

# Ocean Breeze Ranch Project

## Visual Impact Analysis

PDS2016-TM-5615  
PDS2016-MUP-16-012  
PDS2016-MUP-16-013  
PDS2016-ER-16-02-006

August 2019 | OBR-01

*Prepared for:*

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*Project Proponent:*

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## EXECUTIVE SUMMARY

The Ocean Breeze Ranch Project (Project) consists of a land use plan with four categories of development: residential, equestrian, institutional, and open space/recreation. The residential portions of the Project would contain a total of 396 single-family dwelling units and associated uses such as utilities, access roads, and grading within three distinct planning areas (PAs) in the western and eastern portions of the site, along with one Hillside Estate parcel located in the southeastern site corner. Proposed residential development also would include water/wastewater systems and two sewer pump stations in PA 1, with associated connections to existing adjacent (off-site) Rainbow Municipal Water District (RMWD) facilities. Additional uses include park sites, as well as trail/walkway segments that would extend within the Project site and connect to the future off-site San Luis Rey River Trail alignment (to be constructed by the County as a separate project). The existing equestrian facility would be subject to a limited use easement that would restrict development in this area such that current uses are retained and all pastures within the easement would remain as pasture. Approximately 61 percent of the Project site would be preserved as permanent biological open space (BOS) through dedication of one or more easements, including substantial portions of the eastern, south-central, and southwestern Project site. In addition to the on-site uses, the Proposed Project would require the construction of on- and off-site infrastructure improvements associated with roads, water, and sewer.

The Project site is located in the unincorporated community of Bonsall in northern San Diego County, approximately 0.3 mile west of Interstate 15 (I-15) and 0.4 mile south of State Route (SR) 76 at its closest points, immediately north of portions of West Lilac Road and south of the San Luis Rey River. The approximately 1,372-acre site includes a variety of terrain, from relatively flat alluvial plain near the San Luis Rey River along the northern site boundary to ridges and hillsides near the property's southern boundaries. On-site elevations range from approximately 190 feet above mean sea level (amsl) to 960 feet amsl, with elevation generally increasing from north to south across the site. In the recent past, horse pastures, row crops, and orchards occupied most of the central and northern portions of the site. The orchards burned in the 2017 Lilac Fire, and row crops are no longer cultivated on site. Existing development is primarily associated with Ocean Breeze Ranch, an active thoroughbred racehorse breeding facility. Five structures make up the historic ranch complex present within the heart of the property; and a large estate home, the current primary residence, sits on a hilltop in the west-central portion of the site. The eastern portion of the property is visually dominated by past agricultural land uses. Undeveloped areas of the property are concentrated in the eastern and southwestern portions of the site. Several roads traverse the Project site, associated primarily with the ongoing equestrian and past agricultural uses.

Areas immediately surrounding the Project site are characterized by the San Luis Rey River valley and surrounding hills, rural residential development, and agricultural uses. The existing setting includes small uses to large lot/estate homes, some with visible agricultural (including nursery) or equestrian elements. Large expanses of retained open space (primarily scrub habitats) on hillsides, groves, and landscaping provide visually unifying natural elements as they are located within and around structural development. Designated scenic roadways located in the vicinity of the Project site include I-15 from Escondido city limits to Riverside County Line, SR 76 from Oceanside city limits to I-15, Mission Road from SR 76 east to Reche Road, and Gird Road from its intersection with SR 76 north to Reche Road. These roadways are identified as scenic corridors in the Conservation and Open Space (COS) Element and are included as part of the County Scenic Highway System.

The Project has incorporated architectural design measures to ensure that the off-site viewer's experience is generally consistent with the character and quality of this existing and developing area. On-site residences would include varied (i.e., not repetitive and monotonous) structural styles that incorporate a variety of traditional and modern design elements. The Project would retain large amounts of open space and approximately 204 acres of the existing equestrian areas would remain, with improvements to facilities. Existing pastures would be used for similar purposes and would include limited-use easements to preserve the associated pastoral character.

The landscape design concept would reflect the natural setting in and around the site, as well as the dense riparian corridor that edges the northern Project boundary. All landscaping and irrigation would conform to the County Landscape Regulations and Standards, Fire Protection Plan for Fuel Modification, and Water Conservation Ordinance 10032; as well as the Bonsall Community Plan. All residential lots would encompass typical ornamental landscaping, as well as opportunities for transitional uses including small orchards, vineyards and/or gardens. In addition, "screen fence" and "buffer plantings" would be installed along applicable planning area and Project site boundary locations, and street/edge plantings would be used throughout the developed portions of the site.

The Project proposes new and compact residential uses (PAs 1 and 2) on approximately 134 acres of the property, and large lot/estate uses (total of 15 homes) on a combined total of approximately 178 acres, for approximately 23 percent of the site to be developed with residential uses. The large lot/estate uses (approximately 57 percent of the residential acreage) would be very low density, with 14 minimum 5-acre lots (PA 3), and a single approximately 24-acre Hillside Estate parcel. Excluding only the equestrian elements and BOS, however, the Project site would "develop" approximately 322 acres within a viewshed of 34,069 acres (less than one percent [0.009 percent] of the viewshed).

Although the site is shielded from many viewpoints due to the variation of terrain within the Bonsall community, as well as the presence of intervening structures and mature vegetation; Project structures would be visible from some surrounding roadways, trails, and residential uses.

Although the visual character of the site would change from existing conditions, Project development would be generally consistent with the relative scale of development in the area and would not result in new dominant visual elements within the larger viewshed. Proposed residential uses would generally be developed within lower elevations of the property. A substantial amount of the site would remain in a visual condition similar to existing conditions, or have elements continued (e.g., the landscaped road trending through the heart of the equestrian uses would continue to the east). Due to the minimization of the footprint of new elements, retention of existing elements, and the overall diverse nature of the Bonsall community in this area in general, the Project would not substantially contrast with the existing character and quality of the Project vicinity. Moreover, the scale and contrast between the proposed development and the overall surrounding area would not be dominant in views toward the Project site as: (1) the greatest number of viewers would either be looking toward the Project at a distance from the north (across the river valley, and with substantial intervening uses), or (2) from the south, from which vantage points a large part of the southern project boundary would remain exactly the same.

Overall, the Project would extend visual patterns associated with development in the surrounding area onto the Project site. Taking the retention of substantial existing view elements into consideration, as well as the limited visual accessibility from the south, and the distance and competing view elements in views from the north, Project development overall would be visually consistent with the existing surrounding viewshed. Proposed project elements would result in less than significant effects on area

character or quality following Project buildout and vegetation maturity and would, therefore, result in less than significant impacts under Guideline 1.

Short-term visual impacts in specific locations would be adverse; consisting of brief periods of raw soil and graded building pads, cut or filled slopes, construction equipment and materials, and new vertical construction. The installation of project landscaping and hydroseeding to address potential storm runoff immediately following the end of construction would minimize views to raw soil, and such views would be focused in location, not very visible from the majority of locations (existing vegetation and intervening topography would block many views), and ultimately addressed through Project design and landscaping. Taking all of this into consideration, short-term adverse visual impacts to the Project site's visual character associated with Project construction would be less than significant pursuant to Guideline 1.

Approximately 96 percent of all on-site RPO steep slopes would not be affected by Project development and/or comply strictly with the RPO. Although Project design would successfully avoid the great majority of areas with steep slopes, it is not feasible to completely avoid all areas. Within the Project's areas classified as steep slopes, the proposed site plan would require grading of approximately 4.2 percent of the on-site RPO steep slopes, and would include areas associated with road/utility placement (2.5 percent of on-site steep slopes) and residential lot encroachment (1.6 percent of on-site steep slopes, including both the residential lots themselves [1.2 percent] and HOA planted slope lots located between Project roads and residential lots [0.4 percent]).

Each of the roads is necessary to provide access to the residential lots in less than 25 percent slope, and would support daily resident use as well as emergency response services to the proposed homes, as well as incorporating utilities. In general, Project roads have been planned to (1) replace existing on-site paved or dirt road disturbance where possible, (2) take the shortest path with the smallest width of footprint elsewhere (e.g., in the short stretch from West Lilac Road to PA 1), and (3) otherwise to "hug" the development perimeter. Following construction, approximately 1.1 percent of the on-site steep slopes would be in roadbed. An adjacent area disturbed during construction (approximately 1.5 percent of on-site steep slopes) would be revegetated/ landscaped, and upon landscape maturity would be expected to not significantly visually differentiate from other on-site areas with vegetated slopes.

Relative to lots, areas within the impact footprint where on-site steep slopes would be impacted are generally isolated, and visually minimized by adjacent and contiguous acreage of steep slopes which would not be removed or changed by the Proposed Project. The prominent hills surrounding the site would remain as they currently are. Project design results in the development being both efficient and the least impactful design option relative to overall site retention of cultural, biological, and unique visual resources. As a result, no significant impacts are identified relative to encroachment into RPO steep slopes pursuant to Guideline 2. (The reader is also referred to the Project Resource Protection Study Focused Steep Slopes Analysis, provided under separate cover.)

No Scenic Highways designated by the California Department of Transportation (consisting of segments of SR 52, SR 75, SR 78, SR 163 and SR 175) are in proximity to the Project. Relative to views from designated County Scenic Highways, no direct views to the Project site are available from South Mission Road, Camino del Rey, or Gird Road due to constraining intervening topography, structures, and landscaping. Excluding West Lilac Road, this is also generally true of roads identified as containing "unique and important elements contributing to rural character" in the Bonsall Community Plan. The thick vegetation along the designated segment of I-15 obscures most of the visibility to the site such that

only peek views to the existing northern portion of the parcels are intermittently available. Similarly, although some peek views from certain areas along SR 76 would be available where vegetation thins, the built elements of the Project would generally be consistent in character with other development near the Project, as well as the development pattern visible in Bonsall overall. At the intersection with West Lilac Road, a less than 300-foot long segment of Camino del Rey would be upgraded to match roadway segments to the east and west. This would result in some grading downslope of the road to build up surface to support the lane expansion. Notable as a construction area while improvements would be ongoing, following upgrade, the area would be hydroseeded and would be visually consistent with the existing setting. Changes to the perception of existing roadway visual quality at this focused and narrow improvement area would be negligible. The Project would not affect views of nearby natural habitat or topography or obstruct valued focal or panoramic vistas from designated County Scenic Highways.

As alluded to above, West Lilac Road is a Mobility Element road noted as unique and aesthetically important. Along portions of West Lilac Road between Old Highway 395 and its western terminus at Camino del Rey, there are brief but available views into the Project site at four locations. Substantially varied views would not be available at two of these locations, including the area east of Sullivan Middle School where a viewer looking north immediately west of Via Ararat Drive could have a potential view to the single residence on the Hillside Estate lot located approximately 750 feet away (which would be consistent with adjacent uses in the immediate vicinity) and at the current entrance to Ocean Breeze Ranch (which would provide access to the Project and PA 2, and also would be generally visually consistent with the current ranch entrance). Two locations would provide views into more dense residential uses than are currently available from this section of West Lilac Road, including at the far western extent of the Project west of Camino del Cielo (which would encompass the westernmost extent of some PA 2 Project development located approximately 1,500 feet distant from the viewer for eastbound travelers), and immediately adjacent to the Project in its western extent west of Via Ararat Drive and east of Redondo Drive (which has an open view into PA 1 for a brief period of time). The brevity of these views, combined with the Project roadscape/landscape and the maintenance of the majority of the rest of the property edge along the road in a visual condition matching existing conditions, results in the visual impact being notable, but less than significant.

Although there are brief sections of other public roadways with views to the Project site, the majority of views are similarly obstructed by portions of the Project site not proposed for development, intervening topography, screening vegetation, and/or abutting residences. In the isolated areas where potential views are identified, the Project site generally comprises a small portion of a more expansive panorama that may include the river valley, undeveloped hillsides, agricultural areas, and/or existing development of varying densities. This is particularly true for vistas that are at a distance from the site, where Project features would not represent a substantial view element and competing visual factors would draw the viewer's attention in other directions. Additionally, while there are areas along existing pathways/equestrian trails/Resource Conservation Areas where site features would be visible within expansive views to the south, the addition of built elements would not substantially affect existing panoramic vistas from these areas since the foreground and background (i.e., horizon) view elements would remain unchanged, and would not be obstructed or interrupted. Thus, the Project would not result in substantially noticeable changes to resources that compose the views, or otherwise distract from or obstruct valued focal and/or panoramic vistas. Project-related impacts to valued scenic vistas from County-designated scenic highways, public roadways, trails, RCAs, and recreational facilities would be less than significant pursuant to Guideline Threshold 3.

Private views include those from private homes within the Project viewshed. The degree of the overall change resulting from Project development for most private viewers would be relatively minor due to several factors, including the combination of open space retained by the Project, the distance between the viewer and the Proposed Project, and/or the nature of intervening topography, development, and/or private lot vegetation. Where homes are closer and may have more direct views onto the Project, the small number of such homes contributes to an overall less than significant finding under CEQA.

The Project would be consistent with applicable goals and policies related to aesthetics contained within applicable local land use plans, including the Conservation and Open Space Element of the County of San Diego General Plan, the Bonsall Community Plan goals and policies related to aesthetics, and the I-15 Scenic Corridor Guidelines. No associated significant visual impacts would occur under Significance Guideline 4 related to consistency with these guidelines.

The County of San Diego's Dark Sky Ordinance/Light Pollution Code (LPC) effectively addresses and minimizes the impacts of new light pollution sources; through conformance with applicable regulations, the Project (including both residential and equestrian uses) would not adversely affect day or nighttime views or astronomical observations. Project-related impacts would be less than significant pursuant to Guidelines 5, 6, 7, and 9. Regarding glare effects, substantial glare is generally not anticipated from the residential units as large expanses of glass are not proposed for the Project. Although potentially occurring to a limited extent, visual impacts related to glare from solar/photovoltaic panels would be less than significant pursuant to Guideline 8.

Finally, the Project's contribution to regional visual change based on Bonsall development would be less than cumulatively considerable and, therefore, less than significant.

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# 1.0 INTRODUCTION

The following Visual Impact Analysis (VIA) was prepared for the Ocean Breeze Ranch Project (Project, Proposed Project). It is based upon the Project Tentative Map and additional information provided by the Project Applicant. Conceptual Project elements applicable to aesthetics review include installation of the proposed development including residential uses, recreational/equestrian uses, open space/parks, and necessary infrastructure such as road improvements, as well as architectural, landscaping/fire management, lighting, and preliminary grading assumptions.

## 1.1 PURPOSE OF THIS REPORT

The purpose of this VIA is to:

1. assess the visual impacts of the Proposed Project;
2. determine the significance of the impacts under the California Environmental Quality Act (CEQA); and
3. propose measures to avoid, minimize, or mitigate adverse visual impacts associated with the construction of Proposed Project on the surrounding visual environment, as appropriate.

This analysis has been prepared per the County of San Diego (County) 2007 Visual Resources Guidelines and Significance Thresholds and Report Format and Content Requirements, as well as the County Guidelines and Significance Thresholds and Report Format and Content Requirements for Dark Skies and Glare (2007, as modified in 2009).

## 1.2 KEY ISSUES

This report evaluates potential impacts to the visual character and quality of the Project site and surrounding area as viewed from public and private viewpoints within the Project viewshed. Visual effects associated with construction of residential and equestrian uses in an area currently used for open space, limited residential, and commercial/recreational/equestrian uses are evaluated. The report focuses on variation in visual effects of the proposed development from the existing condition. Issues related to Project design, density and massing, landform modification, lighting, and visibility from a scenic highway segment are evaluated. This report also discusses Project conformity with applicable adopted land use plans, policies, and design guidelines related to visual resources.

## 1.3 PRINCIPAL VIEWPOINTS TO BE COVERED

This report describes the Proposed Project and evaluates principal views of the Project from public roads, recreational trails, and selected private viewpoints in the Project vicinity. Viewpoints include locations adjacent to the Proposed Project as well as at a distance, from which more expansive views containing larger and visually varying portions of the Project may be obtained. An introduction to these viewpoints is provided in Section 3.0, *Visual Environment of the Project*, with locales providing the most illustrative information regarding Project design selected for discussion of changed conditions, as described in Section 5.2, *Key Views*.

## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The Project site is located in the unincorporated community of Bonsall in northern San Diego County, approximately 0.3 mile west of Interstate 15 (I-15) and 0.4 mile south of State Route (SR) 76 at its closest points (see Figure 1, *Regional Location*, Figure 2, *Project Vicinity [USGS Topography]*, and Figure 3, *Project Vicinity [Aerial Photograph]*). More specifically, the site occurs immediately north of portions of West Lilac Road and south of the San Luis Rey River, at 5820 West Lilac Road. The overall Project property totals approximately 1,402.5 acres. Approximately 30.2 acres consists of a designated remainder parcel that is proposed to be sold to the Bonsall School District that would not be developed as part of the proposed Project; thus, it is not further addressed in this report. The approximately 1,372.3-acre site addressed herein includes three legal individual parcels, including the following Assessor's Parcel Numbers (APNs): 124-150-28-00, 124-150-34-00, 124-150-35-00, 125-080-21-00, 125-131-48-00, 125-131-49-00, 125-131-54-00, 126-060-78-00, 127-191-20-00, 127-230-59-00, 127-271-01-00, and 127-271-02-00 (refer to Figure 2).

The Project site is part of the San Luis Rey River valley, which generally trends northeast to southwest adjacent to the site, surrounded by hills to the east and south, as well as off-site to the north on the opposite side of SR 76. Elevations on the Project site range from approximately 190 feet above mean sea level (amsl) to 960 feet amsl. The property includes a variety of terrain, from relatively flat alluvial plain near the San Luis Rey River along the northern site boundary, to ridges and hillsides near the property's southern boundary. Elevation generally increases from north to south across the site, with the lowest elevations occurring in the westernmost northern pastures, and the highest elevations in the easternmost southern hills.

Principal site access is from I-15, SR 76, and/or Old Highway 395, and then West Lilac Road.

### 2.2 PROJECT DESCRIPTION

The Project land use plan includes three categories of development: residential, equestrian, and open space/recreation. As described in further detail below, the residential portions of the Project would contain a total of 396 single-family residential units within three distinct planning areas (PAs) in the western and middle portions of the site, along with one Hillside Estate parcel located in the southeastern site corner. These areas, as well as the associated lot locations, configurations, and disturbance limits, are shown on Figures 4a through 4d. The proposed development also incorporates a number of related amenities and facilities, including equestrian areas, access roads, and open space/parks. These proposed uses are summarized below along with additional Project-related actions, and off-site facilities.

Proposed residential and related development for PAs 1, 2, and 3 (lots, roads, parks, landscaping, utilities, grading, etc.) would total approximately 21 percent of the Project site. Seven proposed parks are included within the residential PAs. The Hillside Estate lot would occupy 24.2 acres (2 percent). Approximately 61 percent of the site would be placed in biological open space (BOS). In addition, the Project includes focused improvements to West Lilac Road and also contains utility easements totaling 1 percent of the Project site.



Existing equestrian uses encompass approximately 204 acres of the Project site, including pastures, barns, stables, exercise and veterinary facilities, and a small office (15 percent). The activities taking place within the equestrian facility would continue to be the breeding and raising, boarding, training, care and maintenance of horses. These activities will take place within a collection of existing or new barns, covered and uncovered pens, paddocks and pastures. In addition, a number of employees live at the equestrian facility, within eight existing residences, one of which would be relocated and another of which would be demolished and replaced with a new structure, both in new locations within the limits of the new equestrian facility.

In addition to the on-site uses, the Proposed Project would require the construction of on- and off-site infrastructure improvements associated with roads, water, and sewer.

Implementation of the Proposed Project would include the following actions: (1) a Tentative Map (TM) to accommodate the proposed development; (2) a Major Use Permit (MUP) for the proposed residential areas; (3) an MUP for the proposed equestrian facilities; and (4) additional various and subordinate permits and approvals related to the noted TM and MUPs.

### **2.2.1 Residential Development**

Proposed residential development would include a total of 396 residential lots and associated uses such as utilities, access roads, landscaping, parks, and grading. As depicted on Figures 4a through 4d, proposed residential sites include areas of conventional suburban density in PAs 1 and 2 located in the western portion of the site, and larger estate lots in PA 3 and the hillside estate parcel in the eastern site area. Specifically, residential areas in PAs 1 and 2 would include 381 lots (144 in PA 1 and 237 in PA 2), with associated lot sizes ranging from approximately 4,700 to 23,370 square feet (SF; 0.11 to 0.54 acre). Proposed residential development in the western site area also includes water/wastewater systems and two sewer pump stations, with associated connections to existing adjacent (off-site) Rainbow Municipal Water District (RMWD) facilities. Additional uses in the western residential areas include seven public and private park sites totaling approximately 16 acres, as well as walkways that extend within the Project site and that would connect to the future off-site San Luis Rey River Trail which is to be constructed by the County as a separate project.

Proposed residential development in the middle portion of the site includes 14 lots in PA 3, with lot sizes generally ranging from approximately 5 to 7.2 acres, as well as one approximately 19-acre estate parcel. In addition, a single 24.2-acre Hillside Estate lot is proposed in the southeastern portion of the site, near the existing (off-site) Sullivan Middle School property. Water service in the eastern site area would be provided by the RMWD via connections to existing off-site facilities (as noted for the western residential areas), while wastewater disposal would be provided by septic systems located on the individual residential lots.

Preliminary conceptual architectural designs of the proposed residences are presented in Figure 5a, *Conceptual Architectural Design – Planning Area 1*, and Figure 5b, *Conceptual Architectural Design – Planning Area 2*. As shown, building designs within the two planning areas are anticipated to include a variety of traditional and modern design elements. Stucco facing would predominate, and visual interest would be provided through structural protrusions, recessions, varied roof line and decorative elements and design references include Cottage, Craftsman, Farmhouse, Monterey, Ranch, Spanish, and Tuscan styles. The preliminary designs draw inspiration from the existing on-site historic structures, as well as

the Spanish-style equestrian facility. Architectural styling would be consistent with other existing development in this area of the County.

Although specific design elements and details may vary, the designs presented in Figures 5a and 5b illustrate typical characteristics of the architectural styles that have been preliminarily selected for the Project. As indicated, these styles provide varied roof and gable lines, as well as porches/recessed front doors, window treatments (e.g., decorative shutters, recessed windows), exterior cladding materials and textures, sectional garage doors, articulations, massing, and other architectural design elements. Overall, bulk and scale of proposed buildings would be minimized and rendered more visually interesting through breaking up façades using: vertical and horizontal elements; incorporating variation in the roofline through the use of gables, overhangs, rafter tails, etc.; and use of accent colors on trim, shutters, and architectural elements to provide visual interest and character. Roofs would uniformly be of concrete tiles in reds, browns and dark greys, and exterior façades and design elements would be in greys and earth tones to visually blend with the surrounding area. The Project would incorporate forms indicative of traditional farmhouse and Craftsman style architecture with porches, dormers, and simple roof shapes. Houses are anticipated to be one or two stories with heights not to exceed 35 feet. Several different floor plans would be provided in each planning area.

### 2.2.2 Equestrian Areas

Proposed equestrian uses encompass approximately 204 acres in the north-central portion of the site, including limited use pasture (for equestrian use only) and existing/proposed improved areas. Specifically, these improvements include barns, stables, exercise and veterinary facilities, and a small office. The noted pasture areas are currently used for similar purposes, and would include limited use easements to preserve the pastoral (and associated biological) value as part of the Proposed Project. The described equestrian activities would be conducted as a private breeding operation, similar to current use, and would not include open boarding or other publicly available equestrian services.

The existing equestrian facility would be subject to a limited use easement that would restrict development in this area such that current uses are retained and all pastures within the easement would remain as pasture. The purpose of the easement is to ensure the continued existence of equestrian pastures on site such that they cannot be converted to developed lands or otherwise built upon. Ongoing management of the pastures, such as seeding, irrigation, fencing, and mowing, would be allowed. The easement would also allow for the conversion of disturbed habitat to pasture. The easement would preclude development of the pastures but would allow for restoration of pasture to other habitat types for the benefit of native plant and animal species. Any such restoration would be accomplished in coordination with the County and Wildlife Agencies, and subject to their review and approval. Areas within this proposed limited use equestrian easement consist primarily of existing pasture, but also include an existing upland-excavated pond, small areas of former row crops, and disturbed habitat associated with existing dirt roads and horse pens.

### 2.2.3 Open Space/Easements

Approximately 61 percent of the Project site would be preserved as permanent biological open space (BOS) through dedication of one or more easements, including substantial portions of the eastern, south-central, and southwestern Project site (refer to Figure 4a and Figure 6, *Biological Open Space and Conceptual Fencing and Signage Locations*). The Project has been designed to provide a wide corridor of biological open space extending from the large block of habitat comprising the eastern hills to the

western portion of the site and connecting with off-site conserved habitat along the river. This BOS corridor ranges in width from over 900 feet to approximately 3,000 feet. Preservation of these lands in perpetuity would restrict future uses in order to preserve their biological value. The BOS is traversed by three existing utility easements that would remain as part of the Project. One of the easements is granted to the San Diego County Water Authority (SDCWA) and the other two pertain to the Rainbow Municipal Water District (RMWD). These easements are not included in the 833-acre BOS.

Other proposed easements include: (1) a limited use easement over equestrian pastures that are to remain in the 204-acre equestrian MUP, and (2) a 15-foot-wide trail easement through BOS, connecting PA 1 with HOA Lot DD (see Section 2.2.4 below). As described in Section 2.2.2, existing equestrian pastures that are outside the residential development footprint will continue in use as pastures as part of the ongoing equestrian operations, and a limited use easement would be recorded over these areas specifying restrictions on future usage to preserve the current biological value of the pastures.

Additional areas of open space associated with the Proposed Project include the previously described parks and trails, as well as common area landscaping, described in further detail in Section 2.2.8. PA 3 also includes a 28.3-acre lot (Lot DD) located in the southeastern portion of the site, directly west of Sullivan Middle School. This triangular-shaped area was an avocado orchard that burned in December 2017; no agriculture or other active use is proposed for this area as part of the Project.

## 2.2.4 Access and Circulation

Primary access to the site is provided by West Lilac Road. The single-lane Dulin Road, which extends east-west along the northern base of the eastern hills, is used for farm worker access to the site. The Proposed Project design includes a network of internal access roads, including public streets in the western residential sites (PAs 1 and 2), a “backbone” loop road connecting to West Lilac Road at two ungated locations, and additional roads to provide access to residential lots and other facilities (refer to Figure 4a). Proposed access roads in the eastern residential sites (PA 3 and the estate parcel in the southeastern site corner) would be private and would include a gated connection to Dulin Road near the northeastern site boundary, and a gated connection to West Lilac Road from the estate parcel adjacent to Sullivan Middle School in the southeastern portion of the site. As described in further detail in Section 2.2.11, improvements would be required to West Lilac Road in the southern site area, as well as small portions of the proposed access road in the northeastern portion of the site.

Multi-use trails ranging from 6 to 10 feet in width are envisioned along certain spine or backbone roadway alignments. Proposed trails would be located along West Lilac Road and the public roadways that would connect from West Lilac Road to PAs 1 and 2, as well as along the roadways surrounding PA 1 and the northern side of PA 2. Trails would include publicly accessible multi-use trails and community loop trails. The existing asphalt-paved Vessels Ranch Road that extends along the southern boundary of PA 2 would be repurposed as a linear park with paths/walkways and park facilities.

In addition to the trails described above, a 15-foot wide trail easement also would be placed over an existing dirt road connecting the east end of PA 1 southeast to HOA Lot DD, and then eastward along the southern edge of HOA Lot DD toward Sullivan Middle School. Outside of HOA Lot DD, the trail easement crosses BOS, and would be fenced on either side. The easement would incorporate a 6-foot wide decomposed granite trail and would be gated at either end to prevent unauthorized vehicle access into BOS.

## 2.2.5 Walls, Fences, and Signage

A variety of fences and walls would be implemented throughout the Project, including masonry privacy walls; retaining walls; and open view, wood screen, and split rail fences. The primary role of Project walls and fences is to establish a sense of place and delineate individual uses within the Project, while enhancing the existing rural character of the development. The walls and fences that would occur throughout the Project have been designed to provide privacy, as well as a sense of continuity. Walls and fences would provide as many opportunities for views as possible. Open view or split rail fence would be used along all BOS areas.

A textured surface or masonry design would be used where retaining walls are necessary.

Primary monument signs would be provided at the two entrances to the Project from West Lilac Road. These would be comprised of masonry, stucco, wood and stone elements, consistent with the rural setting and overall design of the Project. Project identification signage would incorporate small scale landscape up-lighting. “Way-finding” and informational signage would be located at intersections and decision points. Signs depicting trail safety and rules could be located at strategic places along Project trails, as appropriate. In addition, signs would be placed along the edge of the BOS to deter human incursion. Refer to Figure 7, *Conceptual Wall and Fencing Plan*.

## 2.2.6 Lighting

The Project lighting design would include lighting elements to both accent community focal elements and to provide safety. Lighting for the Proposed Project would be designed to use the least amount of lighting possible, be energy efficient, and still be in compliance with state and local regulations for safety, and to adhere to the County Light Pollution Code (LPC) and dark skies policies. Prohibited lighting would include fluorescent, high-pressure sodium, laser, floodlights, lights that move or flash, and searchlights; light fixtures would be equipped with appropriate shielding to prevent illumination of the adjacent land uses/areas, and all bulbs and fixtures would be non-glare. Exterior light fixtures would provide adequate lighting for Project pathways and where possible would be incorporated into building design and restricted to the first (ground) floor.

Consistent with the rustic character of Project site and surrounding area, street lighting would be minimal. The street lighting system would be installed according to County road standards. Night lighting would be provided at project park areas for safety only and as required by County standards.

All Project lights overall would be low level, timed, directed downward and screened to minimize Project impacts on the dark sky and minimize spillover onto adjacent properties. Each light would provide the lowest light level necessary while still complying with state and local safety regulations.

## 2.2.7 Utilities

Potable water for the existing equestrian center and associated facilities is currently provided from the Bonsall Vessels Ranch pressure reducing station located on-site, which is supplied by an eight-inch line that connects off site to a line located along the southern Project boundary at West Lilac Road. Water used for irrigation of on-site uses is provided via wells. On-site sewage is currently treated through on-site septic. The Project would construct necessary on-site facilities to serve the proposed homes and ancillary uses, and would connect to existing off-site sewer and water facilities in West Lilac Road.

The Proposed Project would require the extension of waste water and potable water pipelines, as well as gas, electric, and phone/cable lines throughout the development and, variously, to off-site connection points. All existing public utilities and services would be improved, and new facilities would be constructed and available concurrent with need. All new on-site utility lines would be installed underground within improved roadbeds. PAs 1 and 2 would be served by sewer hook-in; the on-site sewer system would convey flows to the existing gravity sewer in West Lilac Road. To convey flows to the existing sewer connection, an on-site sewer lift station is proposed within PA 2. The estate lots of PA 3, as well as the Hillside Estate parcel would be served by septic systems. The existing septic system utilized for the equestrian facilities would remain.

## 2.2.8 Landscaping

The landscape theme would be consistent throughout the Project, serving as a cohesive link for the various residential uses as well as visually integrating the Project with the surrounding area. Accent landscaping would be used at the entry to the Project site, and would incorporate focal plantings, decorative wall(s), and signage. Landscaping would be installed to enhance the visual character of the Project, provide amenities for pedestrians, encourage walkability throughout the Project, and provide erosion control. The landscape design concept, presented in Figures 8a through 8f, *Landscape Concept Plan*, would reflect the natural setting in and around the site, as well as the dense riparian corridor that edges the northern Project boundary. All landscaping and irrigation would conform to the County Landscape Regulations and Standards, Fire Protection Plan for Fuel Modification, and Water Conservation Ordinance 10032; as well as the Bonsall Community Plan. All graded, disturbed, or eroded areas that would not be permanently paved or developed with structures would be permanently revegetated and irrigated.

All residential lots would incorporate typical ornamental landscaping. In addition, “screen fence” and “buffer plantings” would be installed along applicable planning area and Project site boundary locations, including portions of PA 3 and the Hillside Estate lot, and street/edge plantings would be used throughout the developed portions of the site (refer to the Project Landscape Concept Plan in Figures 8a through 8f). These types of uses would provide screening and blending in association with proposed on-site development and off-site agricultural areas.

The Project landscape palette is presented in Figure 8f, which identifies potential species that may be planted within distinct areas of the site, including: Collector Loop Landscape, Neighborhood Streets, Naturalized Transition Landscape, Park Landscape, Buffer Planting, Stormwater Basins, and Interior Slopes. The identified species are not intended to be a complete list, but rather offer a representation of the plants suitable for the Project. It is anticipated that some species of trees and shrubs, such as California sycamore, various oak species, strawberry trees, manzanita, and baccharis, would be used throughout the Project within each of the specific landscape concept areas identified below. Additional species that may be utilized are identified for each landscape concept area in Figure 8f and summarized below. Trees within the majority of landscape concept areas would be planted from 15-gallon or 24-inch box containers. Within the park and buffer landscape areas, approximately 10 percent of the trees are expected to be installed from 36-inch boxes so that more mature trees would be installed at the beginning. Hydroseed would provide base coverage with plant mix for slopes, and shrubs would be planted from one- to five-gallon containers. Final plant selection and container sizes would be identified during the site plan design review process.

