

# Exhibit E

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**VISUAL IMPACT ANALYSIS**  
for the  
**Olimpia Safety Netting Project (PLN170908)**

**March 8, 2018**

**Submitted to:**  
Monterey County  
Resource Management Agency

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## **1.0 INTRODUCTION**

### **1.1 Project Overview**

This Visual Impact Analysis (VIA) covers the Olimpia Safety Netting Project (“Project”). Based on previous discussions with Monterey County Resource Management Agency (“County RMA”), DD&A prepared the following VIA to document the potential visual effects of the Project from Corral de Tierra Road.

### **1.2 Visual Impact Analysis Purpose**

The purpose of this VIA is to provide additional information in support of the Olimpia Use Permit application to the County of Monterey. This VIA is intended to provide an analysis of the Project’s potential aesthetic-related effects, as well as evaluate its consistency with relevant Monterey County policies. Specifically, based on previous conversations with County RMA, the County is primarily concerned with the Project obstructing views from Corral de Tierra Road. The VIA describes the existing visual character of the site and surrounding area, depicts the visual extent of the Project as perceived from Key Observation Points (“KOPs”), specifically Corral de Tierra Road, and evaluates the potential aesthetic-related effects of the Project from the road.

### **1.3 Assessment Organization**

This document begins with a brief introduction to the Project and defines the purpose of the VIA. Chapter 2 provides a more detailed Project description. Chapter 3 describes the regulatory environment. Chapter 4 describes the affected environment, including key terminology and methods used, for the purpose of describing the existing environmental setting and evaluating potential effects, and a description of KOPs. Chapter 5 provides an analysis of potential impacts associated with the Project, including an evaluation of consistency with applicable Monterey County General Plan policies and California Environmental Quality Act (“CEQA”) impact analysis. Finally, Chapter 6 provides a summary and conclusions.

## 2.0 PROJECT DESCRIPTION

### 2.1 Project Purpose

The purpose of the Project is to build a safety netting which will protect the Olimpia property from incoming golf balls hit onto the Olimpia property from the Corral De Tierra Country Club driving range.

### 2.2 Project Description

The Safety netting will be approximately 80 feet high by 200 linear feet wide, the netting will be black in color, to minimize impacts to views, and there will be four (4) steel support poles supporting the netting (see **Figure 1, Site Plan**). Additionally, the project includes planting of 10 Redwood trees, which will be used for screening the safety netting. The Project site consists primarily of landscaped grass and horticultural plantings, the property is bordered on the west by pine and various horticultural trees and to the north by oak trees (see **Figure 2, Existing Conditions - Site Photos**).

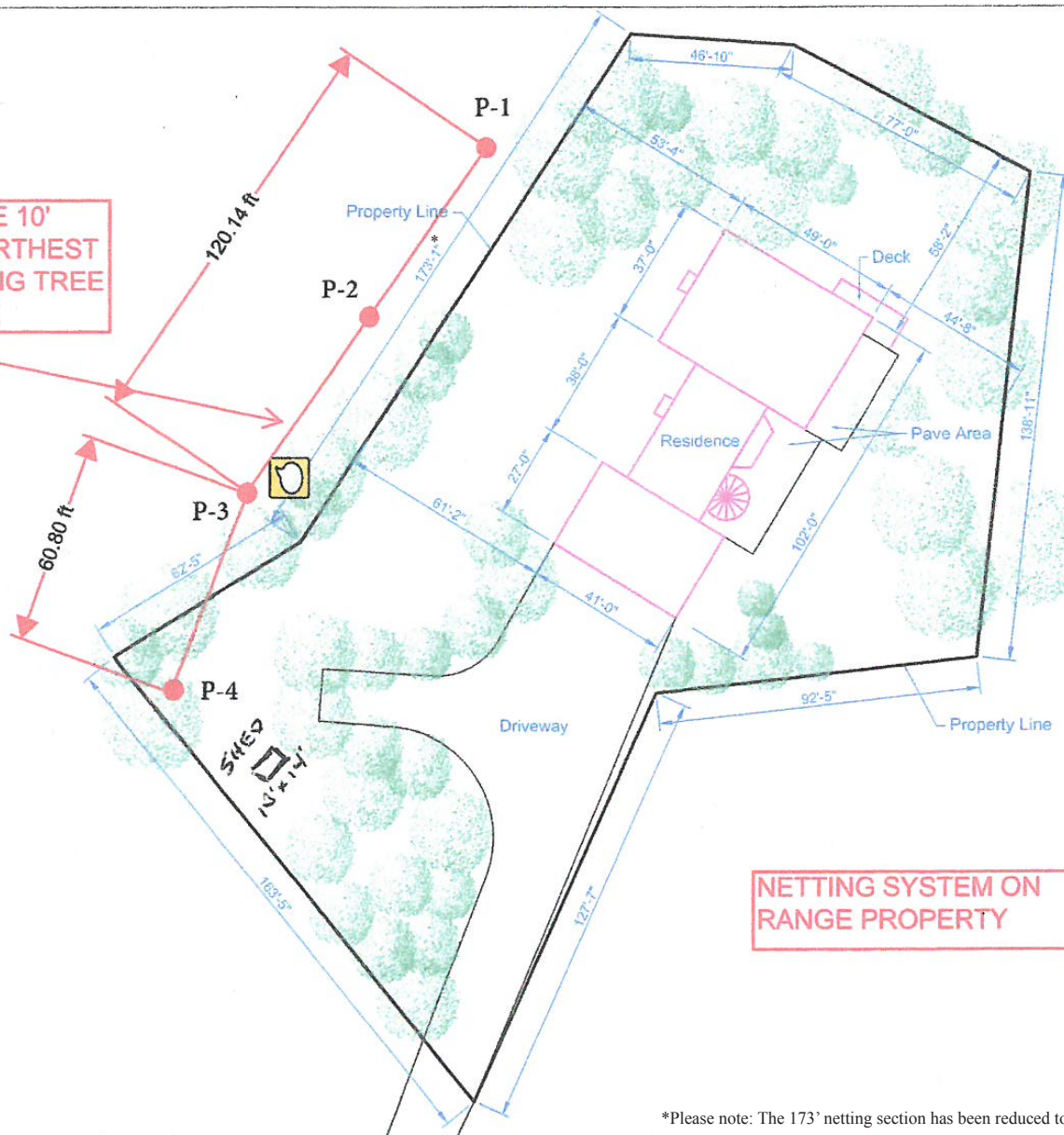
### 2.3 Project Location & Surrounding Uses

The Project is located in unincorporated Monterey County, 13755 Vista Dorada, Salinas (Assessor's Parcel Number 161-411-022-000), Corral de Tierra area (see **Figure 3, Project Location**). Access would be provided via Vista Dorada Road. The site is zoned Low Density Residential/B-8 (LDR/B-8-D) according to Title 21 of the Monterey County Code. The site is at the end of a private driveway that contains multiple houses to the south, and is bordered on the west by the Corral de Tierra Country Club driving range, and on the north and east by the Corral de Tierra golf course.





