SCENIC PRESERVATION GUIDELINES

I-15 CORRIDOR DESIGN REVIEW BOARD

I-15 CORRIDOR SCENIC PRESERVATION GUIDELINES

TABLE OF CONTENTS

Page

APPLICATION..... 2

EXEMPTION..... 2

MAP..... 3

OBJECTIVE..... 4

STANDARDS..... 4

I. Site Design..... 4

A. Site Planning Standards..... 4
B. Parking and Circulation Design Standards..... 5
C. Site Lighting Standards..... 6
D. Landscape Design Standards..... 6
E. Public Utilities and Safety Standards..... 7
F. Development Standards for Steep Topography and Natural Features..... 8

II. Architectural Design..... 9

IMPLEMENTATION..... 10

PERIODIC REVIEW..... 11

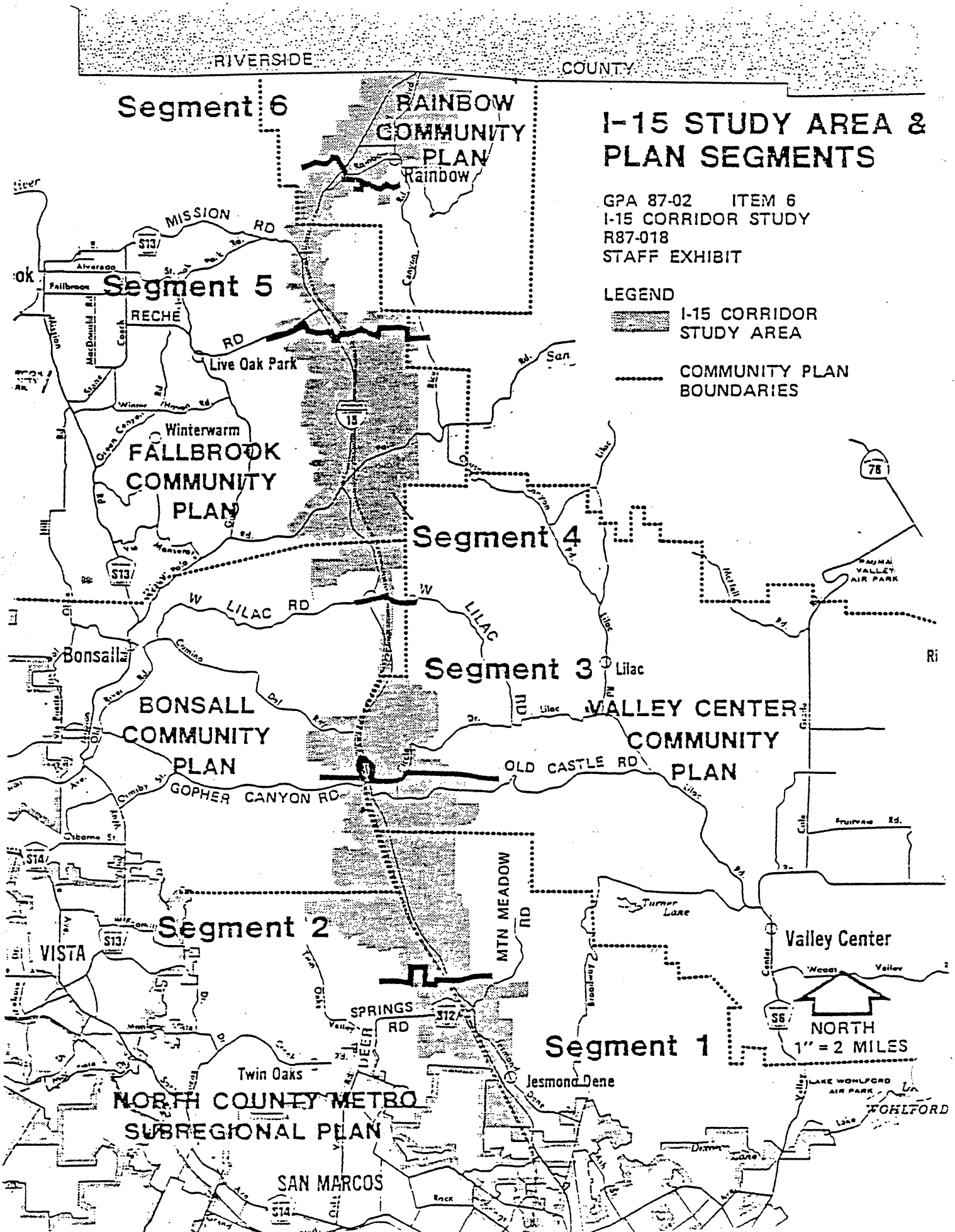
APPLICATION

The Scenic Preservation Guidelines contained in this manual apply to the unincorporated portion of the I-15 Corridor extending from the northern Escondido city limits to the Riverside County line (see vicinity map next page). Property affected is more specifically identified by a "B" Design Review Area Special Designator applied to their zones. The "B" designator requires the preparation of a site plan for any type of development permit, including building permits for single-family dwellings, in accordance with these guidelines and as further described in Section 5750 through 5799 of the County Zoning Ordinance. Such site plans are to be reviewed in part by a Design Review Board established especially for this purpose.

More detailed design criteria shall be developed for Specific Plan Areas and other areas along the I-15 Corridor where it is deemed appropriate. Such additional criteria are to be prepared by the Design Review Board, the affected planning groups, and Department of Planning and Land Use staff jointly.

EXEMPTIONS