Collector Loop Road Landscape is identified for Streets A and B and Dulin Road as shown on Figures 8a, 8b, and 8c. The streetscapes would exhibit formal street tree spacing with shrub and groundcover understories to define pedestrian circulation routes along the collector loop roads, including the proposed public multi-use trail, and provide shade. Trees may include California sycamore, coast live oak, bay laurel, and olive, and would be planted from 15-gallon or 24-inch box containers. Suitable shrub and ground cover vegetation ranges from species of aloe and cactus, to manzanita, baccharis and sage. For the internal Neighborhood Streets Landscape, which would be designed in a similar fashion as the Collector Loop Road Landscape design, trees may include such species as peppermint or Australian willow, marina strawberry tree, holly oak, or southern live oak. Shrubs and groundcovers also would be similar, additionally featuring more dense, low-growing plants such as Carmel creeper and silver carpet and grasses such as Elijah blue fescue.

Naturalized Transition Landscape would occur along transitions between the developed planning areas and areas to remain in BOS, as shown on Figures 8a, 8b, and 8c. Within these areas, landscaping would be designed to blend the residential lot landscaping into adjacent native vegetation, visually softening the transition between privately maintained yards and nearby natural areas. Transitional areas would contain trees and shrubs, and candidate species may include strawberry tree, toyon, California sycamore, and sugar bush, which would be planted closest to the developed areas to transition from and blend with the adjacent ornamental landscape. Adjacent slopes would be hydroseeded with a mix of native species such as California poppy, arroyo lupine, bush sunflower, and monkeyflower, and more scrub-like species such as coyote bush and white sage.

Park Landscape would be featured within the five parks proposed on site, as shown in Figure 8e. A variety of tree species would be selected in addition to the sycamore and oaks used throughout the Project, and may include white alder, crape myrtle, Chinese elm, and bay laurel. Trees would be planted in informal groupings throughout the parks and along park boundaries to provide shade for the park facilities.

The Buffer Planting Landscape concept is identified for the northern lot lines of PA 3 that abut the existing equestrian facilities (refer to Figure 8c). These areas would feature oak and sycamore trees commonly used throughout the Project, in addition to strawberry tree, Brisbane box, and fern pine. Shrubs and groundcover may include deer grass, rosemary, and sage or other similar species. The buffer areas would provide visual continuity with the existing mature landscaping associated with the existing equestrian facilities to the north of PA 3.

Stormwater basins are identified throughout the Project site to address storm water runoff. The Storm Water Basins Landscape concept features basins that are delineated with trees and shrubs and lined with grasses. Trees may include California buckeye, Catalina cherry, blue elderberry, and California bay, while shrubs may include baccharis, coffeeberry, California rose, and sage. Within the basins, grasses may include various species of rush and fescue, deer grass, or sedge.

Interior Slopes Landscape design would be featured within the areas separating residential lots, primarily within PA 1 where more spacing between lots would be desired (refer to Figure 8a). Trees may include California buckeye, strawberry tree, western redbud, and blue elderberry. Shrubs and ground covers would include similar species to those identified within other landscape areas above, in addition to more visually striking species such as California Rose, bush poppy, pineapple guava, and silk tassel bush.

### 2.2.9 Grading and Construction Parameters

Grading for this Project would require approximately 1,900,000 cubic yards of cut and fill, to be balanced on site. It is assumed that PAs 1 and 2 would be implemented first, and PA 3 and the Hillside Estate parcel would be built later, although more contemporaneous construction could occur if supported by market conditions. Either hydroseeding would be sprayed onto the site or permanent landscaping would be installed immediately following finish grading to stabilize grading areas.

### 2.2.10 Off-site Improvements

The Proposed Project includes approximately 1.0 acre of off-site improvements associated with West Lilac Road in the southeastern and southwestern site area, as well as small portions of the connection to the existing, public Dulin Road in the northeastern portion of the site. Additional proposed off-site activities consist of improvements to existing roads and utilities within associated existing right-of-way (ROW) boundaries, such as at the installation of a roundabout at the current intersection of West Lilac Road and Camino del Rey (approximately 1.3 acres). These actions would occur at grade (and below) and would be transitory in nature. As such, they would not result in permanent view changes and generally are not further addressed in this VIA. Discussion is provided for the roundabout at Camino del Rey in Section 5.5.3.

### 2.2.11 Construction Phasing

It is anticipated that phasing of the Project would be accomplished by recordation of multiple final maps, typically one final map per planning area. As noted, construction may occur in one single phase or over multiple phases, as appropriate. Overall construction currently is expected to span several years, commencing with land development activities such as clearing, grading, and installation of infrastructure. Once roads are adequately completed for emergency vehicle access, construction of homes similarly is expected to take place in phases, also spanning several years.

Phasing of final maps is planned, and commensurate construction of Project facilities and features, such as roadway, sewer and water systems, and parks will be phased in order to balance the costs of constructing these facilities, against the need to ensure they are in place and operational in commensurate with resident need for such facilities.

## 2.3 LAND USE DESIGNATIONS AND ZONING

The Project site is currently zoned as Limited Agriculture (A-70, with 1- to 4-acre minimum lot sizes), Variable Family Residential (RV, with 4-acre minimum lot sizes), and Open Space (S80, with 8-acre minimum lot sizes). The A-70 designation is intended to create and preserve areas primarily for agricultural crop production and additional allowable uses including residential sites, keeping limited numbers of small farm animals, and processing agricultural products raised on the premises. The RV designation is associated with areas where family residential uses are the principal and dominant use, and where certain civic uses are conditionally permitted when they serve residential needs. The S80 designation is used to provide appropriate controls for areas considered generally unsuitable for intensive development, including hazard or resource areas, public lands, recreation sites, or lands subject to open space easement or similar restrictions.

Existing regional land use categories within the Project site include Village Residential (VR), Semi-Rural (SR) and Rural Lands (RL), with associated General Plan designations of VR-4.3, SR-10, RL-20 and RL-40. These designations allow densities of 4.3 dwelling units (DUs) per acre for the VS-4.3 designation, and one DU per 10, 20, and 40 gross acres, respectively, for the remaining designations (County 2011a).

Implementation of the Proposed Project would rely on General Plan Land Use Policy LU 1.8, which allows densities from the existing land use designation categories of Village (VR-4.3), Semi-rural (SR-4 and SR-10), and Rural (RL-20 and RL-40), to be reallocated within the Project footprint in a more compact footprint; a General Plan Amendment would not be required. The existing Open Space (OS) designation would remain. Policy LU 1.8 further allows establishing a Planned Residential Development (PRD) pursuant to an approved MUP. Under a PRD, all criteria normally established by zoning are set by the PRD. Therefore, this project does not propose a rezone. The minimum lot size would be reduced to 4,500 SF in PA 2 and to 5,000 SF in PA 1.

## 2.4 REGULATORY FRAMEWORK

The Proposed Project is subject to a number of regulations applicable to the protection of visual resources, as well as plans and policies that ensure adequate consideration is given to preserving and/or enhancing the visual qualities of an area. These policies aid in evaluation of the planning agency/community perception of visual qualities within an area, as well as providing guidance as to whether Proposed Project modifications would be visually compatible with County and/or community goals. The Proposed Project is subject to the following guidelines and policies.

### 2.4.1 State Scenic Highways

The San Diego region includes several officially designated scenic highways protected by the California Scenic Highway Program, administered by the California Department of Transportation (Caltrans). Designated scenic highways are located in areas of outstanding natural beauty and are provided with special conservation treatment to keep the natural views protected. There are also highways identified by the program as eligible scenic highways, which are considered scenic resources, but the local jurisdiction has not adopted a scenic corridor protection program or applied to Caltrans for official designation. (For information on the County Scenic Highway System, refer to Section 2.4.2, *County General Plan*, below, as well as Table COS-1, County Scenic Highway System, on page 5-25 of the County General Plan.) The five highways in the San Diego region that are officially designated by Caltrans as state scenic highways include SR 52 (from Santo Road to Mast Boulevard adjacent to Mission Trails Regional Park), SR 75 (San Diego-Coronado Bay Bridge and Silver Strand), SR 78 (adjacent to Anza Borrego State Park), SR 163 (adjacent to Balboa Park), and SR 125 (from I-8 to SR 94). None of the officially-designated highways is in proximity to the Project site.

In the vicinity of the Project, the approximately 52-mile length of SR 76 from I-5 in the City of Oceanside to SR 79 at Lake Henshaw is an eligible state scenic highway. The segment of I-15 from SR 76 to SR 91 near the City of Corona also is eligible for designation. Portions of both of these alignments in proximity to the Project are included within County Scenic Corridors as discussed below.

### 2.4.2 County General Plan

The General Plan consists of six countywide elements: Land Use, Circulation (Mobility), Conservation and Open Space, Housing, Safety, and Noise.



## Conservation and Open Space Element

The Conservation and Open Space Element of the County General Plan combines what were formerly four separate elements (Open Space, Conservation, Scenic Highway, and Energy) and describes the natural resources within the County and goals and policies to preserve them. The Conservation and Open Space (COS) Element provides direction for future growth and development in the County with respect to the conservation, management, and utilization of natural (biological, water, agricultural, paleontological, mineral, visual [including scenic corridors and dark skies]) and cultural resources; protection and preservation of open space; and provision of park and recreation resources.

In addition, the COS Element includes a Scenic Corridors section, which establishes a County Scenic Highway System (refer to Table COS-1 of the General Plan). The goal of the County Scenic Highway System is to protect and enhance the aesthetic quality of the natural landscape within the viewshed of all scenic highway corridors. Roadways in the vicinity of the Project site that are identified as scenic roadways in the Conservation and Open Space element include I-15 from Escondido city limits to Riverside County Line, SR 76 from Oceanside city limits to I-15, Camino del Rey from SR 76 to Old Highway 395, Mission Road from SR 76 east to Reche Road, and Gird Road from its intersection with SR 76 north to Reche Road. These roadways are included as part of the County Scenic Highway System.

### 2.4.3 Bonsall Community Plan

The Bonsall Community Plan (August 2011) augments the 2011 General Plan and contains goals and policies as well as design guidelines specific to the Bonsall community planning area (CPA). The Project site is located in the northeastern portion of the Bonsall CPA. The eastern portion of the site is located within the Bonsall I-15 Design Corridor (Figure 9, *Bonsall I-15 Design Corridor*). Guidance provided in the Bonsall Community Plan related to community character, aesthetics, and protection of scenic resources is discussed in further detail in Section 2.5.3. It is also noted that although not on Table COS-1 of the General Plan (County Scenic Highway System) the Bonsall Community Plan identifies West Lilac Road from Camino del Rey to Old Highway 395 as unique and important due to its contributions to rural character.

### 2.4.4 Resource Protection Ordinance

The County's Resource Protection Ordinance (RPO) provides special regulations applicable to certain types of discretionary applications, including tentative maps. The ordinance focuses on the preservation and protection of the County's unique topography, natural beauty, diversity, natural resources, and quality of life. It is intended to protect the integrity of sensitive lands including wetlands, wetland buffers, floodplains/floodways, sensitive habitats, cultural resources, and steep slopes (lands having a natural gradient of 25 percent or greater and a minimum rise of 50 vertical feet, unless said land has been substantially disturbed by previous legal grading), all of which are components of visual quality and community character. The RPO allows development on sensitive lands:

only when all feasible mitigation measures to protect the habitat are required as a condition of approval and mitigation provides an equal or greater benefit to the affected species. Where the proposed project has been modified to the greatest extent possible to preserve sensitive habitat, on-site or off-site mitigation may be allowed.

The Project site contains wetlands, sensitive biological habitat, steep slopes, floodplains, and historic and prehistoric resources. The project site's biological habitat, steep slopes, and existing structures are relevant to visual analysis as they provide elements of the seen view. The habitat locations are shown on Figure 10, *Vegetation Communities/Land Use Types*, of this VIA, and provide elements of Photos 3, 5, and 11 through 13 in Section 3.1.3 below. Typical photographs of the on-site historic structures are shown in Photos 6 through 10, also in Section 3.1.3. Approximately 402.3 acres meet the definition of steep slopes under the County's RPO. This represents approximately 29 percent of the Project site. Figures depicting steep slopes are addressed in Section 5.5.2 of this VIA.

#### **2.4.5 Dark Skies/Glare**

The LPC seeks to control undesirable light rays emitted into the night sky in order to reduce detrimental effects on astronomical research. Zone A, defined as the area within a 15-mile radius centered on the Palomar Observatory and within a 15-mile radius centered on the Mount Laguna Observatory, has specific light emission restrictions. The unincorporated portions of San Diego County not within Zone A fall within Zone B and are subject to lesser restrictions. Outdoor lighting, such as security or parking lot lighting, must be less than 4,050 lumens and fully shielded within Zone B. The Project site is located approximately 18 miles from the Palomar observatory and approximately 54 miles from the Laguna Observatory, and is therefore, within the Outdoor Lighting Ordinance Zone B.

#### **2.4.6 Hillside Development Policy**

Board of Supervisors Policy I-73 has goals of minimizing effects of natural terrain disturbance and provision of creative design. It supplements the County RPO, with the intent that the policy "provide advance notice of what may be required when reviewing development proposals in hillside areas." It provides "flexible guidelines" as the Board of Supervisors has concluded that "a policy stating only generalized guidelines is the best approach for minimizing the effects of disturbing the natural terrain." Also as noted, the "policy is not intended to inhibit or restrict development, but rather to result in the best potential use of any site."

#### **2.4.7 Resource Conservation Areas**

In the late 1970s, the concept of Resource Conservation Areas (RCAs) was proposed by a task force working on the Conservation Element of the County General Plan in order to provide special designation of particular natural resources within County jurisdiction. In 1979, the RCA overlay designation was adopted as part of the Conservation Element.

A number of RCAs have been identified by the County that are located within approximately 3 miles of the Project (refer to Figure 11, *Resource Conservation Areas in the Project Vicinity and Generalized Ownership*). In addition to the generalized boundaries of the RCAs, this figure also identifies areas already preserved through public ownership.

Generally focused on sensitive habitats, some of the RCAs also specifically identify visual elements as components considered in development of the RCA. The County identifies the San Marcos Mountains and Gopher Canyon as RCAs considered valuable due to their visual resources. The Project is 3 miles north of the San Marcos Mountains RCA (Bonsall RCA Map #22), at a lower elevation, and with intervening development between the two. Similarly, the Gopher Canyon RCA (#20) is located just

northeast of the San Marcos Mountains RCA and is sited at lower grades, approximately 3 miles distant from the Project.

The Project abuts the San Luis Rey/Mission Road RCA (Bonsall RCA Map #12) on its northern boundary and identified as an RCA in the study area for riparian woodland habitat. State and County ownership of areas placed into open space abut the Project northern boundary along this RCA. Additional RCAs within the viewshed boundaries include the southern-most extent of Live Oak Park (Fallbrook RCA Map #7), Sage Park (Fallbrook RCA Map #10), Rancho Monserate Creek (Fallbrook RCA Map #11), Lancaster Mountain/Keys Canyon/Lilac Creek (Fallbrook RCA Map #21), and the very western extent of Mount Gregory (Pala-Pauma RCA Map #15). The Mount Gregory RCA has been identified for its old growth chaparral, oak woodlands in canyon bottoms, and north-facing slopes.

Review of specifics noted for the RCAs within 3 miles of the Proposed Project showed only Lancaster Mountain as containing visual resources. The mountain itself (which reaches to approximately 1,260 feet amsl) is noted as a scenic landmark, and a “scenic rock slab” is identified north of Woods Valley Road. Other areas are based wholly on biologic criteria except (in Bonsall) to note potential for inclusion of “[a]reas which provide the scenic mountainous backdrop to development within the community”; again restricting identified preserved resources to those that carry biological value or are (where visually important) located at distance from the Project. This would imply that footprint impacts within the RCAs are of primary concern, as development in other areas would not affect wildlife movement, plant populations, or visual resources incorporated into the RCAs themselves. It is also noted that even where not considered to have visual sensitivity, some RCAs may contain trails or roads that allow for views to and out of the RCA.

## 2.5 DESIGN POLICIES AND GUIDANCE

Design policies and guidance can be found in the County General Plan COS Element (2011) and the Bonsall Community Plan.