POLE LINE 10'  
FROM FURTHEST  
EXTENDING TREE  
DRIP LINE



NETTING SYSTEM ON  
RANGE PROPERTY

13755 Vista Dorada,  
Salinas, CA 93908  
scale 1" = 30'

\*Please note: The 173' netting section has been reduced to 150'

Site Plan

Figure  
1





Photo 1. View from the backyard facing northeast toward the Corral de Tierra County Club, please note five (5) large oak trees will be retained for screening of the safety netting.



Photo 2. View from the northern portion of the Project site looking south.



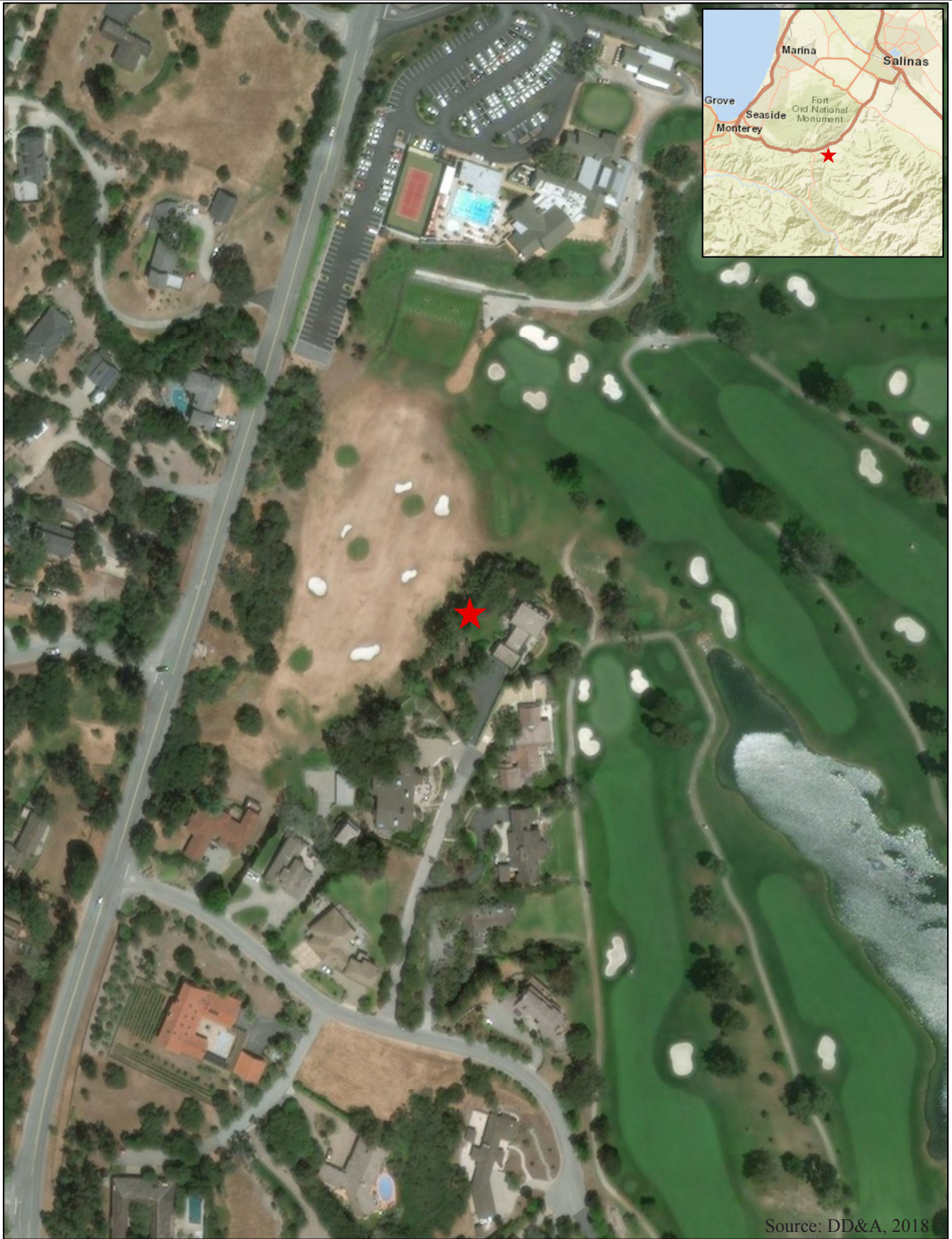
Photo 3. Panoramic view of the backyard, facing west toward Corral de Tierra Road where the safety netting will be constructed. Please note the five (5) 80 foot oak trees to the northwest will be retained for screening.

Source: DD&A, 2018

## Existing Conditions - Site Photos

Figure  
2





Project Location

Figure  
3

## 3.0 REGULATORY SETTING

### 3.1 State Regulatory Setting

**California Environmental Quality Act (CEQA).** CEQA Guidelines, Appendix G contains the following thresholds as guidance for analyzing aesthetic impacts. “Does the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?”

**California Scenic Highways Program.** The California State Scenic Highway program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are either designated or eligible for designation as a scenic highway. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no designated or eligible State or County highways within the vicinity of the Project site. However, Highway 68, which is located approximately one mile from the Project site, is a California Department of Transportation (“CalTrans”) State Scenic Highway. The Project site is not visible from Highway 68 due to existing site topography, vegetation, and distance.