These guidelines do not apply to alterations to the interior of structures which are not visible from the outside (Section 5756 of the County Zoning Ordinance) nor to minor alterations, reconstruction for the purpose of maintenance, and construction or expansion of accessory structures (Section 5757).


I-15 STUDY AREA & PLAN SEGMENTS
GPA 87-02 ITEM 6
I-15 CORRIDOR STUDY
R87-018
STAFF EXHIBIT
LEGEND
I-15 CORRIDOR STUDY AREA
COMMUNITY PLAN BOUNDARIES
RIVERSIDE COUNTY
Segment 6
RAINBOW COMMUNITY PLAN
Rainbow
MISSION RD
Segment 5
RECHE RD
Live Oak Park
Winterwarm
FALLBROOK COMMUNITY PLAN
Segment 4
W LILAC RD
Bonsall
Segment 3
Lilac
BONSALL COMMUNITY PLAN
VALLEY CENTER COMMUNITY PLAN
OLD CASTLE RD
GOPHER CANYON RD
Segment 2
VISTA
MTN MEADOW RD
Valley Center
SPRINGS RD
Segment 1
NORTH
1" = 2 MILES
Twin Oaks
Jesmond Dene
NORTH COUNTY METRO SUBREGIONAL PLAN
SAN MARCOS

OBJECTIVE:

The purpose of the following scenic and planning quality guidelines is to: (1) protect and enhance scenic resources within the I-15 Corridor planning area while accommodating coordinated development which harmonizes with the natural environment; (2) establish standards to regulate the visual quality and the environmental integrity of the entire corridor; and (3) encourage scenic preservation and development practices compatible with the goals and policies of the five community and sub-regional planning areas encompassed by the I-15 Corridor area, when appropriate.

STANDARDS:

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

I. SITE DESIGN

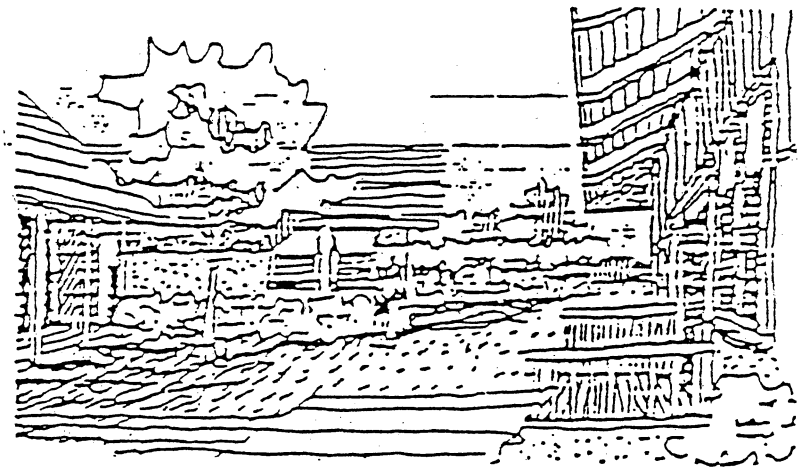
A. Site Planning Standards:

1. Individual projects shall reinforce the character of the sites, the attributes of adjacent projects and preserve the view-sheds, natural topographic features and natural watercourses.