### 2.5.1 County General Plan

#### Conservation and Open Space Element

Specific elements relative to visual resources are described in the County COS Element (2011). The goals and policies of the County COS Element that apply to the Proposed Project are listed below.

**Goal COS-11** addresses preservation of scenic resources, including vistas of important natural and unique features, where visual impacts of development are minimized. Five applicable policies define elements of concern relative to Project analyses.

- COS-11.1 addresses protection of scenic resources and requires the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.
- COS-11.2 promotes scenic resource connections between regionally significant natural features, designated historic landmarks, and points of regional historic, visual, and cultural interest via designated scenic corridors, such as scenic highways and regional trails.

- COS-11.3 requires development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:
  - Creative site planning
  - Integration of natural features into the project
  - Appropriate scale, materials, and design to complement the surrounding natural landscape
  - Minimal disturbance of topography
  - Clustering of development so as to preserve a balance of open space vistas, natural features, and community character
  - Creation of contiguous open space networks
- COS-11.4 addresses coordination with adjacent federal and State agencies, local jurisdictions, and tribal governments to protect scenic resources and corridors that extend beyond the County’s land use authority but are important to the welfare of County residents.
- COS-11.7 requires new development to place utilities underground and encourage “undergrounding” in existing development to maintain viewsheds.

**Goal COS-12** addresses preservation of ridgelines and steep hillsides for their character and scenic value. Two policies could apply to the Project.

- COS-12.1 protects undeveloped ridgelines and steep hillsides by maintaining semirural or rural designations on these areas.
- COS-12.2 requires development to preserve existing physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.

**Goal COS-13** addresses preservation of dark skies that contribute to rural character and are necessary for the local observatories. Two policies are applicable to the Project.

- COS-13.1 restricts outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.
- COS-13.2 requires minimization, to the maximum extent feasible, of the impact of development on the dark skies surrounding Palomar and Mount Laguna observatories to maintain dark skies which are vital to these two world-class observatories by restricting exterior light sources within the impact areas of the observatories.

## 2.5.2 Bonsall Community Plan

Guidance relative to visual resources is presented in the Land Use, Circulation and Mobility, and Community Open Space Elements of the Bonsall Community Plan, specifically within sections addressing Community Character, Residential Land Use, Community Conservation and Protection, Scenic Routes,

Resource Conservation and Management, and the Community Open Space Plan (County 2011a). The goals and policies that apply to the Proposed Project are listed below.

## **Land Use Element**

### **Community Character Goals and Policies**

Goal LU-1.1: A unique balance of Bonsall’s rural agriculture, estate lots, ridgelines, equestrian uses, and open space land uses within the community, including open space and low-density buffers that separate the community from adjacent cities and unincorporated community and new development that conserves natural resources and topography.

Policy LU-1.1.1: Require development in the community to preserve the rural qualities of the area, minimize traffic congestion, and to not adversely affect the natural environment.

Policy LU-1.1.2: Maintain the existing rural lifestyle by continuing the existing pattern of residential, equestrian, and agricultural uses within the Bonsall Community Plan area.

Policy LU-1.1.3: Require development to be sensitive to the topography, physical context, and community character of Bonsall.

Goal LU-1.2: Continued development that is appropriately designed to match the rural character of the Bonsall community.

Policy LU-1.2.1: Require development that is designed to be consistent with the rural character of the Bonsall community.

### **Residential Land Use Goals and Policies**

Goal LU-3.1: Estate lot residential development that provides adequate housing opportunities for all residents, while maintaining and enhancing the existing rural atmosphere of the community.

Policy LU-3.1.1: Require subdivision design to minimize adverse impacts to community character, or to the environment, and to mitigate any impacts from other constraints on the land that could not be avoided. Require mitigation actions to remain within the CPA.

Policy LU-3.1.5: Preserve ridgelines by siting buildings below ridges or set back with sufficient distance to minimize visual impacts. Encourage screening to visually shield all structures, including the use of vegetation, as well as appropriate and varied building materials.

### **Community Conservation and Protection Goals and Policies**

Goal LU-5.1: A physical environment where degraded riparian areas have been restored and the natural topography retained.

Policy LU-5.1.2: Require grading to be contoured to blend with natural topography, rather than consist of straight edges.

Policy LU-5.1.3: Minimize grading to preserve natural landforms, major rock outcroppings and areas of existing mature trees. Integrate hillside development with existing topography and landforms.

Policy LU-5.1.4: Restrict, to the maximum extent feasible, extensive grading for development projects in areas with slopes that are 20 percent or greater, in order to preserve and protect the environment, and to lessen grading and erosion.

Policy LU-5.1.5: Require development on slopes to be stepped to follow and preserve topography to the maximum extent feasible.

Policy LU-5.1.6: Minimize cut and fill grading for roads and access ways to the absolute minimum necessary.

## **Circulation and Mobility Element**

### **Scenic Routes Goals and Policies**

Goal CM-5.1: Scenic routes where community character and natural resources are preserved by minimizing the impacts of public or private development along roadways in Bonsall.

Policy CM-5.1.1: Design, maintain and/or improve scenic areas, road alignments, and realignments to minimize the alteration of the natural landform by following the contours of the existing, natural topography without sacrificing safety or sight distance criteria.

Policy CM-5.1.2: Preserve, to the maximum extent feasible, existing trees and vegetation located within the right-of-way of all public roads and determined to be of significant visual benefit, such as the 100-plus year old oak trees along Camino del Rey, and require removal of trees to have public or community sponsor group review. If no alternative realignment can preserve such vegetation, mitigation shall be required in the form of re-vegetation of equal or better trees, with a minimum 24-inch box, prior to, or phased with, the proposed project.

Policy CM-5.1.3: Require new development to provide trees, in compliance with the suggested trees for defensible space, within the development but along and outside of the public right-of-way.

## **Conservation and Open Space Element**

### **Scenic Resources Goals and Policies**

Goal COS-1.4: An “astronomical dark sky” that retains the rural setting and facilitates the astronomical research in San Diego County and the continued operation of the Mt. Palomar observatory.

Policy COS-1.4.1: Discourage street lighting, unless necessary for safety. Require street lighting to meet basic safety standards and the County LPC, Ordinance #7155.

### **Community Open Space Plan Goals and Policies**

Goal COS-3.1: Natural resources, including existing trees, viewsheds, rock outcroppings, foothills, and meadows, and the San Luis Rey River Valley that are protected and contribute to the character and beauty of the Bonsall community.

Policy COS-3.1.1: Encourage agricultural and equestrian open spaces and only encourage linking of open space if it is biological and supports a wildlife corridor system.

Policy COS-3.1.4 Support low intensity land use zoning in undeveloped mapped floodplains, such as agricultural and low-density residential zoning, to protect downstream areas from flooding hazards to minimize impacts on wildlife habitat and to provide scenic open space.

### **Bonsall Design Guidelines**

The design guidelines developed for the Bonsall CPA are identified as standards for design review required by the “B” designator and are identified as “desirable standards” for other discretionary reviews. Overlap with some other County regulations is noted. General guidelines address site design, preservation of significant trees, relationship to neighboring development, architectural character, historic preservation, landscape character, signs, lighting, and building equipment and services. Specific additional guidelines apply to development in flood plains and riparian areas, along scenic roads and trails, and for single-family development; including preservation of existing natural features, street layout and design, lot configuration (including setbacks) and planting design for hillsides.

Primary design objectives are identified as:

- Preserve the rural Bonsall Landscape (through preservation/improvement of the San Luis Rey River, Gopher Canyon and Moosa Canyon floodplains and protection of undeveloped character of hillsides);
- Design residential developments to protect existing topography and natural features while laying out streets, lots and grading patterns;
- Minimize road realignment and widenings to Guideline identified scenic roads (including West Lilac Road), while creating a road edge zone to emphasize natural rural character, preserve existing natural landforms, rock outcroppings and mature trees along the route, and encourage wood on equestrian and agricultural fences along roads;
- Integrate new development with valleys and canyons, create wide landscaped building setbacks along public roads, and minimize visual impacts of parking lots through dense perimeter planting and internal tree canopies; and
- Encourage architectural character sensitive to the rural setting and encourage exterior spaces such as courtyards, verandas, arcades and balconies.

### **2.5.3 I-15 Corridor Scenic Preservation Guidelines**

The purpose of the I-15 Corridor Scenic Preservation Guidelines is to: (1) protect and enhance scenic resources within the I-15 Corridor planning area, while accommodating coordinated planned development which harmonizes with the natural environment; (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 subregional planning areas encompassed by the I-15 Corridor area, when appropriate. The northeastern portion of the Project site falls within the Bonsall I-15 Design Corridor and is subject to the I-15 Corridor Scenic Preservation Guidelines (see Figure 9). Guidelines applicable to development projects such as the Proposed Project are listed below.

## 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 viewsheds, natural topographic features, and natural watercourses.
2. Individual projects shall relate on-site open space and pedestrian areas with those of other projects, both visually and in terms of providing for continuous paths of travel.
3. Building setbacks shall be coordinated between adjacent lots so as to capitalize on usable site area between buildings.

### B. Parking and Circulation Design Standards

1. Development of bikeways shall be encouraged.
2. Separation of pedestrian and bikeway/automobile traffic throughout the project shall be provided where feasible.
3. Definition of pedestrian paths and crossings shall be developed through the use of differing paving material or painting/coloring techniques.
4. 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 viewshed areas.
2. Project boundary landscaping shall complement adjacent landforms and plant materials.
3. Landscape plans shall utilize native and drought-tolerant plants where possible, per the plant list provided by County staff.
4. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected to enhance the human scale.



- a. Tree canopies shall be encouraged to soften the visual impact of vehicular circulation and parking areas and relieve them from heat buildup. Trees shall be placed away from entrances to buildings, parking lots, and street intersections for visibility and safety where possible.
  - b. Low scale plantings shall be located adjacent to driveway entrances and street corners, where possible, and shall not obscure drive visibility.
  - c. Parking areas shall be visually screened with peripheral landscaping, wherever feasible. Exposed vehicular use areas shall include a minimum of ten percent of the paved areas in landscaping, dispersed throughout the parking area.
5. Common open spaces and recreational areas shall be linked by pedestrian pathways to individual lots.
  6. A "greenbelt" shall be provided in viewshed 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 stands of native trees shall be preserved.
- E. Public Utilities and Safety Standards
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 viewshed areas.
  5. Transformers and related utility components shall be placed in vaults or be screened with retaining walls and/or plantings and located to avoid conflict with pedestrian paths.
- F. Development Standards for Steep Topography and Natural Features
1. Extensive grading of slope areas within viewsheds will be minimized.
    - a. Revegetation and erosion control shall be provided in all newly graded areas.
    - b. Grading during the wet seasons (November to March) shall be discouraged.

2. Hillside development shall be integrated with existing topography and landforms. Areas of steep topography, tree stands, hillside agricultural activity, and rock outcroppings shall be respected and preserved.
3. Variety in the development of hillsides shall be encouraged through the use of appropriate site preparation techniques, grading techniques, and in the configuration, size and placement of lots.
4. The arrangement of building sites to optimize and retain significant viewsheds shall be encouraged.
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 percent slope will blend with the surrounding area and be landscaped appropriately to look natural.

## **II. Architectural Design**

- A. Building forms, materials and colors shall complement adjacent topography, landscape, and buildings in the area.
  1. Architectural harmony with the surrounding community shall be achieved through the use of natural appearing materials and complementary styles.
  2. Colors for primary building forms shall be coordinated with landscaping materials. Earthtones and muted pastels are preferred for large areas, with primary colors limited to accent points and trim.
  3. Building materials used shall convey a sense of permanence and quality.
  4. Where a site is visible from higher elevations, roof forms shall be considered integral design elements, with consideration given to colors and pattern of roofing materials.
  5. The use of mirrored glass, which can cause the sun to glare into drivers' eyes and, therefore, a potential safety hazard, shall be prohibited on buildings visible from I-15.
- B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations, and, where feasible, be integrated into the existing topography.
  1. The use of special detail treatments in roof forms, windows, and entries shall be encouraged.

2. Roof mounted satellite dishes, solar systems, ventilation ducts, and other mechanical equipment shall be integrated into the architectural design, and be screened, where visible from adjacent properties or high elevations.
  3. Building forms shall be scaled to step up and away from primary circulation routes and from each other; parallel and continuous building facades and paved surfaces shall be avoided where possible.
- C. Signage shall not adversely impact the environmental and visual quality of the area.
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.

## 3.0 VISUAL ENVIRONMENT OF THE PROJECT

This section of the VIA describes the existing visual setting and aesthetics conditions in the area and is intended to paint a picture of the Project location. This provides the basis for analysis of the level of change to this setting that would result from Project implementation. Information is based upon topographic mapping, aerial and at-grade photographs, reference document reviews, and site reconnaissance. It provides information on the Project parcels, as well as overall Project setting, including information on landforms (including drainages, ridgelines and the presence of steep slopes), as well as vegetative cover and built uses. This section also includes a discussion of the Project viewshed, as well as the type, location, and duration, or frequency, of views.

### 3.1 PROJECT SETTING

#### 3.1.1 On-site Visual Setting and Uses

As noted above, the Project site is located in an unincorporated area of San Diego County, within the community of Bonsall. It is located west of I-15, south of SR 76 and the San Luis Rey River, and north and east of rural residential and agricultural development. The primary access route is West Lilac Road, which is adjacent to the property's southern boundary at its eastern and western extents (see Figures 2 and 3). Several roads traverse the Project site, associated primarily with the ongoing equestrian and prior agricultural uses. A San Diego County Water Authority (SDCWA) access road and appurtenant

structures are present in the eastern hills, traversing the highest ridgeline. This gated SDCWA access road enters the site at the northern terminus of Mountain View Road.

The property includes a variety of terrain, from relatively flat alluvial plain near the San Luis Rey River along the northern site boundary, to ridges and hillsides near the property's southern boundaries. On-site ephemeral and intermittent streams convey runoff in a generally northern direction toward the San Luis Rey River, which is off site. On-site elevations range from approximately 190 feet amsl to 960 feet amsl. Elevation generally increases from north to south across the site, with the lowest elevations occurring in the westernmost pastures, and the highest elevations in the easternmost hills. South of the river valley (generally south of Dulin Road), the westernmost third of the property ascends from the valley floor to somewhat more rugged, steeper terrain, with slope gradients generally steeper than 4:1 (horizontal to vertical) that form a roughly east-west trending rugged ridgeline across the southernmost portion of the site. Within the easternmost portion of the property, the relatively flat river valley floor transitions to moderately sloping terrain, with north facing low- to moderate-gradient slopes ascending to somewhat more rugged, steeper terrain along the southern portion of the property. Refer to Section 5.5.2 of this VIA for additional information related to RPO steep slopes.

Horse pastures, row crops, and orchards historically occupied most of the northern half and central portions of the site; although the crops and orchard areas are now either discontinued (row crops) or burned in the 2017 Lilac Fire (orchards). Except for the easternmost hills, the majority of the site has been subjected to some level of past or ongoing disturbance associated with agricultural, ranching, or equestrian uses on site. Large portions of the property's lower elevations have been used over many decades, first as grazing area for cattle dating back to the Gird Ranch beginning in the late 1800s, and subsequently as pastures for horses. The site has been in use as a stallion breeding farm for several decades, dating to the purchase of the property by the Vessels Family in 1981. Portions of the property have also been utilized for agriculture. Extensive slope areas along the hillsides to the south were farmed for avocados for many decades. As noted, the December 2017 fire burned the avocado groves, rendering them unproductive going forward. As a result, the owner decided to cut down and stump those groves, which alters previously publicly visible views. In addition, portions of the lower valley had alternated between horse pastures and row crops in the past, and currently is a combination of pastures and oat grass.

The Project site currently contains an active thoroughbred racehorse breeding facility, Ocean Breeze Ranch. Developed portions of the site focus on horses, and include numerous horse paddocks, barns and other outbuildings, open shelters, and other facilities such as training rings. A long road enters from the south near the western parcel's boundary, rises up and over the hills separating the developed portions of the property from West Lilac Road, and then turns easterly to wind through the property, providing access to the different use areas. This road is lined by mature trees and flowering shrubs, and/or is edged by horse paddocks. The paddocks consist of large, open areas with irrigated and maintained turf enclosed by fencing. The large, grassy areas provide a verdant note that contrast with the adjacent undeveloped hillsides and grassland areas of the property.