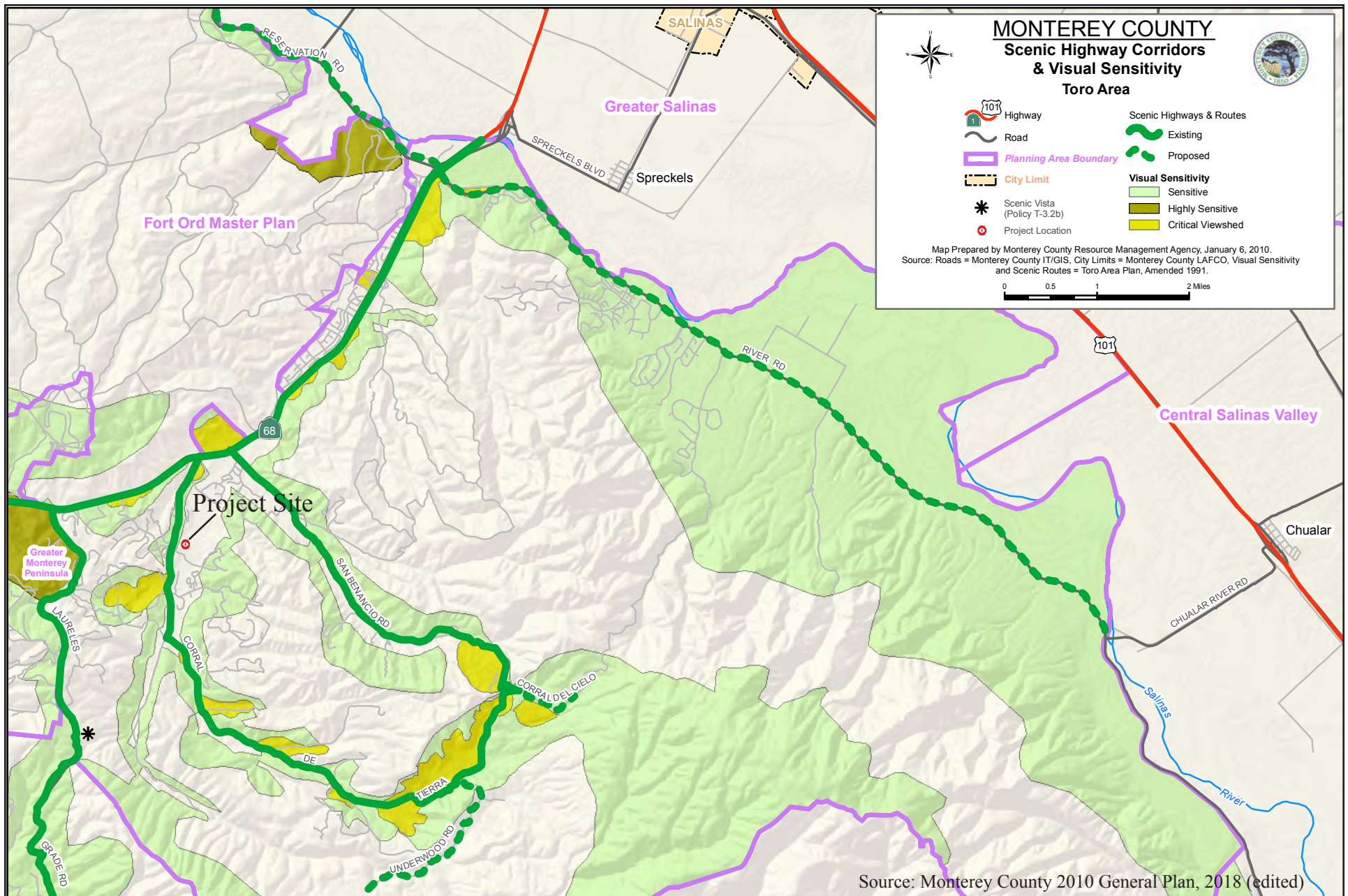
### 3.2 Local Regulatory Setting

**Monterey County 2010 General Plan.** The Project is located in the unincorporated Monterey County and therefore subject to the policies contained in the Monterey County General Plan. The Monterey County General Plan is a long-range, comprehensive plan addressing all aspects of future growth, development and conservation for the County. The Conservation and Open Space Element of the Monterey County General Plan contains guidance, goals, and specific policies relating to maintaining and improving the appearance of the physical environment. An evaluation of the Project’s consistency with applicable Monterey County General Plan policies related to visual resources is provided in Chapter 5.

**Toro Area Plan.** The Project is located within unincorporated Monterey County in the Toro Planning Area. This Planning Area is bordered by the Fort Ord and Greater Salinas Planning Areas on the north, the Central Salinas Valley Planning Area to the east, the Cachagua Planning Area to the south, and the Greater Monterey Peninsula and Carmel Valley Master Plan Planning Areas to the west. The Toro Area Plan includes a map of Scenic Highway Corridors and Visual Sensitivity areas within the Toro Area. The Project site is not located within a visually sensitive area, nor is the site visible from a visually sensitive area (see **Figure 4, Toro Area Visual Sensitivity**). The Project site is located approximately 400 feet from Corral de Tierra Road, which has been designated as a County Scenic Route. However, the Project will not block any scenic viewsheds as seen from the road and is predominantly not visible from Corral de Tierra Road due to existing site topography, vegetation, and existing infrastructure (please see Chapter 4). An evaluation of the Project's consistency with applicable Toro Area Plan policies related to visual resources is provided in Chapter 5.

**Monterey County Code.** The County requires an evaluation of potential aesthetic-related effects and a determination of significance from common public view areas. "Common public viewing area means a public area such as a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed" (Monterey County Code, §21.06.195). For the purposes of visual impact analyses, the County defines a substantial adverse visual impact as a "visual impact which, considering the condition of the existing viewshed, the proximity and duration of view when observed with normal unaided vision, causes an existing visual experience to be materially degraded" (Monterey County Code, §21.06.1275).