2. Individual projects shall relate on-site open space and pedestrian areas with those of other projects, both visually and in terms of providing for continuous paths of travel.

3. Building setbacks shall be coordinated between adjacent lots so as to capitalize on usable site area between buildings.

ILLIUSTRATION 1



Recognize the importance of spaces between buildings.

4. Building orientation shall take maximum advantage of existing views and create view corridors.

5. Ridgeline projects can be highly sensitive and are generally discouraged;

   a. Ridgeline projects shall maintain a low profile appearance and the natural physical character of the ridgeline shall be substantially maintained;

   b. Ridgeline projects shall be limited to one story;

   c. Ridgelines that have been graded or disturbed shall be supplemented with a sufficient amount of trees, shrubs and ground cover to minimize visual impacts resulting from such disturbances.

6. A combination of earth berm and/or wall techniques shall be provided to buffer noise.

B. <u>Parking and Circulation Design Standards:</u>

1. Use of public right-of-way for service loading/unloading shall be avoided. Adequate on-site service and delivery areas, including provisions for circulation, shall be provided. Service areas shall be separated from building entrances and public access areas when possible. Storage and loading areas shall not be located in the front yard.

2. Project entries shall provide for safe and efficient circulation;

   a. Project entries and the transition from major circulation routes into the project interior shall be accomplished through the use of landforms, open space, landscape plantings and architectural elements (i.e., walls, signs, etc,);

   b. The number of driveway entrances into parking area from public streets shall be minimized. Use of common easements for parking and circulation systems integrated between properties shall be encouraged.

   c. Safety lighting shall be provided at all street intersections and on project drives, entries, walkways and parking areas.

3. Parking areas or structures shall be designed as integral components of the overall design of specific projects. Parking areas shall be bermed or screened from street views where possible.

4. Development of bikeways shall be encouraged.

5. Separation of pedestrian and bikeway/automobile traffic throughout a project shall be provided where feasible.

6. Definition of pedestrian paths and crossing shall be developed through the use of differing paving material or painting/coloring techniques.

7. Complete access for emergency (police, fire and ambulance) services to structures shall be provided as required.

C. Site Lighting Standards:

1. Site lighting shall minimize emission of light rays into both the night sky and neighborhood properties, especially as it pertains to Mt. Palomar Observatory;

   a. Site lighting shall be limited to that necessary for security, safety and identification and shall be integrated with project landscape design.

   b. Excessive building or site lighting for decorative purposes shall be discouraged.

2. Site lighting plans that conflict with the character of the community shall be discouraged.

D. Landscape Design Standards:

1. Visual screening for portions of development projects shall be provided to include satellite dishes, parking and service areas located in view-shed areas.

2. Project boundary landscaping shall complement adjacent landforms and plant materials.

3. Landscape plans shall utilize native and drought-tolerant plants where possible, per the plan list proved by County staff.

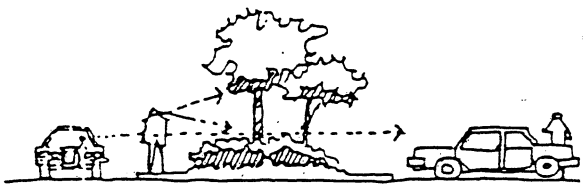
4. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected to enhance the human scale;

   a. Trees shall be encouraged to soften the visual impact of vehicular circulation and parking areas and relieve them from heat build-up. Trees shall be placed away from entrances to buildings, parking lots and street intersections for visibility and safety where possible.

b. Low scale plantings shall be located adjacent to driveway entrances and street corners where possible and shall not obscure driver visibility.

c. Parking areas shall be visually screened with peripheral landscaping wherever feasible. Exposed vehicular use areas shall include a minimum of 10% of the paved areas in landscaping, dispersed throughout the parking area.

ILLUSTRATION 2



Use shrub planting, low walls, earth berms and tree planting to give eye level relief at parking areas.