Five historic residential structures are present within the heart of the property (see the Cultural Resources Study for the Ocean Breeze Ranch Project, prepared by Brian F. Smith and Associates, Inc.). A large estate home, the current primary residence, sits on a hilltop in the west-central portion of the site at the heart of the property (not pictured). A handful of smaller residences occupied by ranch employees are present near the base of the hill. The five structures that make up the historic ranch complex include the one-and-a-half-story, Prairie-style Canfield Estate Ranch House; the smaller,

two-story, Monterey Revival-style residence (the Guest House); a single-story bungalow (the Office), and two smaller, single-story, pre-railroad-style bunkhouses (the Mess Hall and the Maid's Quarters). A sixth residential structure is located approximately 4,200 feet east of the historic homes. This structure is a massed-plan, side-gabled, folk-style, single-story residence. Existing night lighting is associated with the developed uses on site.

The eastern portion of the property (south and east of the most easterly paddocks) that is not in native vegetation is visually dominated by land cleared for past agricultural land uses. These areas are located at lower elevations of the property, but also extend up slope to the south. Farm machinery/support structures are located south of these fields. Tomato farming also previously occurred on parcels immediately north and east of Norman L. Sullivan Middle School, on West Lilac Road. Approximately 60 acres in the hillsides along the southeastern portion of the site contained now defunct avocado grove.

Undeveloped areas of the property are concentrated in the eastern and southwestern portions of the site, consisting of hills primarily supporting relatively low-growing native scrub habitats with grassland elements and no canopy (refer to Figure 10). A range of hills extends westward across the southern portion of the Project site, connecting to riparian habitat associated with the San Luis Rey River at the site's western tip. The hills stretching across the southern portion of the site are bisected by two relatively narrow north-south riparian corridors. The western riparian corridor terminates before reaching off-site riparian habitat along the river. The eastern hills of the Project site provide a large block of natural habitat that connects to grassland just north of the site, and then further north to the San Luis Rey River. Dulin Road, a narrow, restricted access road, trends along the base of the hills adjacent to the grassland.

The eastern hills consist primarily of coastal sage scrub, with lesser coverage by oak woodland and mixed chaparral. Large swaths in the eastern and southern portions of the site are vegetated with Diegan coastal sage scrub habitat, which encompasses over 500 acres of the Project site and is dominated by California sagebrush, laurel sumac, and California buckwheat. Coastal sage scrub is one of the two major shrub types that occur in southern California and is commonly seen throughout San Diego County and the Project vicinity. Approximately 32 acres in the east-central portion of the site and a portion of the easternmost hills are occupied by coastal sage-chaparral scrub habitat, dominated by California sagebrush, California buckwheat, chamise, laurel sumac, and rock rose. Southern mixed chaparral, with characteristic species including chamise, mission manzanita, rock rose, and scrub oak shrubs that can reach 6 to 10 feet in height and form dense, often nearly impenetrable stands, occurs within portions of the eastern hills and comprises approximately 32 acres of the Project site. Non-native grassland occurs in a scattered distribution over approximately 104 acres, with the largest areas occurring in the western/central portions of the site on slopes just south of the pastures, as well as along the northern property boundary. The non-native grassland is comprised of a mixture of annual grasses and broad-leaved, herbaceous species that are generally less than three feet in height and form a continuous or open cover.

Coast live oak woodland, an open to dense evergreen woodland forest community that is dominated by coast live oak reaching heights of 35 to 80 feet, occurs as several scattered stands encompassing 29 acres in the hills in the eastern and western portions of the site, mostly near the bases of north-facing slopes.

Two roughly south-north riparian corridors exist on site, one in the western portion of the site and one in the eastern portion of the site. Small stands of riparian habitat also occur along the property's northern boundary, in association with the San Luis Rey River floodplain. The eastern riparian corridor is very narrow and disturbed along its northern reach, where it is directly adjacent to farm roads and former agricultural land. Riparian habitat along this corridor is wider along its southern reach, extending into a canyon vegetated on both sides by coastal sage scrub. An earthen dam constructed decades ago is present along this corridor and has resulted in formation of an open water pond, fringed by a narrow band of freshwater marsh, and then transitioning to riparian forest. Southern cottonwood-willow riparian habitat, which is characterized by tall, mature arroyo willow and western cottonwood trees, occurs along riparian corridors in the western and central portions of the site, as well as scattered isolated stands near and along the northern property boundary.

A large portion of the Project site was affected by the December 2017 Lilac Fire, which burned habitat in the eastern hills and traveled westward across the site, affecting native wetland and upland habitats, non-native grassland, and agricultural lands, including orchard. Off-site habitat along the San Luis Rey River also burned in the fire. On-site pastures, which are irrigated, did not burn in the fire.

### **3.1.2 Off-site Visual Setting/Uses and Overall Visual Environment**

The Project site is generally located within the coastal foothills ecoregion of north San Diego County. The site is part of the San Luis Rey River valley, which generally trends northeast to southwest across the site, surrounded by hills to the east and south, as well as off-site to the north on the opposite side of SR 76. The San Luis Rey River extends from its headwaters above Warner Springs (east of the site) to the Pacific Ocean, approximately 13 miles downstream of the site. Numerous densely vegetated creeks and canyons connect to the San Luis Rey River throughout the Project area, including Couser Creek/Canyon, Keys Creek/Canyon, Moosa Creek/Canyon, and Gopher Creek/Canyon.

Surrounding land uses generally include the San Luis Rey River to the north, with SR 76 tract and some rural residential development occurring north of the river; I-15 and rural residential development to the east; and rural residential and agricultural development to the south and west. A California Department of Transportation (Caltrans) mitigation site is located along the northern property boundary, extending to the San Luis Rey River. The mitigation site is associated with the SR 76 East – South Mission Road to I-15 project. The densely vegetated riparian corridor of the San Luis Rey River, as well as the Caltrans mitigation site and other undeveloped areas within the floodplain, provide a continuous visual amenity through the surrounding area. Although SR 76 is largely at grade with the northern parcels of the property, and could have views to them based on topography alone, the heavily vegetated river corridor obstructs open views, and results in only peek views to certain areas where vegetation thins; such as at the eastern extent of SR 76, or where there may be views to higher locales on the Project over the tree line.

Further north of the Project site beyond SR 76, the terrain rises to the north, while still providing a substantial amount of localized topographic variation. The area contains numerous small hillocks and rolling hills on top of this overall increasing elevational slope. The Golf Course of California is aligned north-south from Knottwood Way to SR 76 between Via Monserate and Gird Road. Views to the Project from the greens would be possible from this private recreational use. Roadways accessing residences developed at higher elevations wind along the hillsides in response to the topography. In general, residential development respects the natural topography of the area and follows the natural increases and decreases in elevation. Roads accessing homes north of SR 76 are typically winding in nature, and

often are heavily vegetated with planting from abutting parcels. As a result, although topography would allow for open views to the northern parcels of the property, such views are often shielded by intervening structures or landscaping, and where available, would be seen only by travelers heading southerly (or perhaps in an east-west direction) along these roads as they would have the parcels to their “back” when heading north. Some homes in this area (relatively small in scale but noticeable, with geometric and rectilinear structures) are skylined for viewers from the south, and built uses in general provide more of the viewscape than they do south of the river. In part, this may be due to the south-facing slopes, which carry less robust vegetation than north-facing slopes; however, substantial landscaping and natural elements are still visible. Colors therefore also contain many shades of green – more brilliant in areas of irrigation, and fading into more ashy colors of scrub habitat, through the greens and golds that attend the changes to grassland habitats over the course of a year.

The Rancho Monserate Country Club, a 232-home age-55 plus mobile home park with a nine-hole golf course, is located northeast of the Project site, just west of I-15. In this area, the San Luis Rey River tracks away from SR 76, along the northern edge of the golf course. The homes have views of the golf course, adjacent pasture lands, the San Luis Rey River Valley, and nearby hillsides. The mobile home park was affected by the December 2017 Lilac Fire; and 73 homes were destroyed and 31 were damaged. North of the mobile home park between the San Luis Rey River and SR 76 there are additional agricultural uses, as well as a concrete and asphalt recycling facility. The Rainbow Municipal Water District offices are located at 3707 Old Highway 395, just west of I-15. Beyond the I-15 corridor to the east there is a single-family residential development, as well as citrus and avocado groves and agricultural uses.

As stated above, the Project is abutted by West Lilac Road at the western extent of the Project parcels and approximately mid-point of the property boundary to the east along its southern boundary. At the southeastern edge of the Project site where the existing school is located, the property boundary extends north, east, north and east again, away from West Lilac Road (see Figures 2 and 3). Uses along the areas south of the Project primarily include single-family residential and nursery uses. Norman L. Sullivan Middle School is located at 7350 West Lilac Road, on the north side of the road. East of the school, residential uses abut both north and south sides of the road, with topography rising to the south as well as to the northeast of the middle school. Views into currently developed portions of the Project are very restricted from these southern areas, as the hills rising toward West Lilac Road from the lower elevation areas of the site proposed for development shield those uses from sight. What is primarily visible are the undeveloped natural slopes associated with the eastern and southern portions of the property, which are generally proposed to be retained in their current state.

Three areas along West Lilac Road provide views onto the property, which are additionally described in Section 3.1.3 below. These include the area just east of Sullivan Middle School, a brief view onto an existing old barn in the portion of West Lilac Road between Redondo Drive and Jimdora Way, and a brief peek into the western-most paddock extent from approximately 0.3 mile west of the existing entrance to the property at Dulin Ranch Road/Camino del Cielo.

In the area south of West Lilac Road, the terrain (similar to the site) rises in elevation from the west to east, to the vicinity of I-15. The area contains numerous small hillocks and rolling hills on top of this overall increasing elevational slope and does not exhibit sharp ridgelines. Depending on the location of the viewer and the amount (or lack) of topographic backdrop, some homes in this area are skylined. Overall, however, built uses seem more nestled into the topography and vegetation, with notable areas of residential landscaping, grove, nursery, and native habitat outweighing the built environment. As

stated above, area colors contain many shades of green – more brilliant in areas of irrigation, and fading into more ashy colors of scrub habitat, through the greens and golds associated with seasonal changes to grassland habitats.

No existing public park or recreational areas are located within the Project viewshed identified as having topographically accessible views to the Project. The immediately abutting San Luis Rey River Park Master Plan proposes development of an 8.5-mile-long segment of the San Luis Rey River corridor between I-15 and the Old Bonsall Bridge (located near the intersection of Old River Road and East Vista Way). The proposed park would address a need for public recreational park land, trails, and land preservation along the river corridor. Approximately 40 acres of active recreational park development is proposed to be distributed between four “Tier A” sites as well as smaller passive “Tier B” recreational areas. Tier A sites proposed within the vicinity of the Project may be located between SR 76 and Old River Road, southwest of the Project; west of Gird Road to the north of SR 76; and on the northern and southern sides of the San Luis Rey River near the existing Rancho Monserate Country Club mobile home park, northeast of the Project. Potential Tier B sites are dispersed along the San Luis Rey River corridor. A network of multi-use trails would provide access and connectivity between recreational areas.

The County also has identified a number of proposed community trails located along public rights-of-way, over private property, and through County-owned land in the vicinity of the Project in the County Trails Program Community Trails Master Plan (CTMP; 2005, as amended). These facilities are designed to be located in close proximity to residents, and to provide transportation, recreation, access, infrastructure, linkages and safe routes throughout a community. In the immediate vicinity of the Project, there are numerous community trails and pathways within the Bonsall and Fallbrook CPAs (see Figure 12, *County Community Trails Master Plan Pathways and Trails*). Some of these trails are located within RCAs described in Section 2.4.7, including along San Luis Rey/Mission Road and Rancho Monserate Creek. The following list identifies those existing or planned facilities located within areas shown as having views to the site based on topography. In reality, visibility to the site is additionally restricted due to intervening land uses and/or vegetation. The numbers of the trails and pathways as listed in the CTMP are provided in parentheses. The trails/pathways identified as “first priority” are indicated by asterisks.

- \*\*San Luis Rey River Trail North/Fallbrook Loop Trails–San Luis Rey River Trail (Bonsall 1/Fallbrook 7C): proposed trail totals approximately 4.20 miles in Bonsall and 5.35 miles in Fallbrook and would extend northeast from the City of Oceanside/Bonsall border, following the north side of the San Luis Rey River through the San Luis Rey River Park and across I-15 to the Fallbrook/Pala-Pauma Border.
- \*\*San Luis Rey River Trail South (Bonsall 2/Fallbrook 19): proposed trail totals approximately 6.50 miles in Bonsall and 1.09 miles in Fallbrook and would extend northeast from the City of Oceanside/Bonsall border, following the south side of the San Luis Rey River through the San Luis Rey River Park to I-15 in Fallbrook. The trail alignment follows a privately owned equestrian trail that has been in use since 1940.
- \*\*Camino Del Rey Pathway (Bonsall 3): approximately 3.75-mile proposed equestrian-only pathway would extend southeast along Camino Del Rey from SR 76/Pala Road at Olive Hill Road to Old Highway 395.



- **\*\*Old Highway 395 Pathway (Bonsall 4/Fallbrook 7B):** proposed trail totals approximately 6.00 miles in Bonsall and 4.30 miles in Fallbrook and would extend north along Old Highway 395 from the southeast corner of Bonsall (where it connects to Hidden Meadows pathway number 7) to connect with the East Mission Road Pathway where Old Highway 395 meets East Mission Road in Fallbrook. The pathway would serve equestrian and non-motorized transportation.
- **Olive Hill Road Pathway (Bonsall 8/Fallbrook 11):** proposed trail totals approximately 1.30 miles in Bonsall and 3.80 miles in Fallbrook and would extend northwest along Olive Hill Road from its connection with the Camino Del Rey Pathway at SR 76 in Bonsall to South Mission Road in Fallbrook. The pathway would provide a connection for non-motorized transportation from Fallbrook to the San Luis River Trail via Camino Del Rey Pathway.
- **West Lilac Road Pathway (Bonsall 12):** approximately 3.90-mile pathway proposed to extend east along West Lilac Road from Camino Del Rey to Old Highway 395 to serve equestrian and non-motorized transportation.
- **Valle del Sol Pathway (Bonsall 17):** approximately 3.43-mile pathway that would extend north along Via del Sol Road from the San Luis Rey River Trail North to the San Jacinto East Circle Pathway in Fallbrook (Fallbrook 11D; not within viewshed).
- **\*\*South Mission Road Pathway/Fallbrook Loop Trails–South Mission Road Pathway (Bonsall 20/Fallbrook 7A):** proposed pathway totals approximately 0.47 mile in Bonsall and 6.20 miles in Fallbrook and would extend north along South Mission Road from the San Luis Rey River Trail North in Bonsall to the East Mission Road Pathway in Fallbrook.
- **\*\*Fallbrook Loop Trails–Via Monserate Pathway (Fallbrook 7D):** approximately 2.10-mile pathway that would extend north along Via Monserate Road from the San Luis Rey River Trail North to the South Mission Road Pathway.
- **\*\*Gird Valley Loop Trails–Gird Road Pathway (Fallbrook 8B):** approximately 3.64-mile pathway that is proposed to extend north along Gird Road from the Gird Road Trail to the Reche Road Pathway.
- **\*\*Gird Valley Loop Trails–Gird Road Trail (Fallbrook 8D):** approximately 0.36-mile trail proposed to provide a north-south connection between the Gird Road Pathway and the San Luis Rey River Trail North.
- **\*\*Linda Vista Trail (Fallbrook 10):** approximately 1.68-mile multi-use trail that would connect at the San Luis Rey River Trail North in Bonsall, traverse the property boundary in a north-south direction between Orange Hill and Estate Drive until its connection with Linda Vista Drive, where it would continue north along Linda Vista Drive to the La Canada Road Pathway.
- **\*\*La Canada Road Pathway (Fallbrook 10A):** approximately 1.42-mile multi-use pathway proposed along La Canada Road in a north-south direction from Linda Vista Drive to Hill Rise Drive.