Toro Area Visual Sensitivity

## 4.0 AFFECTED ENVIRONMENT

### 4.1 Introduction

Methods pursued in order to establish the environmental setting included site visits, review of site photographs and aerials of the Project site, and preparation of an existing conditions inventory. The existing conditions inventory describes the visual character of the viewshed in the Project vicinity, identifies the types of viewer groups that would see the Project site and associated improvements, and describes their sensitivity to changes in the viewed environment (viewer sensitivity). This assessment uses the terminology and methodology based on the system developed by the Federal Highway Administration (“FHWA”) for assessing the visual effects of highway projects (see FHWA’s Visual Impact assessment of Highway Projects).

The FHWA’s methodology was selected because it provides a scientifically valid approach, commonly used under CEQA, to evaluate the potential aesthetic impacts of a project by providing a common evaluation criteria and analytical approach to evaluating potential aesthetic impacts. The FHWA’s methodology is generally accepted as suitable for assessing potential aesthetic impacts of transportation and non-transportation projects. This Chapter provides an overview of key terminology used in this assessment, a description of the methodology for assigning visual sensitivity and site selection, and provides a description of the existing visual character from each of the KOPs selected for analysis.

### 4.2 Terminology

The existing visual quality of the Project site and surrounding area is described using a three criteria scale system. These categories are then used to help assess changes in the visual environment that may occur as a result of the Project. The three criteria used are: vividness, intactness, and unity, and are defined as follows:

- **Vividness** is the degree of drama, memorability, or distinctiveness of the landscape components. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.
- **Intactness** is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of eyesores and is not broken up by features that appear to be out of place. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness.

- **Unity** is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

The FHWA's methodology typically assigns numeric ratings to the three criteria – vividness, intactness and unity - that determine visual quality and then averages the ratings to establish an overall visual quality score. For purposes of this analysis, rather than using numerical ratings, qualitative assessments are provided for each of the criteria and then an overall assessment is provided to assign a “high, medium or low” rating<sup>1</sup>. The concepts utilized to evaluate the visual character and quality of a particular viewing location may be somewhat esoteric or subjective, but these criteria help identify the existing visual environment in a manner that allows a meaningful evaluation of potential project effects. Applying this approach yields a scale that reasonably represents the range of visual quality and allows identification of viewpoints that may be considered more visually sensitive than other locations. This approach is considered appropriate for the dual purposes of: a) determining the visual quality of an area; and b) determining whether the Project will (or will not) result in a change in the visual environment that would constitute a substantial adverse visual effect, as defined by the County. The overall visual quality categories are described as low, medium, or high, which are defined as follows:

- **Low Visual Quality.** Areas that have low visual quality may have features that seem visually out of place, lack visual coherence, do not have compositional harmony, and contain eyesores.
- **Medium Visual Quality.** These areas can be generally pleasant appearing but may lack distinctiveness, memorability, drama, and compositional harmony, or may simply be common and ordinary landscapes.
- **High Visual Quality.** These areas may be memorable, distinctive, unique (in a positive way), intact natural or park-like areas, or urban areas with strong and consistent architectural and urban design features.

Viewers can be categorized as having low, medium, or high sensitivity to changes in the viewed environment. Viewer sensitivity is strongly influenced by a viewer's activity, awareness of his or her surroundings, and amount of time spent looking at a view. People who view a landscape infrequently, view it for short periods of time (often as they pass through it), or are not attentive to it due to focusing on other activities (such as driving) are often less sensitive to changes and are assumed to have low viewer sensitivity. Viewers with average viewer sensitivity include workers and customers who may expect a somewhat pleasant visual setting but are in the locations for purposes other than

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<sup>1</sup> The VIA utilizes a qualitative rating system instead of a quantitative approach to better reflect the subjective nature of visual impacts. The existing visual quality of an area and the potential impacts associated with new development are subject to variation depending on viewer sensitivity, duration of views, and other factors. For these reasons, a qualitative system is used because it is more inclusive of user sensitivities. The qualitative approach to assessing visual impacts is commonly utilized by CEQA professionals to assess the potential visual impacts of a project.



enjoying its scenery or visual quality. The visual quality of an area can provide a good indication of how responsive an area's most sensitive viewers would likely be to changes in the visual environment. For example, viewers with high viewer sensitivity in areas that are categorized as having high visual quality would be expected to react more to changes in the visual environment than they would in areas that have medium or low visual quality. This concept can help determine areas where a project might be expected to have its greatest impacts on visual resources.

### 4.3 Methodology

Representative locations, viewpoints, or KOPs, were selected which are representative of viewing locations of the Project site from Corral de Tierra Road. A total of four (4) KOPs were selected as they represent common public viewing locations where the Project could potentially be visible from Corral de Tierra Road. These locations are considered representative of "Common Public Viewing Areas" as defined in §21.06.195 of the Monterey County Municipal Code.<sup>23</sup>

As discussed in greater detail in Chapter 5, the Project will not block any public viewsheds and is predominantly not visible from any public vantage points due to existing topography, vegetation, distance, and the existing infrastructure along the road as well as Corral de Tierra Country Club facilities. While the Project will not block any public viewsheds and is predominately not visible from any public vantage points, the four (4) KOPs were selected to provide a comprehensive visual assessment for the purposes of this VIA to thoroughly assess and disclose potential visual impacts.

There are multiple private residences located within close proximity to the Project site. However, private views are not protected under the County's General Plan and therefore are not evaluated as a part of this analysis.<sup>4</sup>

In order to determine and evaluate KOPs field reconnaissance was performed, which included visual inspection of the site and taking photos from vantage points along Corral de Tierra Road that may have the potential to show views of the Project (see **Figure 5, Picture Locations**). Please note, upon examination of the representative KOPs a visual simulation was deemed unnecessary as the Project will not block any public viewsheds and is predominately not visible from any public vantage points.

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<sup>2</sup> §21.06.195 of the Monterey County Municipal Code defines a "Common Public Viewing Area" as a public area such as a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed.

<sup>3</sup> While the Project is not located in a Visual Sensitivity Zoning District (VS), the VIA conservatively evaluates the Project's potential visual impacts based on the criteria established to evaluate potential visual impacts associated with projects located in a VS district. The VIA evaluates the Project's potential to create a substantial adverse visual impact from a common public reviewing area based on the criteria contained in Title 21 of the Monterey County Code (see §21.06.195 and §21.06.1275).

