major projects within the community prior to construction."

~~*(b) To ensure that a strong visual entrance to the project is defined in the early phases of development, Policy e) under South/Freeway Edge Treatment in Development and Design (Appendix C) and Policy o) under Gateways and Entries in the Design Manual (Appendix 4 A of the Draft Master Plan) should be revised as follows, and the Development Agreement should specify:*~~

~~*"e) A monument identifying San Joaquin County shall be incorporated into the edge treatment near the western community boundary. The monument shall be constructed during the initial years of the first specific plan by the master developer."*~~

~~*"o) The gateway at the western property boundary and I-205 shall identify the entrance to San Joaquin County. The gateway treatment shall be constructed during the first specific plan by the master developer, as specified in the Development Agreement."*~~

~~*(e) (b) The Specific Plan and Special Purpose Plan for Mountain House Business Park should include a comprehensive sign program for the Freeway Service Commercial district which would limit pole signs to a single identifying sign for the Freeway Service area to no more than two locations; height and size restrictions shall be imposed where feasible to lessen the visual impact. The height limits of the one or two pole signs shall not exceed the heights specified in the Development Title for C-FS areas.*~~

~~*(d) (c) The following Policy should be added under Old River Regional Park (Objective 6) in Recreation and Open Space (Appendix C):*~~

~~*"j) Additional trees shall be provided along Old River where necessary to screen the project from boaters, while still affording views of the water for people using the regional park. Along Old River, the landscaped area shall be planted with species of trees and shrubs compatible with existing riparian vegetation. Species shall also be chosen to provide effective screening so that the public using the levees for walking or bicycling would have a limited view of development on site. Provisions to accomplish this shall be included in the Park and Open Space Plan."*~~

~~*(d) The Draft Mountain House Design Review Manual should be amended to define the Community Review Board and describe its typical duties. The Community Review Board could include some members of the larger Community Services District Board of Directors augmented with one or more design professionals. The main purpose of the Review Board would be to review Development Permits of other development applications for their consistency with established design standards in the Draft Master or specific plans. The Community Review Board would also be advisory to the CSD*~~

4.8 VISUAL QUALITY

Board and the County on design issues that are not directly regulated by master or specific plan policies or implementations (such as the choice for public art in common spaces, minor design details of playgrounds or community parks, and choosing an appropriate gateway monument along the I-205 frontage).

Impact M4.8-2

Views from public roads toward Mt. Diablo and the Mt. Diablo foothills to the west of the site would be screened by new buildings.

Views of Mt. Diablo and the foothills are now possible from Patterson Pass, Grant Line, and Byron roads as well as from other existing minor on-site roads. These hills form the backdrop to open agricultural fields and provide a sense of distance for the viewer. New development along these roads could significantly interrupt these views. The Draft Master Plan does not include any policies or programs that address this issue. New policies requiring the preservation of view corridors must

take into account the role of windrows planned along the western boundary of the project to block wind, dust, and aerial spraying.

Mitigation Measure M4.8-2

The following Policy and Implementation should be added under Landscape Concept and Policies in Development and Design (Appendix C):

"Policy:

"View corridors towards the foothills and Mt. Diablo shall be protected and enhanced to the greatest extent possible, without compromising the ability of windrows planted along the western boundary to mitigate wind, dust, and aerial spraying.

"Implementation:

- "a) Critical view corridors shall be identified in the ~~Master and Specific~~ **Parks and Open Space Plans**.
- "b) East-west roadways and pedestrian corridors throughout the project site shall be landscaped with trees to frame views to the west and, whenever feasible, the trees shall be planted at least 40 feet apart to allow open views.
- "c) Periodic breaks in the continuous landscaping plans for north-south arterials and other roadways shall be identified to maximize views toward Mount Diablo and the foothills."

Impact M4.8-3

Industrial and high density residential buildings along major view corridors or open space corridors could affect views or create a strong visual contrast to the open space and generate long shadows.

The regulations of the County Development Title allow industrial buildings to be constructed up to 100 feet in height, and allow High Density and Medium-High Density apartment building heights up to 35 feet. The proposed project includes standards that limit building heights of all commercial, industrial, and High Density residential buildings to a maximum of four stories, with required setbacks based upon a 45 degree drawn from the top of the structure to the property line.