- **\*\*Knottwood Way Pathway (Fallbrook 10B):** existing approximately 1.14-mile multi-use pathway located along Knottwood Way in an east-west direction from Linda Vista Drive to Gird Road.
- **\*\*Estate Drive Trail (Fallbrook 10C):** approximately 0.43-mile multi-use trail proposed along Estate Drive to connect Via Monserate to the San Luis Rey River Trail North in Bonsall.
- **\*\*La Canada/Hillrise Trail (Fallbrook 10D):** approximately 1.58-mile multi-use trail proposed along La Canada Road/Hillrise Road and Ramona Drive between South Mission Road to the west, Via Monserate to the east, and Pala Road/SR 76 to the south.
- **Green Canyon Trails—Green Canyon Trail (Fallbrook 12A):** approximately 4.10-mile trail proposed to traverse in a north-south direction from the Via Monserate Pathway to the Reche Road Pathway; the trail would generally follow property boundaries/open space areas between Limber Pine Road and Via Monserate/Linda Vista Road at the southern extent of the trail and continue along Via Arroyo/Winterwarm Drive/Green Canyon Road until it reaches Reche Road in the north.
- **Green Canyon Trails—Flowerwood Trail (Fallbrook 12B):** existing approximately 0.42-mile trail located along Flowerwood Drive that connects to open space easements.
- **Pala Road Pathway (Fallbrook 13):** approximately 6.10-mile pathway proposed along Pala Road/SR 76 that would extend across the southeastern portion of the Fallbrook community from the border with Bonsall to the Pala-Pauma community, where it would connect to and continue east as the SR 76 Pathway (Pala-Pauma pathway number 3).
- **Aqueduct Loop Trails—Aqueduct Trail (Fallbrook 16A):** approximately 6.10-mile trail proposed to follow along several roads (Sage Road/Sumac Road/Foxglove Lane/Wilt Road/Citrus Drive/Aqueduct Road) from the Fallbrook Loop Trails – San Luis Rey River Trail to East Mission Road near the Red Mountain Reservoir.
- **Aqueduct Loop Trails—Lake Tree Trail (Fallbrook 16E):** approximately 0.99-mile trail proposed to extend east-west between the Aqueduct Trail and Gird Road Pathway.
- **Aqueduct Loop Trails—Sumac Trail (Fallbrook 16F):** approximately 1.18-mile trail proposed to extend east-west between the Aqueduct Trail and Gird Road Pathway.
- **Lancaster Creek Trail (Fallbrook 18):** approximately 0.91-mile trail that would comprise the northwestern extent of the proposed Lancaster Creek Trail in Valley Center (Valley Center trail number 23A), which would connect that trail to the Fallbrook Loop Trails—San Luis Rey River Trail.

Portions of the Pala Road Community Pathway, Gird Valley Loop Trail, Knottwood Way Pathway, Green Canyon Trails—Flowerwood Pathway have already been implemented and provide access and recreational use to community users.

### 3.1.3 Photo Observation Points

Figure 13, *Photo Locations*, is an aerial photograph of the Project site and the surrounding area and shows the location from which each photograph was taken. Information is provided regarding what is

seen in each photo, as well as why the location was chosen. In order to make it easier for the user to read consecutive pages of text and to find photographs all in one place, existing conditions photographs are embedded within their associated discussions; all other larger Project figures are located following document text at the back of this report.

The following criteria were considered during determination of site photograph locations:

- Type of viewers/viewpoint (public views are considered more sensitive than private views)
- Typicality and/or uniqueness of the view in that area
- Breadth of the view (views taking in a number of elements rely less on any one element than those focusing on a specific view element)
- Depth of the view (increased distance from the observed element makes it appear smaller, less detail is registered, and visibility may be affected by atmospheric conditions such as fog, smog, etc.)
- Amount of time (and/or number of times) each observer is exposed to the view
- Number of viewers exposed to the view (a greater number of viewers makes the view more sensitive)
- Identification of designated scenic viewpoints and scenic highways

On-site visual elements are illustrated in Photos 1 through 12, followed by pictures to the site from off-site locations presented in Photos 13 through 22.

## On-site Visual Elements



**Photo 1: View from the West Entrance of Ocean Breeze Ranch**

Photo 1 shows the existing gated entrance into the Ocean Breeze Ranch property from West Lilac Road, looking north. Existing mature trees and split rail fencing are typical of existing paved roadways within the facility.



**Photo 2: View from Proposed PA 2**

Photo 2, taken from the southeastern edge of the proposed PA 2 looking northwest, depicts typical elements of the existing thoroughbred racehorse breeding facility, including horse paddocks and open shelters. As mentioned above, split rail fencing, and mature trees line the paved roadways that wind through the property and provide access to the different use areas, and enclose the paddocks. The hillsides north of SR 76, surmounted by residential uses and vegetation, are visible in the background.



**Photo 3: View from Proposed PA 1**

Photo 3 is taken within proposed PA 1, looking southwest toward the hillsides that form the southern property boundary. This portion of the property features a horse arena that is accessed from the main facility to the north via dirt roadways shown in the foreground of the photo. A small shed structure associated with the arena is seen in the background (right center) at the base of the hills. An off-site residential use south of West Lilac Road is associated with the off-site trees toward the right-hand portion of the photo in the background.



**Photo 4: View of Existing Barn**

Photo 4 shows the existing barn that is located within the northern portion of the area shown in Photo 3. The barn is somewhat isolated from the main equestrian facility; it appears dilapidated and has not been maintained to the same level as the other structures within the facility.



**Photo 5: View of Horse Paddocks and Existing Main Residence**

Photo 5 was taken from the central portion of the Project site, looking southerly across the horse paddocks toward the hillside upon which the main on-site residence is located. The verdant green paddock enclosed by split-rail fencing in the foreground of the photo is typical of the equestrian facility paddocks. The maintained and irrigated paddocks contrast with the non-native grassland and sage scrub vegetation that is present within the adjacent hillsides to the south. The main residence can be seen on the hilltop, outlined by palms and other mature trees.





**Photo 6: View of Historic Residential Structures**

Photo 6 depicts existing on-site residential structures that are part of an historic ranch complex located just north of the proposed PA 1. The five structures include the one-and-a-half-story Canfield Estate House (on the right); the smaller, two-story Guest House residence (on the left); a single bungalow; and two smaller, single-story bunkhouses. The Canfield Estate House is characteristic of a Prairie architectural style and includes a single-story front porch; low-pitched, hipped, red-tiled roof with an irregular roofline; and wide exposed eave overhangs. With the exception of the east wing shown in this photo, which is constructed of brick, the structure is finished in wide board, horizontal, beveled wood siding. The structure occupies a large, horseshoe-shaped footprint.

The Guest House is an L-shaped structure constructed in Monterey Revival bunkhouse style, with a full-length front porch enclosed by wood railing on both stories and clapboard siding on all façades. The structure has a medium-pitched, cross-gabled roof covered in red tile. Additional architectural details of the Canfield Estate House and Guest House are shown in Photos 7, 8, and 9, below.



**Photos 7 and 8: Architectural Details of Canfield Estate House**



**Photo 9: Architectural Details of Guest House**



**Photo 10: View of Mess Hall**

Photo 10 shows the single-story, pre-railroad-style “Mess Hall” structure located just south of the Canfield Estate House and Guest House. The structure is a horizontally-massed, bunkhouse-style residence with horizontal clapboard siding and a low-pitched, side-gabled roof with wide overhanging eaves, exposed rafters, and red tile. The north façade shown in the photo includes a nearly full-façade

wooden front porch. The “Maid’s Quarters” structure located just east of the Mess Hall is constructed in a similar style and materials.



**Photo 11: View from Northwestern Edge of Proposed PA 3**

Photo 11 is taken from the central portion of the Project site at the northwestern edge of the proposed PA 3. The split rail fencing characteristic of the thoroughbred racehorse breeding facility extending into this area, which historically has alternated between equestrian and agricultural purposes. The hillsides in the southeastern portion of the Project site are visible in the background. The prior agricultural areas are generally located at lower elevations of the property, but also extend up slope to the south, as depicted in this photo.



**Photo 12: View from Eastern On-site Hills Looking West**

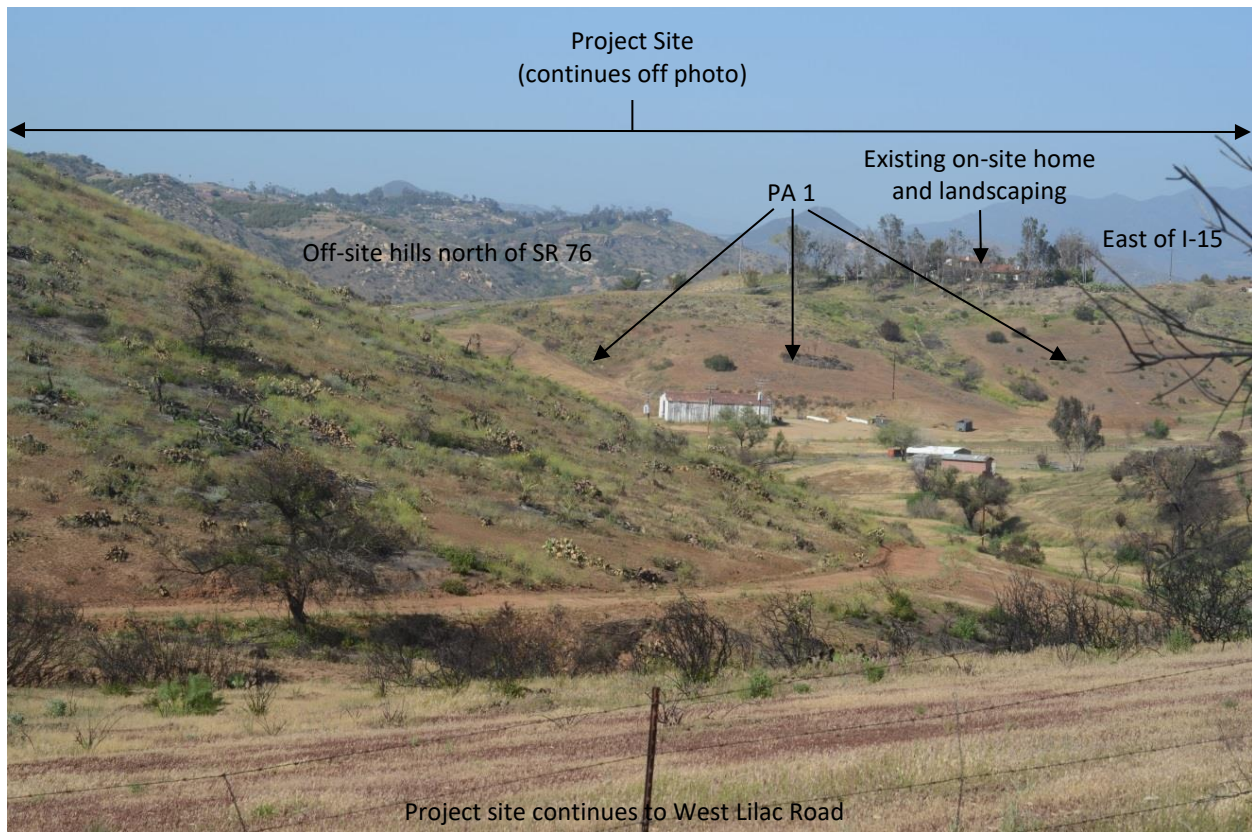
Photo 12 is taken from the hills within the eastern portion of the Project site looking west. The coastal sage scrub vegetation and rock outcropping in the foreground are characteristic of the visual setting within this area of the site, as well as portions of the hills along the southern property boundary (refer to Figure 10). As shown, the naturally vegetated hillside transitions into flatter areas without native vegetation, which comprise the central portion of the Project site. A narrow riparian corridor extends northwest across the site toward the San Luis Rey River. The habitat along this corridor is wider along its southern reach, extending into a canyon (not shown) vegetated on both sides by coastal sage scrub; riparian vegetation is comprised of tall, open, broad-leaved, winter deciduous riparian species, dominated by cottonwood and willow. Prior orchards are visible in the on-site southern hills (on the left) and the on-site equestrian facility is visible where the rooftops of existing structures and stands of mature trees can be seen. On the right side of this picture, the Caltrans mitigation site and San Luis Rey River corridor extend along the northern property boundary, beyond which the rolling hills to the north of the Project are visible.

### **Off-site Vantage Points**

The Project is generally shielded by intervening topography from the south, and by intervening topography, vegetation, and/or structures from the north. Where views are available, they are generally brief in duration and at a distance. Where available, the primary vantage points include roadways (including those adjacent to or abutting the site) and public trails. While the majority of the publicly

accessible trails identified in Section 3.1.2 are proposed, some views are available from existing multi-use trails in the Project vicinity.

The extent of the Project site that may be seen, as well as proposed Project feature locations, are called out on each photo. It is acknowledged that the site may extend east, west, north, and/or south of what is shown in each photo; the following photos highlight particular portions of the site as seen from selected off-site vantage points. Arrows are used where the Project site extends beyond the view shown in each photo, as applicable.



**Photo 13: View from West Lilac Road Looking Northeast into PA 1**

Photo 13 provides a view to the proposed PA 1 from West Lilac Road, east of Redondo Drive. It is the most open view onto the Project, and also the locale that will be the most visually changed that is visually accessible to nearby off-site viewers. It is additionally addressed as Key View 1 in Section 5.2.1 of this VIA. Dirt road/trails that hug the base of the adjacent hillside and extend along the property boundary/fence line are seen in the foreground; similar trails are present throughout the Project site, with varying degrees of visibility from off-site locations depending on the topography and distance from the site. An existing barn and arena structures are visible in the center of the photo; these structures occur within a small extension of the larger San Luis Rey River Valley from the north. The main residence and associated screening vegetation can be seen on the north ridgeline of this area. The hillsides to the north of SR 76 are visible beyond the Project site.

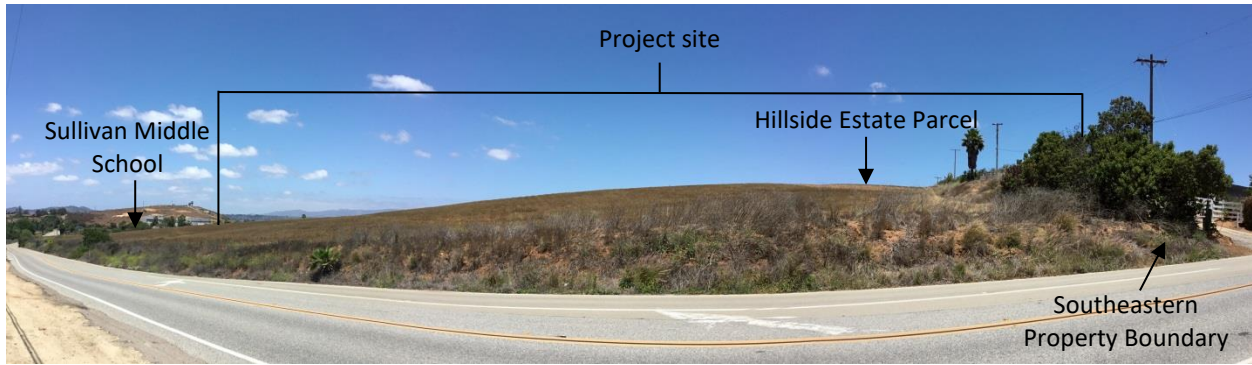
Photo 13 represents the most prominent/expansive view toward the proposed Project from the south. The majority of views from the south toward the site are blocked by the on-site hills that border West Lilac Road along the southern property boundary. At the location where this photo was taken,

there is a natural break in the hills where existing structures are visible from the south. While the photo was taken from the north shoulder of the roadway to focus on the on-site details, views of the site would typically include more of the roadway. Other representative photos of views toward the Project site from West Lilac Road are provided in Photos 14 and 15, below.



**Photo 14: View from West Lilac Road Looking Northeast toward PA 2**

Photo 14 provides a view toward the proposed PA 2 from West Lilac Road, west of the main entrance to Ocean Breeze Ranch. At this location, direct views into the Project site are extremely short and only available for viewers traveling eastbound toward the site. Similar to Photo 13, the photo was taken from the north shoulder of the roadway to allow focus on the on-site details. It is noted that actual views for eastbound travelers on West Lilac Road would include more roadway, and may not have as direct a view toward PA 2. As shown in this photo, vegetation associated with the San Luis Rey River (left center) and other mature trees present within this area limit the portion of the Project site that is visible. Within the clearing associated with the dirt access path that extends from West Lilac Road in this location toward the existing equestrian facilities, the shade structure present within the westernmost paddock is barely visible.



**Photo 15: View from West Lilac Road Looking West toward Sullivan Middle School and Northwest toward Hillside Estate Parcel**

Photo 15 provides a view toward the proposed Hillside Estate parcel from West Lilac Road, west of Via Ararat Drive. This portion of the Project site was historically in agricultural use. An existing nursery, visible on the right side of the photo, is present to the east of the site. Sullivan Middle School is visible in the background on the left side of the photo. The photo presents a fishbowl effect due to splicing of separate photographs. The portion of the parcel directly in front of the viewer on the right-hand side of the photo would contain the driveway to the single Hillside Estate home, anticipated to be on a pad on the far side of the slope shown in this picture.