<sup>4</sup> In general, CEQA does not require a detailed evaluation of individual private views, particularly when only a limited number of private views would be affected by site development activities. *Association for Protection etc. Values v. City of Ukiah*, 2 Cal. App. 4th (1991); *Porterville Citizens for Responsible Hillside Development v. City of Porterville*, 157 Cal. App. 4th 885 (2007) (Under CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons.)



Source: Google Earth, 2018

Picture Locations

Figure  
5

#### 4.4 Existing Visual Environment

The existing visual environment for each KOP is described below, as previously described all KOPs are along Corral de Tierra Road. The general location of each KOP is depicted in **Figure 5, Picture Locations**. Photographs of existing conditions are provided in **Figure 6, Field Reconnaissance Photos**.

**KOP A – South.** KOP A - South is located approximately 425 feet from the Project site, and has a higher potential for Project views from Corral de Tierra Road as the existing vegetation is sparse in this location. The existing visual character of the area as perceived from this location is considered medium, views are primarily of existing vegetation that borders the Corral de Tierra Road with distant views of in-land mountain ranges visible from this location. Views are considered moderately intact and have a medium degree of unity, however many views are intruded by existing vegetation and infrastructure bordering the road (i.e. telephone poles and wires as well as a wood fencing). Viewer sensitivity is considered medium, due to duration of views as perceived by vehicular traffic.

The Project site has the potential to be visible from KOP A – South, however views would be brief and discrete due to existing topography, vegetation, existing infrastructure, and design of the Project. At this location the road sits higher than the Project site, meaning from the road a viewer would have to look downward to see the Project. Therefore, at this location views of the Project site have the potential to be visible from the road, however, would take particular strain by the viewer to see (especially if viewing from a moving vehicle) and even if viewed the Project would not impede any public viewsheds due to topography. Furthermore, at this location there are two rows of existing vegetation screening the site, the first row includes a variety of tree species plantings along Corral de Tierra Road, and the second row is planted on the Olimpia Property. Existing trees located on the property that will be used to screen the Project from the road include the five (5) approximately 60-80 foot oak trees planted on the western boarder of the Olimpia Property as well as six (6) Monterey Pine, approximately 80+ feet as well as other various smaller tree and shrub planting. Furthermore, ten Redwood trees are proposed for planting and screening. In addition to heavy tree cover provided along Corral de Tierra Road, at this location there is existing infrastructure impeding views, including telephone poles/lines and wood fencing. Furthermore, the design of the Project will minimize the potential for views as the support poles will be positioned to minimize aesthetic impacts and the netting will be black in color making it largely transparent.

Please note, although somewhat counterintuitive, black netting is in fact better for not obstructing views, and is largely invisible from far distances; this is because the black netting absorbs the light better than white making it less visible and less of a distraction overall. If you look through a black net then no light is reflected from the net so the eye sees only the light coming from the objects on the far side of the net. The amount of the external light that reaches you is reduced, but the brain is adept at reconstructing images from only partial data, so the view looks unchanged. If you look through a white net then the eye receives a mixture of the light reflected from the net and the light from outside transmitted through it. If you are looking at the net from a dark room and the outside is



bright, then the amount of light reflected from the net is small compared to the transmitted light and you still do not see the net. However, if the room is light and the outside dark then the light reflected from the net swamps the light transmitted and you only see the net. In between, such as the case here while viewed outside, you will see both the net and the view. This is largely why at baseball games or hockey games you will notice the safety netting is black.

KOP A - South was chosen as this particular location represents the highest potential for views of the Project along Corral de Tierra Road. However, as discussed above, potential views would be brief and discrete due to existing topography, vegetation, existing infrastructure, and Project design. Furthermore, the Project will not block any public viewsheds as viewed from Corral de Tierra Road from this location.

**Visual quality:** Medium. **Viewer Sensitivity:** Medium.

**KOP B – Typical.** KOP B - Typical is representative of a majority of the views along Corral de Tierra Road. It is located about 400 feet from the Project site. Views from this location are primarily of the existing vegetation that borders Corral de Tierra Road or sparse views of distant in-land mountain ranges and the existing Corral de Tierra Country Club facilities and associated grounds/landscaping through the existing vegetation. However, due to existing vegetation planted along Corral de Tierra Road and topography, most views of the Corral de Tierra Country Club grounds and in-land mountain ranges are obstructed providing a low degree of intactness and unity. The existing visual quality of the area as perceived from this location is considered low due to existing vegetation, topography, and infrastructure (i.e. telephone poles and lines) creating a highly obstructed viewshed. Viewer sensitivity is considered low, as the views from this location are not perceived as memorable, and primarily consist of existing vegetation and infrastructure, in addition to the limited duration of views as perceived by vehicular traffic. No Project components will be visible from this location due to existing vegetation, infrastructure, and topography. Alternative viewing locations along Corral de Tierra Road within the Project vicinity would include similar views, and only vary slightly depending on location along the road. Therefore, this location is typical of the type of visual experience perceived from Corral de Tierra Road on the Project.

**Visual quality:** Low. **Viewer sensitivity:** Low.

**KOP C – Direct.** KOP C – Direct is the closest KOP to the Project from Corral de Tierra Road, located just under 400 feet from the Project site. This location was also chosen because it represents one of the largest breaks in vegetation along Corral de Tierra Road within the Project vicinity. Much like KOP A - South, views from this location are primarily of existing vegetation that screens the road, however there are sparse vegetation areas that provide views of the Corral de Tierra Country Club golf range and memorable views of distant in-land mountain ranges. This location offers distant but memorable views of in-land mountain ranges; however views are not intact with many visual intrusions due to existing vegetation, topography, infrastructure, and existing Corral de Tierra golf range facilities (i.e. tee boxes, sand traps, and flagging). The existing visual quality of the area as perceived from this location is considered medium, despite the existing vegetation, infrastructure, and

Corral de Tierra Country Club facilities impeding views. Viewer sensitivity is considered medium, as this location offers memorable views, however impeded by Corral de Tierra Country Club facilities, topography, vegetation, and infrastructure, as well as duration of views is limited as perceived by vehicular traffic. No Project components will be visible from this location due to existing topography, existing vegetation, infrastructure, and Corral de Tierra Country Club facilities screening views.