Mitigation Measure M4.8-3

~~(a) Table 4.1 in the Draft Master Plan (Lot and Structure Standards) should be amended to require that all industrial buildings be set back at least 30 feet from roadways (a minimum 30 foot front yard) and set back at least 100 feet from adjacent residential lots (a minimum 100 foot yard adjacent to housing), if the "45 degree clear" requirements do not already ensure this minimum setback.~~

~~(b) Policy g) under Landscape Concept and Policies in Development and Design (Appendix C) should be added as follows:~~

4.8 VISUAL QUALITY

~~"Industrial buildings shall be screened from roadways and residences by evergreen trees or an effective combination of landscaping."~~

~~(c) Table 4.1 in the Draft Master Plan should be revised to specify minimum heights for all buildings in feet, in place of or in addition to heights measured in stories.~~

~~(d) Table 4.1 in the Draft Master Plan should be amended to note that the High Density Residential area just east of the open space corridor along Mountain House Creek at Byron Road should have a height limit of 40 feet to mitigate impacts of shadows and inappropriate visual massing of buildings. Alternatively, Table 4.1 should be amended to note that any High Density Residential structures in this the High Density Residential area west of the open space corridor along Mountain House Creek must be set back from the lot line adjacent to the creek by at least 50 feet, as already required by a policy in the Draft Master Plan.~~

Impact M4.8-4

Project development could result in the removal of mature trees currently visible from public roads; the trees frame views along the public roads.

Few natural or visibly-significant features, such as riparian vegetation or historic structures, that are within the site are now visible from public roads. However, some roads do include a continuous row of mature deciduous trees that line the roads (e.g., the west side of Patterson Pass Road and both sides of Grant Line Road). Figure 4.11-2 in Biological Resources, Section 4.11, identifies the general locations of trees on the project site. The rows of trees along main roadways could be removed as part of project construction if roads were widened to accommodate the project. The Draft Master Plan contains tree mapping and conservation policies which address the protection of mature trees when designing roadways.

Mitigation Measure M4.8-4

Policy a) under Tree Mapping and Conservation Policy (Objective 6) in Recreation and Open Space (Appendix C) should be revised as follows:

"a) Existing healthy mature trees, particularly those along Patterson Pass and Grant Line roads, shall be preserved and incorporated to the greatest extent practical into the landscape design of the community. Land uses adjacent to the existing mature trees should be compatible with the preservation program for mature trees."

Impact M4.8-5

The project could generate light and glare that would be visible from major roads, residences within the project, and residences outside the project.

Light and glare could be created throughout the project site by lighting of parking lots, playing fields, industrial/business park areas, interior building lighting, and the use of exterior building materials which could be reflective. The Draft Master Plan contains several Implementations that

address lighting design standards, but the issue of minimizing light impacts between adjacent land uses is not adequately addressed.

Mitigation Measure M4.8-5

Include the following Policy b) and Implementation c) under Lighting (Objective 4) in Development and Design (Appendix C) and make appropriate revisions in the Lighting section of the Design Manual (Appendix 4-A of the Draft Master Plan):

"Policy:

"b) Lighting throughout the project shall be designed to minimize glare and impacts to adjacent land uses, especially residences.

"c) Special Purpose Plans and building plans for significant commercial and industrial structures shall include specific designs to ensure light and glare from the project would be minimized, especially between commercial/industrial and residential uses. Mechanisms such as screening of parking areas with evergreen trees, setbacks from residential neighborhoods adjacent to commercial areas, and a design review process to review development plans shall be included in the Design Manual. The design review process shall include review of lighting proposals and architectural materials for all proposed projects. The proposed Community Review Board, a Design Review Committee, consisting of both architects and landscape architects, shall oversee the design review process."

Impact M4.8-6

The planned relocation of the 60-kV Weber-Herdlyn power line could create additional visual impacts if it is reconstructed aboveground elsewhere on the project site.

The Draft Master Plan contains text in the Public Health and Safety Chapter that states that the existing 60-kV Weber-Herdlyn electric power transmission line "is being proposed by the master developer for relocation along the railroad right-of-way adjacent to Byron Road." However, there are no policies or implementation measures that discuss this proposal further.