**Photo 16: View from Mountain View Drive Looking West toward Project site**

Photo 16 is a view looking northwest toward the Project site from Mountain View Drive, east of the site. Due to the topography and developed/vegetated nature of this area, views of the site are limited from public roadways. At this location along Mountain View Drive, a break in development/landscaping offers

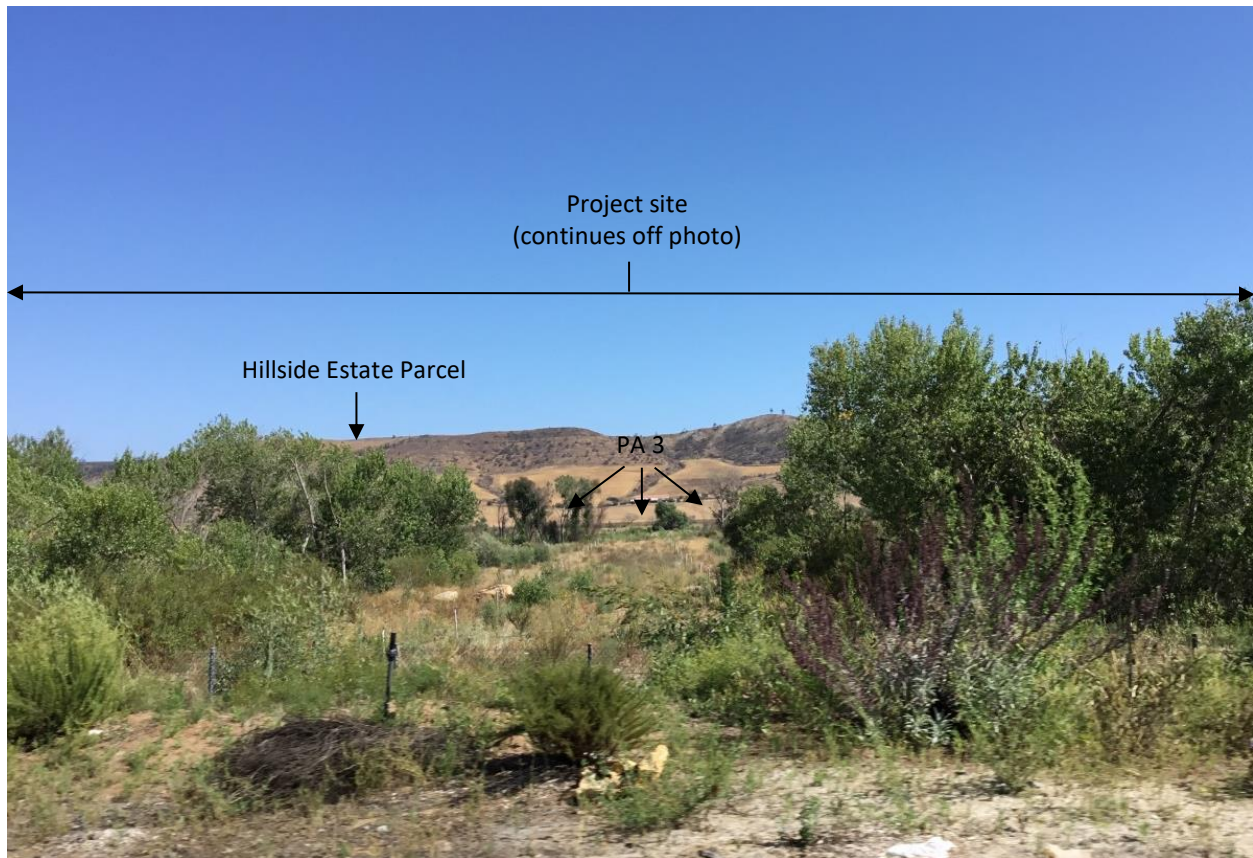
a view of the on-site field areas, as well as the equestrian facility. The lighter areas appear within the valley just beyond the dense vegetation in the center of the photo, beyond which the green paddocks and mature trees of the equestrian facility are visible. At this distance from the site, these features generally blend with the areas north of the site and are not prominent components of the view. Although views from public roadways are limited, single-family residences in this area east of the Project site could have views to portions of the site.



**Photo 17: View from Dulin Road at Northern Property Boundary Looking West**

Photo 17 shows the view looking back onto Dulin Road near where it exits the Project site to the northeast. The hills that comprise the northeastern portion of the site are visible on the left side of the photograph, and the hills north of SR 76 are visible on the right side. The San Luis Rey River alignment appears as the dense and darkly colored vegetation that extends through the center of the photo. The grassy area in the foreground is proposed for development as a park in the San Luis Rey River Master Plan, with access from Old Highway 395, parking, interpretive gardens, play area, soccer fields, baseball fields, picnic area and habitat restoration area/toad habitat corridor. No modification would occur to the Project slopes.

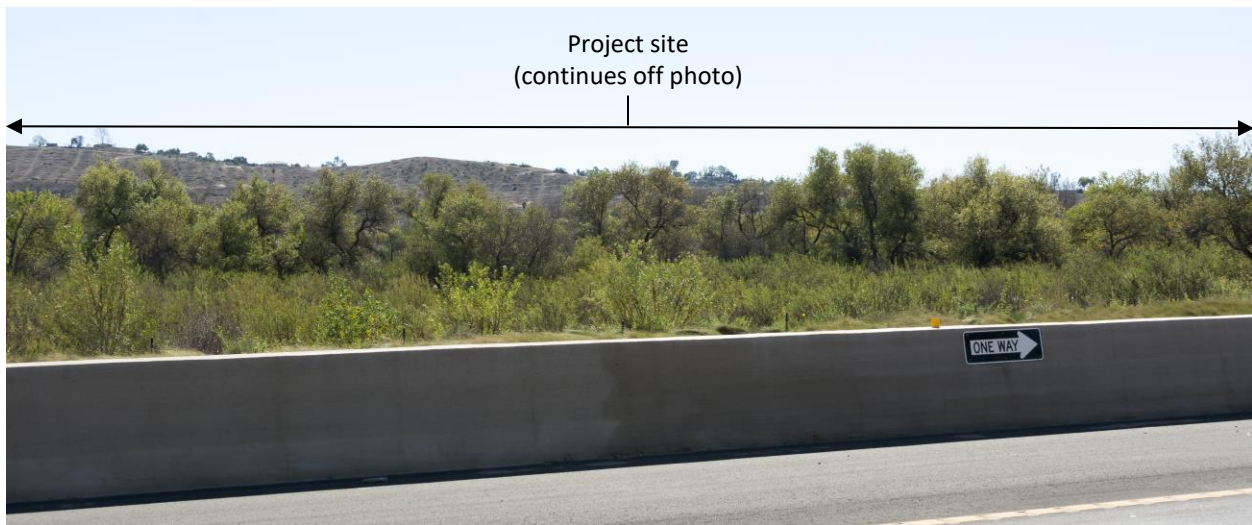




**Photo 18a: View from Eastbound State Route 76 Looking South toward PA 3**

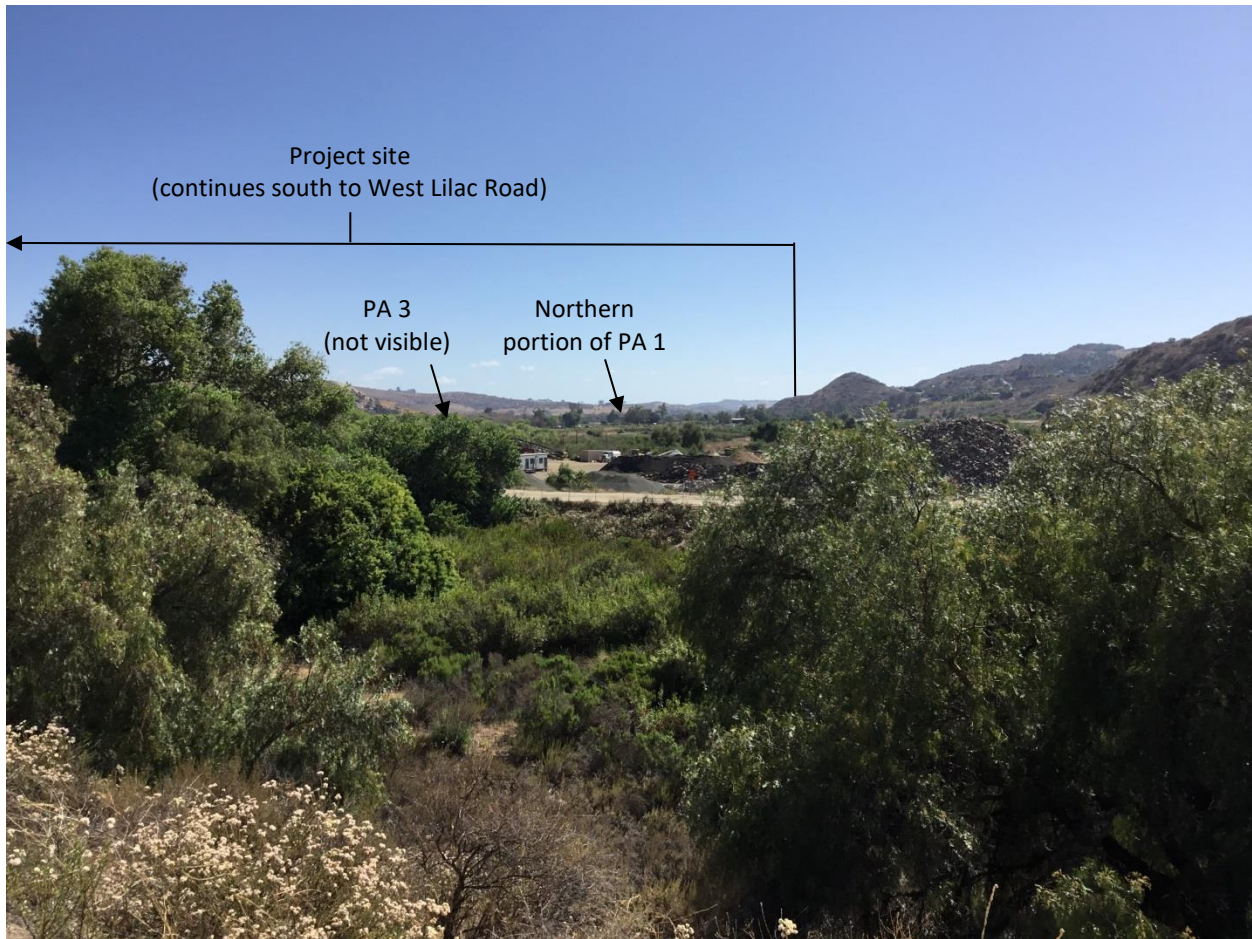
Photo 18a depicts a southerly view of the Project site from eastbound SR 76, north of the San Luis Rey River. This view is additionally discussed as Photo 18b below. SR 76 follows the riparian corridor through the Bonsall CPA. Mature riparian and wetland vegetation associated with the river is seen in the foreground of this photo. Viewers from this segment of SR 76 experience a nearly continuous view of the dense vegetation abutting the roadway, which generally screens topographical features and built-elements present to the south. Due to speed of traffic and lack of general visual access, this photo was obtained by finding a rare photo depicting an opening in the vegetation based on numerous photos taken consecutively while driving past.

Where pocket views are available within breaks in the vegetation, the contrast between the intervening vegetation and the existing Project site features can be noticeable. Former agricultural fields and associated structures that are located south of or on the proposed PA 3 boundary line are visible in the center of the photo and transition into the hills that extend along the southern portion of the Project site. The upper elevations of these hills can be seen in some views from SR 76, while other site features at lower elevations are predominantly obscured by vegetation. Although this roadway would serve a large number of viewers, the majority of views of the Project site from SR 76 are obscured.



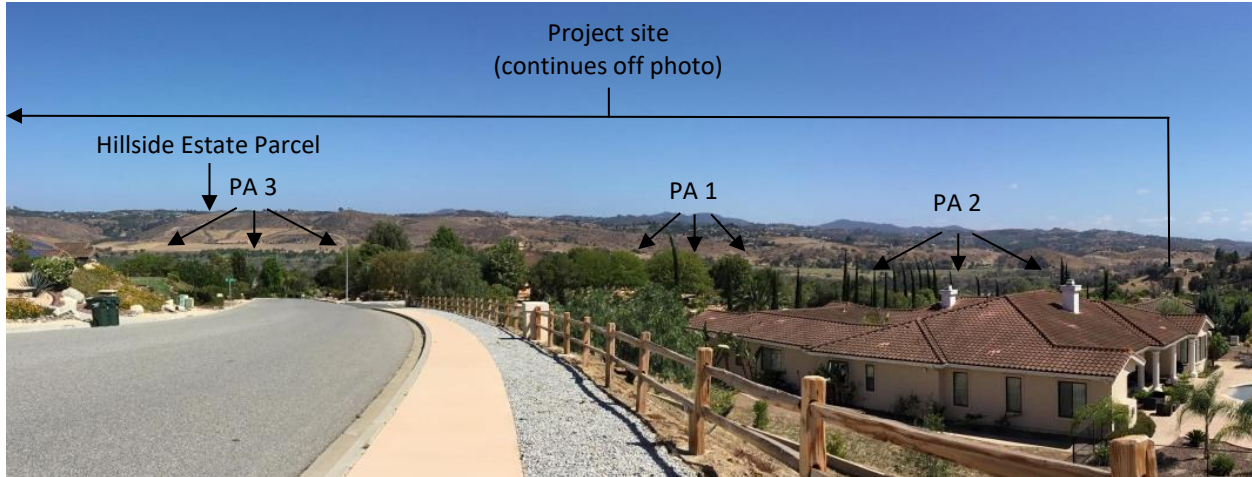
**Photo 18b: View from Westbound State Route 76 Looking Southwest toward PA 3**

Photo 18b depicts a southerly view of the Project site from westbound SR 76, north of the San Luis Rey River. It is additionally addressed as Key View 2 in Section 5.2.2 of this VIA. Unlike Photo 18a, which depicts a rare break in riparian and wetland vegetation seen in the foreground of this photo, this viewpoint depicts the more typical, nearly continuous view of the dense vegetation abutting the roadway. As noted above, the majority of views of the Project site from this viewpoint are obscured, with existing vegetation generally screening topographical features and built elements present to the south.



**Photo 19: View from Southbound I-15 Looking West toward Project Site**

Photo 19 depicts a westerly view toward the Project site from southbound I-15. Within the vicinity of the Project, viewers from this segment of I-15 experience a nearly continuous view of the dense vegetation (seen in foreground) and land uses present in close proximity to the highway corridor. Where pocket views are available within breaks in the vegetation, the most noticeable features are the intervening land uses located east of the Project, as well as the topographical features to the south and north of the Project. This picture was obtained by walking along the roadside to find a break in the vegetation that looked toward the site. The existing aggregate recycling facility, located off Old Highway 395 (also shown in the photo), is visible in the center of the photo. Hills to the north and south of the Project can be seen in the background. Similar to SR 76, although the freeway would serve a large number of viewers, the majority of views of the Project site are obscured or inconsequential.



**Photo 20: View from Flowerwood Lane Looking South toward Project Site**

Photo 20 shows a panoramic view of the Project site to the south from Flowerwood Lane just north of Limber Pine Road. This view is additionally discussed as Key View 3 in Section 5.2.3 of this VIA. Open views are available to PAs 2 and 3, as well as to the upper elevation of PA 1. The on-site past agricultural fields and storage structure located near PA 3 can be seen in the background on the left side of the photo. The green lawns of the paddocks are visible as a linear feature beyond the residential development and landscaping. The north-facing on-site hillsides, as well as hills located south of the Project site, are visible in the background, and large portions of the site that would not be developed can be seen (and continue easterly off the left-hand side of the photo).

This location represents a relatively unobstructed view of the entire Project site from roadways at higher elevations to the north of the Project site. Similar views are available from adjacent residences, the multi-purpose recreational trail located just north of the home in the foreground of the photo, and the Golf Club of California golf course generally located south and west of this location.



**Photo 21: View from Sage Road Looking Southwest toward Project Site**

Photo 21 is a view looking southwest toward the Project site from Sage Road, north of the site. The vegetated hillside and winding roadway are visible in the foreground, with the hillsides and pastures located on site seen in the background. Although views from public roadways are limited in this area due to topography, some residences within elevated areas north of the Project site would have open views.



**Photo 22: View from Multi-Use Trail at Knottwood Way**

Photo 22 is taken at the trailhead of a multi-use trail located at Knottwood Way between Winewood Place and Staghorn Court, looking southeast. The dirt trail is relatively narrow and delineated by split rail fencing. The length of the trail in this area is flanked on one side by single-family residential development and dense vegetation that edges the existing Golf Course of California course located west of the trail. As would be typical of both existing and proposed trails and pathways north of the Project site, visibility of on-site features in the background is generally limited due to intervening vegetation and topography.