**Visual quality:** Medium. **Viewer sensitivity:** Medium.

**KOP D – North.** KOP D - North is approximately 475-500 feet from the Project site. Visual quality as perceived from this location is considered medium, as distant but memorable views of coastal mountain ranges are visible from this location, however are not fully in-tact due to screening from a high concentration of Corral de Tierra Country Club facilities (i.e. parking lot), topography, existing vegetation, infrastructure (i.e. telephone poles and lines). Viewer sensitivity from this location is considered medium, as this location offers memorable views, however impeded by Corral de Tierra Country Club facilities and topography, as well as duration of views is limited as perceived by vehicular traffic. No Project components will be visible from this location due to existing topography, distance, existing vegetation, infrastructure, and Corral de Tierra Country Club facilities.

**Visual quality:** Medium. **Viewer sensitivity:** Medium.

#### 4.5 Key Observation Point Analysis

The following table below displays the existing visual quality of each KOP and anticipates changes in visual quality, if any, which may occur as a result of implementation of the Project. The table provides a qualitative method to evaluate the potential visual and aesthetic effects of the Project. Visual quality assessments examine the composition of the character-defining features for selected views and determine how a Project might impact the features of the view. This assessment seeks to determine the following:

- Is this particular view common or dramatic?
- Is this particular view a pleasing composition (with a mix of elements that seem to belong together) or not (with a mix of elements that either do not belong together or are eyesores and contrast with the other elements in the surroundings)?

The visual quality criteria utilized to determine the overall visual quality (e.g., high, medium, or low) of a KOP include vividness, intactness, and unity. The information contained in **Table 1** has been prepared utilizing a modified analytical approach and terminology derived from the FHWA's Visual Impact Assessment for Highway Projects. The concepts utilized to evaluate the visual character and quality of a particular viewing location may be somewhat esoteric or subjective, but they are used to determine visual quality categories as illustrated in **Tables 1 and 2** (Table 2 is found in Chapter 5). This approach has been used to describe existing conditions and the Project's expected visual impacts, if any.





Photo 1. View from KOP A - South, facing east toward the Project site, as shown views are blocked by topography, exist-ing vegetation, and utilities/fencing.



Photo 2. View from KOP B - Typical, facing east toward the Project site, as shown, views of the Project site are blocked by existing topography and vegetation.



Photo 3. View from KOP C - Direct, facing east toward the Project site, as seen in the picture views of the Project site are blocked by local topography, existing vegetation, and utilites.



Photo 4. View from KOP D - North, facing southeast toward the Project site, as seen in the picture views of the Project site are blocked by existing vegetation, topography, and Corral de Teirra County Club facilities.

Source: DD&A, 2018

## Field Reconnaissance Photos

Figure  
6



**Table 1**  
**Existing Visual Character & Quality**

<b>KOP</b>	<b>Vividness</b>	<b>Intactness</b>	<b>Unity</b>	<b>Visual Quality</b>
KOP A – South	<b>Medium.</b> Distant but memorable views of in-land mountains, impeded and sparse views of Corral de Tierra Country Club associated grounds.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines and road fencing), and topography present in viewshed.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines and road fencing), and topography present in viewshed.	<b>Medium.</b>
KOP B – Typical	<b>Low.</b> Distant, impeded, and sparse views of in-land mountains and Corral de Tierra Country Club associated grounds.	<b>Low.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines), topography present, lack of viewshed.	<b>Low.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines), topography present, lack of viewshed.	<b>Low.</b>
KOP C – Direct	<b>Medium.</b> Distant but memorable views of in-land mountains and impeded and sparse views of Corral de Tierra Country Club associated grounds.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines), and topography present in viewshed.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines), and topography present in viewshed.	<b>Medium.</b>
KOP D – North	<b>Medium.</b> Distant but memorable views of in-land mountains.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines and road fencing), topography and Corral de Tierra Country Club facilities (i.e. parking lot) present in viewshed.	<b>Medium.</b> Existing vegetation, infrastructure (e.g. telephone poles/lines and road fencing), topography and Corral de Tierra Country Club facilities (i.e parking lot) present in viewshed.	<b>Medium.</b>

## 5.0 IMPACT ANALYSIS

### 5.1 Introduction

As described above, the KOP analysis identified the overall visual quality and visual sensitivity from each KOP. Overall, all KOPs had medium to low visual quality and medium to low visual sensitivity. Distant and sparse views of mountain ranges and occasionally Corral de Tierra Country Club associated grounds/landscaping are present, however these views are often interrupted by existing topography, vegetation, infrastructure (i.e. telephone poles/lines and road fencing), and existing Corral de Tierra Country Club facilities (i.e. parking lot and associated golf range facilities). In addition, the visual sensitivity is considered medium to low because the duration of views are short due to vehicular traffic and the fact that many travelers along Corral de Tierra Road are either commuting or working, meaning the viewers' attention/activity is highly distracted and not focused on public viewsheds. Views of the Project from Corral de Tierra Road would largely be obstructed by the site topography, existing vegetation (i.e., oak, acacia, willow, and Pine trees) boarding both the road and the Project site (i.e. oak, pine, redwood) therefore providing a double row of vegetative screening between the road and the Project, surrounding infrastructure (i.e. telephone poles/lines and road fencing), and Corral de Tierra Country Club facilities (i.e. parking lot and associated golf range facilities), as well as distance in some areas.

Furthermore, the design of the Project will minimize the potential for views as the structure will be made of primarily black netting which will be largely invisible from a distance. Additionally, the design minimizes the amount of visible materials, therefore only four (4) poles will be constructed to hold up the netting, these poles will be placed strategically to minimize their potential for views while maintaining the integrity of the structure.