Mitigation Measure M4.8-6

A new Policy should be added under Electric and Magnetic Fields in Public Health and Safety (Appendix C) as follows:

"f) ~~If the existing The 60-kV Weber-Herdlyn power line shall be relocated to an alignment that parallels the Mococo SP rail line. The proposed relocation shall be shown in the first residential Specific Plan that is prepared for lands north of Byron Road. is proposed for relocation elsewhere on the project site, the line shall be constructed underground, if feasible and safe, to minimize potential public health and visual impacts.~~"

SPECIFIC PLAN I

The Draft Specific Plan I includes more detailed design standards for land uses planned in the Old River Industrial Park; the Central Mountain House Neighborhoods E, F, and G; and the Mountain House Business Park. While some design standards that relate to visual quality and resources are addressed in the Draft Specific Plan I, several key programs (such as buffer areas along I-205 and along major arterials, lighting standards, and sign standards) refer back to the policies and implementation measures in the Draft Master Plan and the Design Manual (Appendix 4-A of the Draft Master Plan).

Impact S4.8-1 (C,O,M)

Potentially adverse visual impacts could occur along the I-205 corridor if signage in the Freeway Service Area, and the design of the entrance monument, is not controlled.

Overall objectives in the Draft Master Plan call for the protection of visual resources at the community's edges. The Draft Master Plan states that "Each Specific Plan shall describe any additional provisions for signage not covered by the Design Manual and applicable to only that Specific Plan area." One of the most important visual resources is the views from the I-205 freeway toward the project site. The Draft Specific Plan I does not contain any detailed programs that address signage and other potential visual impacts along the freeway.

The area at the southwestern edge of the community is proposed as the site for a large monument and gateway to identify San Joaquin County. Although this area is not included for development in Specific Plan I, construction of the monument and associated landscaping in the initial years of the project would help to mitigate visual impacts, and should be included in the first Specific Plan.

Mitigation Measure S4.8-1

(a) The following Policy should be added to Chapter Four (Development and Design) of the Draft Specific Plan I:

~~"A Comprehensive Sign Program shall be prepared and included in the Special Purpose Plan that is required prior to development of the Freeway Service Commercial area at the Patterson Pass Road/I-205 interchange. The sign regulations shall limit the use of pole signs to identify each commercial use. Instead, one or two large freeway pole signs shall be coordinated to provide signage for all freeway oriented retail uses at the interchange. The freeway signs shall be limited to no more than 45 feet in height."~~ **The Specific Plan and Special Purpose Plan for Mountain House Business Park should include a comprehensive sign program for the Freeway Service Commercial district which would limit pole signs identifying the Freeway Service area to no more than two locations; height and size restrictions shall be imposed where feasible to lessen the visual impact. The height limits of the one or two pole signs shall not exceed the heights specified in the Development Title for C-FS areas. (M)**

~~(b) Chapter Four of the Draft Specific Plan I should be amended to include detailed policies, standards, and criteria (such as height limits, massing standards, and architectural materials) for the gateway and monument area at the southwestern portion of the project site along I-205. Even though the monument area is not included in lands that are proposed for initial~~

4.8 VISUAL QUALITY

~~development, the monument and gateway treatment should be implemented with the first phases of development and included in Specific Plan I. The policies and standards should be used by the Community Review Board or a Design Review Committee to choose an appropriate gateway symbol or treatment. The monument and gateway treatment should be constructed during the initial years of Specific Plan I as specified in the Development Agreement. (M)~~

Impact S4.8-2 (C,O,M)

Roadways and other development in Specific Plan I could remove significant mature trees, which frame views along public roads.

The Draft Specific Plan I does not contain any maps or programs that identify the existing mature trees along roadways and elsewhere on the site that would be protected from construction impacts. The Draft Master Plan states that trees to be preserved would be identified in Tentative Subdivision Maps; however, each Specific Plan must identify the protected trees to ensure consistency with subdivision maps that are later approved by the County.

Mitigation Measure S4.8-2 (C,O,M)

The Parks and Open Space Plan should include a detailed tree survey, as required by Draft Master Plan policy. The specific trees that are proposed for protection and the criteria to be used should be identified. ~~The proposed alignment plans and cross sections of new or reconstructed roadways~~ **Prior to approval of any tentative map or any construction plans for major roadways with existing mature trees, especially Grant Line and Patterson Pass roads, the map or plans shall identify the specific mature trees that would be preserved.** ~~should identify the existing mature trees which would be avoided by construction.~~ Other significant trees that are to be protected in open space, residential, commercial, or industrial areas should be identified in the detailed figures that are included in the Specific Plan.