5. Common open spaces and recreational areas shall be linked by pedestrian pathways to individual lots.

6. A "greenbelt" shall be provided in view-shed areas for accommodation of bikeways and/or footpaths.

7. Landscape materials that aid in preventing the rapid spread of brush fires shall be provided.

8. Earth berms shall be rounded and natural in character where possible, designed to obscure undesirable views.

9. Major strands of native trees shall be preserved.

E. <u>Public Utilities and Safety Standards:</u>

1. New development projects shall be phased with the provision of adequate fire protection services.

2. Fire prevention and suppression in the design of all new projects shall be encouraged.

3. Utilities shall be placed underground (electrical, telephone, cable, etc.), where practical.

4. The alignment of utility infrastructure shall be correlated with the topography, to minimize disruption of natural features within the view-shed areas.

5. Transformers and related utility components shall be placed in vaults or be screened with retaining wall and/or plantings and located to avoid conflict with pedestrian paths.

F. Development Standards for Steep Topography and Natural Features:

1. Extensive grading of slope areas within view-sheds shall be minimized;

   a. Re-vegetation and erosion control shall be provided in all newly graded areas.

   b. Grading during the wet seasons (November to March) shall be discouraged.

2. Hillside development shall be integrated with existing topography and landforms. Areas of steep topography, tree stands, hillside agricultural activity and rock outcroppings shall be respected and preserved.

3. Variety in the development of hillsides shall be encouraged through the use of appropriate site preparation techniques, grading techniques and in the configuration, size and placement of lots.

4. The arrangement of building sites to optimize and retain significant view-sheds shall be encouraged.

5. The protection and preservation of the public use of on-site vista points shall be encouraged.

6. The visual quality shall be maximized and the erosion potential shall be minimized by planting native and naturalized plants, especially in disturbed areas adjacent to upgraded hillsides and watercourses.

7. Natural watercourses shall be protected and existing watershed and groundwater resources shall be conserved.

8. "Any grading above 25% slope will blend with the surrounding area and be landscaped appropriately to look natural."

II. ARCHITECTURAL DESIGN

A. Building forms, materials and colors shall complement adjacent topography, landscape and buildings in the area.

1. Architectural harmony with the surrounding community shall be achieved, through the use of natural appearing materials and complementary styles.

2. Colors for primary building forms shall be coordinated with landscaping materials. Earth tones and muted pastels are preferred for large areas, with primary colors limited to accent points and trim.

3. Building materials used shall convey a sense of permanence and quality.

4. Where a site is visible from higher elevations, roof forms shall be considered integral design elements, with consideration given to colors and pattern of roofing materials.

5. The use of mirrored glass, which can cause the sun to glare into drivers' eyes and, therefore, a potential safety hazard, shall be prohibited on buildings visible from I-15.

B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations and, where feasible, be integrated into the existing topography.

1. The use of detail treatments in roof forms, windows and entries shall be encouraged.

2. Roof-mounted satellite dishes, solar systems, ventilation ducts and other mechanical equipment shall be integrated into the architectural design, and be screened where visible from adjacent properties or high elevations.

3. Building forms shall be scaled to step up and down from primary circulation routes and from each other; parallel and continuous building facades and paved surfaces shall be avoided where possible.

C. Signage shall not adversely impact the environmental and visual quality of the area.

1. All signs shall be limited to the minimum size and height necessary to adequately identify a business location.

2. All signs shall be kept as low to the ground as possible.

3. Signs shall be used for identification, not advertisement.

4. Signage design shall be carefully integrated with the site and building design concepts to create a unified appearance for the total development.

   a. Signs shall be part of a comprehensive graphic program for each project.

5. Signs shall be predominately natural materials, non-moving, externally illuminated.

6. Off-premise signs shall be prohibited except for temporary real estate directional, community identification and directional signs, as specified in Section 6207 of the County Zoning Ordinance.

IMPLEMENTATION

A Design Review Board shall be established by the Board of Supervisors, pursuant to Ordinance 7134 (New Series) of the County Administrative Code, to review required site plans for conformance to these scenic preservation guidelines, and to advise County staff accordingly. This Board shall have representation for each of the affected plan areas, preferably with expertise in design, architecture, landscape architecture and land use planning. Each Design Review Board member shall report to the respective planning group any site plan deemed of sufficient interest or importance to warrant planning group consideration. "The Design Review Board members shall report to the respective planning group any site plans other than single family dwellings."

PERIODIC REVIEW

These scenic preservation guidelines and review procedures shall be subject to periodic evaluations. Any proposed changes shall be reviewed by the Design Review Board, the affected planning groups, and County staff before being presented to the Planning Commission and the Board of Supervisors.