**Table 2** summarizes potential changes in visual quality at each KOP and identifies the evaluation criteria used to evaluate potential changes in visual quality due to construction of the Project. This table explains the nature of potential visual effects, including identifying whether the Project would result in a visual change. This determination is based on the field reconnaissance and each KOP's visual sensitivity. This assessment focuses on how the Project would change the existing visual quality of one of more evaluation categories (such as high to medium or medium to low). As previously stated, the Project would not be visible from any of the common viewing areas.



**Table 2**  
**Post-Project Conditions**

<b>KOP</b>	<b>Vividness with Project</b>	<b>Intactness with Project</b>	<b>Unity with Project</b>	<b>Visual Quality with Project</b>
KOP A – South	<b>Medium. No change in rating.</b> Views of distant in-land mountain and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b> Views of distant in-land mountain and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b> Views of distant in-land mountain and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b>
KOP B – Typical	<b>Low. No change in rating.</b> Views of distant, impeded and sparse views of in-land mountains and Corral de Tierra Country Club associated grounds would not be impacted.	<b>Low. No change in rating.</b> Views of distant, impeded and sparse views of in-land mountains and Corral de Tierra Country Club associated grounds would not be impacted.	<b>Low. No change in rating.</b> Views of distant, impeded and sparse views of in-land mountains and Corral de Tierra Country Club associated grounds would not be impacted.	<b>Low. No change in rating.</b>
KOP C – Direct	<b>Medium. No change in rating.</b> Views of distant but memorable views of in-land mountains and impeded and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b> Views of distant but memorable views of in-land mountains and impeded and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b> Views of distant but memorable views of in-land mountains and impeded and sparse views of Corral de Tierra Country Club associated grounds would not be impacted.	<b>Medium. No change in rating.</b>
KOP D – North	<b>Medium. No change in rating.</b> Views of distant in-land mountain would not be impacted.	<b>Medium. No change in rating.</b> Views of distant in-land mountain would not be impacted.	<b>Medium. No change in rating.</b> Views of distant in-land mountain would not be impacted.	<b>Medium. No change in rating.</b>

## 5.2 Consistency with Regional and Local Plans

The Monterey County General Plan and the Toro Area Plan are the primary planning documents that are applicable to the Project. They contain guidance, goals, and specific policies relating to

maintaining and improving the appearance of the physical environment. Implementation of the Project would introduce new features on a developed Project site. However, as identified previously, Project components would not block any public viewsheds and would predominately not be visible from any common public viewing areas. Due to the residential setting of the Project site and limited access to viewing locations, the Project is not anticipated to result in an inconsistency with regional and local planning policies designed to protect existing visual resources.

An analysis of the Project's consistency with relevant Monterey County General Plan and Toro Area Plan policies is provided below as required by the County of Monterey. The Project is consistent with all other regional and local plans.

**Monterey County General Plan GOAL OS-1:** *Retain the character and natural beauty of Monterey County by preserving, conserving, and maintaining unique physical features, natural resources, and agricultural operations.*

**Policy OS-1.1:** Voluntary restrictions to the development potential of property located in designated visually sensitive areas shall be encouraged.

**Not Applicable.** The Project site is not located within an area designated as a visually sensitive area, nor is it viewable from designated visually sensitive areas (see **Figure 4**).

**Policy OS-1.2:** Development in designated visually sensitive areas shall be subordinate to the natural features of the area.

**Consistent.** The Project site is not located within an area designated as a visually sensitive area. Furthermore, the Project is designed to minimize obstruction of views, therefore it is subordinate by design and will not block views of any natural features in the area.

**Policy OS-1.3:** To preserve the County's scenic qualities, ridgeline development shall not be allowed. An exception to this policy may be made only after publicly noticed hearing and provided the following findings can be made:

- a. The ridgeline development will not create a substantially adverse visual impact when viewed from a common public viewing area; and either,
- b. That the proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and applicable area plan than other development alternatives; or,
- c. There is no feasible alternative to the ridgeline development. Pursuant to *Policy OS-1.6*, in areas subject to specific plans, the ridgeline policies and regulations of the applicable specific plan shall govern.

**Not Applicable.** The Project is not being developed on a ridgeline. Furthermore, the Project would not create a substantially adverse visual impact when viewed from a common public viewing area as a result of ridgeline development.

**Policy OS-1.9:** Development that protects and enhances the County's scenic qualities shall be encouraged. All Routine and Ongoing Agricultural Activities are exempt from the viewshed policies of this plan, except as noted in *Policy OS-1.12*.

**Consistent.** The Project would not affect the County's scenic qualities. The Project site is not located within a visually sensitive area, nor is it viewable from designated visually sensitive area. The Project will not detract from the County's scenic qualities, as it is predominately not visible, will not block any views due to existing topography and vegetation, and its design has been developed to minimize visual impacts.

**Policy OS-1.12:** The significant disruption of views from designated scenic routes shall be mitigated through use of appropriate materials, scale, lighting and siting of development. Routine and Ongoing Agricultural Activities shall be exempt from this policy, except:

1. large-scale agricultural processing facilities, or
2. facilities governed by the Agricultural and Winery Corridor Plan

**Consistent.** The Project site is located within the vicinity of Corral de Tierra Road which is a County designated scenic route. However, the Project would not block any public viewsheds as perceived from the road and would predominately not be visible from any common public viewing areas. Furthermore, topography, existing infrastructure, existing vegetation along the road as well as landscaping between the Project and road, as well as the Projects design (i.e. black netting) would minimize any potential impacts. Accordingly, the Project would not cause the significant disruption of views from a designated scenic route.

**Policy OS-5.5:** Landowners and developers shall be encouraged to preserve the integrity of existing terrain and native vegetation in visually sensitive areas such as hillsides, ridges, and watersheds. Routine and Ongoing Agricultural Activities shall be exempt from this policy.

**Not Applicable.** The Project site is not located within an area designated as a visually sensitive area, nor is it viewable from designated visually sensitive areas (see **Figure 4**).

## **Toro Area Plan**

**T-3.1:** Within areas designated as “visually sensitive” on the Toro Scenic Highway Corridors and Visual Sensitivity Map (Figure 16), landscaping or new development may be permitted if the development is located and designed

(building design, exterior lighting, and siting) in such a manner that will enhance the scenic value of the area. Architectural design consistent with the rural nature of the Plan area shall be encouraged.

**Consistent.** The Project site is not located within an area designated as visually sensitive or highly sensitive in the Toro Scenic Highway Corridors and Visual Sensitivity Map (see **Figure 4**). Furthermore, the design of the Project was developed to minimize obstruction of views and is primarily made-up of a transparent netting. Existing infrastructure, vegetation, and topography screens the Project site from Corral de Tierra Road, a County science route, and no viewsheds from Corral de Tierra Road will be blocked as a result of the Project.

**T-3.3:** Portions of County and State designated scenic routes shall be designated as critical viewshed as shown on the Toro Scenic Highway Corridors and Visual Sensitivity Map. Except for driveways, pedestrian walkways, and paths, a 100-foot building setback shall be required on all lots adjacent to these routes to provide open space and landscape buffers. This setback may be reduced for existing lots of record that have no developable area outside the setback and to accommodate additions to existing structures that become non-conforming due to this policy. New development shall dedicate open space easements over setback areas established by this policy.

**Consistent.** The Project site is located within the vicinity of Corral de Tierra Road, a County scenic route, however the Project site is at its closest point a little under 400 feet from the road, therefore it is much further than the set-back requirement. Furthermore, views of the Project would be screened by existing infrastructure, topography, and existing trees planted along the road, as well as at the Project site between the structure and the road.

**T-3.5** Exterior/outdoor lighting shall be located, designed, and enforced to minimize light sources and preserve the quality of darkness. Street lighting shall be as unobtrusive as practicable and shall be consistent in intensity throughout the Toro area.

**Consistent.** The Project design does not include lighting.

## 5.3 CEQA Evaluation

### 5.3.1 Scenic Vista

As stated above in the Monterey County General Plan consistency analysis, the Project site is not located within an area designated as a scenic vista nor is it viewable from designated visually sensitive areas (see **Figure 4**). Furthermore, the design of the Project will minimize the potential for views as the structure will be made of primarily black netting that will be hard to distinguish from a distance. Additionally, the design minimizes the amount of non-transparent materials, therefore only four (4)

poles will be constructed to hold up the netting, these poles will be placed strategically to minimize their potential for views while maintaining the integrity of the structure. Therefore, the project would not have a substantial adverse effect on a scenic vista.

### **5.3.2 Scenic Resources**

Located within the immediate Project vicinity, Corral de Tierra Road is a County designated scenic route, additionally Highway 68 is a designated State scenic highways. The portion of Highway 68 closest to the Project site, which is located approximately 1 mile from the site, is not visible to the Project due to distance. Additionally, based upon the existing topography, vegetation (two rows of trees, one planted along Corral de Tierra Road and one bordering the Project site, as well as proposed tree plantings), and infrastructure (both from Corral de Tierra Country Club facilities as well as existing utilities and fencing) blocking views as well as the distance, the Project site is predominantly not visible from Corral de Tierra Road, with the exception of potential views at KOP A which would be obstructed by site topography, vegetation, existing infrastructure and minimized by site design. Furthermore, based on site topography, the Project will not obstruct any scenic viewsheds as seen from Corral de Tierra Road. The Project would not adversely affect existing views and/or visual character of a state designated scenic highway, or eligible scenic highway.

Recommendation: To further screen potential views, especially from KOP A – South which has the highest potential for views, it is recommended that of the ten Redwood trees suggested for planting, a majority of these trees be planted along the southern/unimproved boarder of the site, to further screen the Project from KOP A - South.

### **5.3.3. Visual Quality/Character**

The Project would not visually transform the existing character of the Project site as the site is an already disturbed/developed lot with existing vegetation and housing. External views of the site are limited due to site topography and existing vegetation. No common public viewing areas would be affected by the change of the visual quality/character of the Project site. While the Project will introduce new built features, it will not obstruct distant views of the golf course or in-land mountain ranges from Corral de Tierra Road. Given the lack of visibility of the Project site and consistency with the visual setting, visual impacts will be less than significant.

### **5.3.4 Lighting/Glare**

The Project would not introduce a new source of light or glare at night, there is not impact.

## 6.0 SUMMARY AND CONCLUSION

This VIA has been prepared to evaluate potential aesthetic/visual impacts that may result from the development of a safety netting structure bordering the west side of the Olimpia Property.

The potential visual impacts from the Project are limited. Views of the safety netting would largely be confined within the existing property. The site is predominately not visible from any public viewing areas or roads, with the exception of potential views at KOP A which would be obstructed by site topography, vegetation, existing infrastructure and minimized by site design. Furthermore, based on site topography, the Project will not obstruct any scenic viewsheds as seen from Corral de Tierra Road.

The Project would not result in an adverse change to the visual quality or visual characteristics of the overall vicinity of the Project site. The Project would not result in an inconsistency with policies designed to minimize impacts on visual resources in the County or Project area. Additionally, implementation of the proposed Project is not anticipated to result in any significant adverse environmental impacts based on the CEQA thresholds of significance contained in Appendix G of the State CEQA Guidelines. The Project site is shielded by existing topography, vegetation, and infrastructure (from both Corral de Tierra Country Club as well as existing utilities and fencing) as well as its distant from most public viewing areas. Furthermore, the Project design will minimize any potential for obstruction of views as it is primarily made up of a black safety netting, which will be largely invisible from a distance, and structural poles (only four) have been placed to minimize potential visual impacts. The Project will not significantly affect the existing visual character or quality of the surrounding area.

## 7.0 REFERENCES

County of Monterey. 2010. Monterey County 2010 General Plan, available at:  
<http://co.monterey.ca.us/government/departments-i-z/resource-management-agency-rma-/planning/resources-documents/2010-general-plan>

County of Monterey. 1992. Toro Area Plan, available at:  
[http://www.co.monterey.ca.us/planning/docs/plans/toro\\_area\\_plan\\_complete.pdf](http://www.co.monterey.ca.us/planning/docs/plans/toro_area_plan_complete.pdf)

Federal Highway Administration, Visual Impact Assessment for Highway Projects, available at:  
<http://www.dot.ca.gov/ser/guidance.htm#visual>

Personal Communication, Gary Olimpia, February 8, 2018

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