### 3.2 PROJECT VIEWSHED

A “viewshed” is an analytical tool to aid in identification of views that could be affected by a potential project. The viewshed is defined as the surrounding geographic area from which the on-site elements of the Project are likely to be seen, and mostly is delineated based on topography. The viewshed boundary for the Proposed Project was primarily determined through the computer analysis of local topographic maps and was field verified by Project analysts (see further discussion below). The viewshed boundary represents the geographic limits for this visual assessment.

Figure 14, *Viewshed Analysis*, illustrates the Project viewshed on an aerial photographic base. For the Project area, views within a 3-mile radius were considered close enough to allow viewers to visually

“read” Project elements such as landform modifications, and (potentially) the spatial mass and form of proposed structures. (Although built versus natural elements are distinguishable for further distances, beyond even one mile, it is noted that details of topographic modifications and residential structures begin to become visually muted and distinguishable only as facets of the larger regional landscape.) Using these criteria, the Project viewshed covers approximately 34,069 acres, or 53.2 square miles. This area was delineated using spatial models that analyze the topographic data and determine which portions of the Project site are potentially visible from surrounding areas. As shown, based on topographic information alone, approximately 24 percent of the viewshed (inclusive of on-site areas), or 8,211 acres, within 3 miles of the Project potentially would have views to some part of the Project.

The percentage of visibility is a conservative number as visual “shielding” by intervening structures or landscaping is not taken into account by the model. Because of intervening structural or vegetation elements, the entire Project site would not be visible from all of the identified points based solely on topographic elements within the viewshed area. Even under conditions in which topography or other intervening elements do not obstruct views, views to any given point within a viewshed may not be clear due to levels of humidity or haze. Features can lose sharpness at approximately one-half mile depending on these atmospheric conditions.

The computer-generated map was field checked by Project analysts and specific sensitive locations (segments of I-15, SR 76, scenic corridor roads and typical identified trail locations) were visited to confirm or eliminate visibility.

As depicted on the viewshed map in Figure 14, based on topography alone, views from I-15 begin just south of the I-15/SR 76 interchange and continue approximately 0.6 mile to the south, over the San Luis Rey Bridge. Absent riparian vegetation, these views would be open in nature. The thick vegetation in this area, however, obscures most of the visibility to the site, with brief, momentary views to the existing northern portion of the parcels intermittently available. Identification of the site required leaving the vehicle and walking along the roadside south of the bridge to find openings in the vegetation that allowed views to the Project. Over the bridge, views were slightly more open due to its elevated nature. If no vegetation at all was present, peripheral views could be obtained toward the site by southbound travelers for a total of approximately 42 seconds at freeway speeds (posted at 70 miles per hour in this vicinity). Even without consideration of focus on surrounding traffic patterns, the availability of sight lines to the property is limited however, due to its lateral or peripheral nature (having to look westerly from a north-south facility), the screening vegetation, and short duration of the peek views. From northbound lanes, views are additionally restricted. All the above considerations pertain, but the views would be additionally shielded by the north-facing bluff that would have to be passed before views to the west could be seen, and views would also be over the four lanes of southbound traffic. These northbound views are considered negligible.

Overall, given the brief “worst-case” timespan for the single segment with potential views, combined with the distance from the site, the generally lateral nature of the view, and presence of visual distractions that would divert the viewer’s attention from that specific locale (nearby cars, river vegetation abutting the freeway, etc.), views to the site from I-15 do not comprise a substantial view element and additional discussion is not provided or necessary.

Based on topography alone, the viewshed map depicts open views from SR 76 for its length from I-15 to beyond East Mission Drive to the west. Field review of this area indicates that actual views are far more restricted. Existing structures, landscaping, and vegetation within the San Luis Rey River drainage, all

combine to lower view availability toward developed portions of Project parcels. As noted above, although SR 76 is largely at grade with the northern parcels of the property, and could have views to them, the heavily vegetated river corridor obstructs open views, and results in only peek views to certain areas where vegetation thins (such as at the eastern extent of SR 76, or where there may be views to higher locales on the Project over the tree line).

The Project site can also be visually accessed from Dulin Road, at the western extent of the Rancho Monserate Country Club mobile home park. In this area, views onto Project parcels consist of lower field area and natural slope areas. No developed site uses are visible (see Photo 17).

As shown by the mapped viewshed, other smaller area roads to the south of the Project largely do not have views to the property based on topography alone; i.e., the existing rise and fall of ground blocks views. In the isolated areas where potential views are identified, they are often shielded by landscaping or at substantial distance, which would result in the potential view being a small portion of a much more expansive panorama. An area east of Project along Mountain View Road revealed very isolated peek views, again due to the winding nature of the roads, other development and landscaping. Photo 16 in Section 3.1.3 depicts a view visible from Mountain View Road along a north-south portion of the right-of-way. The road itself is narrow and steep, which would require traveler focus on the road rather than the lateral view westerly onto the site. Homes in this area could have views onto the site if they are not shielded by landscaping; however, these are large lot homes (totaling approximately 10 or fewer), with varied view orientations, which would be expected to further lower the number of residences with visibility.

North of SR 76, there is a network of small streets trending north-south or east-west along the south-facing slopes. Focused travel along Sage Road, Gird Road, Via Monserate, and South Mission Road revealed that (similar to areas to the south) few direct views from public roads are available. Where available, they exist only for southbound travelers, or in isolated portions of east-west streets. Field verification of these more northerly areas indicated that generally, views are blocked by intervening structures or vegetation. Views toward the property, however, are available from isolated areas and potentially from homes without south-facing vegetation. "Typicals" are provided for some streets in the vicinity of the Golf Course of California. In this area, and as depicted in the views from Flowerwood Lane and Sage Road (as well as equestrian trails in this area) the viewer is high enough to look over river vegetation and into the site. Sample views are located in Photos 20 and 21, which show the existing fallow fields and paddock areas. Some intervening structures and vegetation are present, but the site can be seen from roadways and homes in this area. The existing site features are part of a larger view to the south, which also encompasses existing development of varying densities as well as the river valley. Also available are some additionally limited views toward the site from Knottwood Way, located further up slope. Knottwood Way also has an existing trail system along the road and connects to an equestrian path (see Photo 22). Pedestrians and equestrians moving at slower speeds along these pathways may have an opportunity to look southerly and see some of the site. They are looking over golf course and intervening developed uses as part of the view.

Incorporated into the streets described above and along the river are a number of bike lanes (e.g., along SR 76) and existing or planned trails, as discussed in Section 3.1.2, above. Although it is acknowledged that the user of a bike lane is moving more slowly than a viewer in a motorized vehicle, and pedestrians along trails are moving more slowly still, visibility from those facilities generally matches the visibility from the roads and is, therefore, extremely limited overall. A notable exception is the trail identified in the CTMP and San Luis Rey River Master Plan proposed to be located along the southern riverbank.



Open views of the Project site could be available from the proposed trail to western portions of the site and would be accessible in eastern portions of the site.

Finally, the boundaries of RCAs with elements within 3 miles are also depicted for reference (see Section 2.4.7 for discussion of RCAs with stated view elements).

### **3.3 LANDSCAPE UNIT PROJECT VIEWSHED**

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers. Specifics related to visibility and intervening uses are provided as relevant within analyses below.

As a point of reference, within the site itself, two areas stand out – the softly sloping areas of the site that are largely currently in equestrian uses (generally the more northern and west/central portions of the site), and the more rugged portions of the site with steeper topography and large blocks of native vegetation (generally the more southwestern and eastern areas). These areas are largely identified based on topography and vegetation, and do not rely on the presence or absence of structures.

As indicated in the descriptive text above, the overall “visual room” within which the Project is located consists of a single landscape unit. The “walls” of the room are provided by the intermittently developed hillsides and skyline touching hilltops to the south and north, which provide parameters to views in those directions, and the central major feature of the San Luis Rey River drainage that bisects this valley and provides a vegetated line across the valley floor.

## **4.0 EXISTING VISUAL RESOURCES AND VIEWER RESPONSE**

### **4.1 EXISTING VISUAL RESOURCES**

#### **4.1.1 Visual Character**

Visual character is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad in themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and a resistance to or a preference for a project that would change or contrast with that character, then changes in the visual character can be evaluated.

The visual character of the Project locale encompasses diverse forms, including numerous hillocks and hillsides, which visually play upon each other, but also notably slope overall toward the river valley. Where intermittently visible, the dark and consistent green associated with irrigated turf, as well as the large expanse of light-colored soil associated with past agricultural field on site, draw the eye and is visually discordant (i.e., notably different) with the otherwise largely consistent patchwork of adjacent land uses with their pattern of irrigated landscaping of trees and shrubs, intermittent native habitat, etc. Hilltop development is relatively small in scale and somewhat inconsistent, but can be noticeable, with geometric and rectilinear structures intermittently skylined from off-site views. This mix of the natural

and man-made environment, with a heavy emphasis on mature vegetation (both planted and native) is notable.

Roadways wind along (or up and down) the hillsides and can provide dramatically different visual experiences, from being completely cloistered by overarching tree canopy, or blocked by abutting slopes, to open views to uses on both sides of the road. Intermittent views can be panoramic in nature—with a viewshed extending miles, especially from locales at higher elevations or in areas of more low-lying native habitat (e.g., along Sage Road) where irrigated landscape does not block views. Views to the river valley can be obtained from numerous locations, although sustained views are not generally available, as area roadways twist and turn with the topography and abutting built uses.

Along SR 76, which trends east-west north of the Project and the San Luis Rey River corridor, and from abutting areas in the valley bottom, views are open to the San Luis Rey River riparian vegetation but are generally restricted to the lower slopes south of the river as they begin to rise up to the south and east. This is where the Project is largely sited, and the dense river vegetation blocks views to a large part of the site that is located “behind” the river vegetation at lower elevations.

Depending on the season, the non-irrigated vegetation on Project parcels may be tan to ashy green. Emerald greens are associated with paddock turf areas and remain that way throughout the year. Darker greens associated with on-site tree lines (such as at the primary Project entry off West Lilac Road) are openly visible to local viewers, along with underlying irrigated shrubs. The greens to muted brown-greens of sage/chaparral habitats predominate on the Project hillsides. These color patterns, associated with the native, irrigated, and farming elements (e.g., groves, nurseries) present in the area, are repeated in the visual character throughout the overall setting. Overall, the colors are visually “soft,” with hilltops providing harder edged forms at the skyline.

Roads and residential structures, which are linear in nature and smaller in scale, respectively, provide some variety of form and line. Colors of existing built structures in the area vary and have a commensurate tendency to fade into their surroundings (generally brown/tan structures) or draw the eye (white or cream structures). Red tile roofs are more visible than brownish tones and include some of the equestrian shade structures associated with the existing site uses that are visible from hillsides north of SR 76.

All of these noted visual specifics are focused elements framed by the narrow nature of the river valley and the hills that climb up to the north and south.

#### 4.1.2 Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. This approach to evaluating visual quality can help identify specific methods for mitigating specific adverse impacts that may occur as a result of a project. The three criteria for evaluating visual quality can be defined as follows:

- **Unity** is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual components in the landscape.
- **Intactness** is the visual integrity of the natural and man-made landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.

- **Vividness** is the visual power or memorability of landscape components as they combine in distinctive visual patterns.

The visual unity of the overall landscape unit is moderate to moderately low. Development has occurred piecemeal on multiple individual parcels as well as in housing tracts, and the setting contains varied residential uses (tracts, rural, semi-rural and estate). Large expanses of retained open space (primarily scrub habitats) on hillsides, groves, and landscaping provide visually unifying natural elements as they are located within and around structural development. Commercial uses aligned along primary area roads, however, are largely visible and not shielded by landscaping or native vegetation. Nursery areas can contain lines of planted or potted plants as well as greenhouse structures and cold frames and can visually read as a slightly industrial commercial use. The river drainage introduces a focal feature that is notably disparate from the terrain and uses rising on either side.

The intactness of the area currently is moderately low. The existing setting includes small uses to large lot/estate homes, some with visible agricultural (including nursery) or equestrian elements. Roads (both paved and dirt) are visible. Mature vegetation edges many of the residences and other structures and some stands of trees are notable. Again, the river drainage comprises a focal feature that is notably disparate from the terrain and uses rising on either side. Uniformity of use or view is not high within the viewshed.

The site setting is not particularly vivid due to its many competing visual elements. Available views to the San Luis Rey drainage, however, a rare and valued view element in arid San Diego County, results in an overall moderate rating.

## 4.2 VIEWER RESPONSE

Viewer response, or awareness, is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a project's implementation.

*Viewer sensitivity* is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. *Viewer exposure* is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of the view, the speed at which the viewer moves, and position of the viewer. A viewer's response is also affected by the degree to which he/she is receptive to the visual details, character, and quality of the surrounding landscape. A viewer's ability to perceive the landscape is affected by his/her activity. A viewer on vacation in San Diego County would probably take pleasure in looking at the landscape, and an individual may be strongly attached to the view from his home, but a local County resident commuting to work may not "register" those same visual resources on a daily basis.

### 4.2.1 Viewer Groups and Viewer Sensitivity

The following discussion of viewer groups addresses both public and private views.

## Motorists

As noted, the primary roadways in the vicinity are West Lilac Road (the closest road), SR 76 (a high traffic thoroughfare and a scenic corridor), and I-15 (the highest traffic thoroughfare, also within a scenic corridor).

Motorists on West Lilac Road have direct views onto a small portion of the site at the northeast corner of the property by the Hillside Estate parcel. Another area where motorists on West Lilac Road have views onto the site occurs along the southwestern portion of the Project where the slopes generally intervening between viewers and Project parcels drop away; in this area there is a brief view from the road onto an existing exercise arena and older barn. Peek views are also available of the current property entrance, which is a tree-lined road trending up slope, providing no view to on-site uses north of the slope. Last of all, at the far west end of the Project and to the west of Camino del Cielo, there is a brief view of irrigated pasture where West Lilac Road swings southeast. Motorists are expected largely to be area residents or employees of the few businesses along the roadway (including Sullivan Middle School). Although visibility of areas proposed for development is fairly limited from West Lilac Road, the high percentage of anticipated area residents among users of this local road, and the identification of this road as “unique and important” in the Bonsall Community Plan results in area travelers on this primary roadway being assessed as having a moderately high sensitivity to change.

### SR 76

These viewers are anticipated to comprise a mix of local residents from nearby residential areas, as well as a substantial percentage of travelers using SR 76 to move between coastal routes and I-15. The latter group may be County residents, commuters from points north such as Temecula, or visitors to the area. As a major transportation route, roadway users are expected to be generally focused on immediately adjacent traffic patterns, but views to the San Luis Rey River, as well as to abutting hillsides are expected to draw the eye. Overall, these travelers are expected to have a low to moderate sensitivity to change.

### I-15

These viewers are anticipated to primarily be through travelers from points north or south, although they will also include County residents, some of whom may come from nearby residential areas. As a major transportation route, with multiple through lanes and a major interchange with SR 76 in the immediate vicinity, despite the peripheral views to the San Luis Rey River and abutting hillsides which may draw the eye, roadway users are expected to be generally focused on immediately adjacent traffic patterns. Overall, these travelers are expected to have a low sensitivity to change.

### Other Roadways

Motorists on other roads in the area are presumed to generally have moderate to moderately high sensitivity, particularly on roadways such as South Mission Road and Gird Road that are identified by the County as scenic corridors, and for which a heightened sensitivity to change may pertain. Other roadways in the Project area are further removed from the site, carry less traffic, and are not identified as scenic corridors. Overall, however, these smaller roads are expected to carry almost wholly residents of the area, who would be expected to be sensitive to change (see below).

## Recreationalists

No existing developed public parks are in the Project vicinity. Potential future recreational viewers may be located at Site A9, identified in the San Luis Rey River Park Master Plan approximately 1/3 mile north of SR 76 off of Gird Road. That facility is proposed to have sports fields, a play area, on-site trees, and a community gathering area. Existing trees along the southern edge of the property would be retained (generally off site and associated with the abutting golf course), but view arrows are shown looking southerly from the gathering area. Those views, to the extent that they are not interrupted by edging vegetation, would look toward the Project. Because this is a future park use, it is anticipated that the Project would be part of the existing condition when the park is implemented, and viewers from that facility would not notice a change in conditions over what they are used to. To the extent that riparian vegetation would not screen the site, similar conditions would pertain for users of the future southern trail along the San Luis Rey River. New viewers to this future park are not expected to be sensitive to change as they would not have knowledge of prior conditions. To the extent that some future park users could be local residents, their sensitivity would be expected to be high (see below), although tempered by some level of focus on site and use of park amenities, as well as the distance from the site/competing view elements within generally expansive views. Overall, sensitivity to Project development and resultant change to existing visual conditions from this future park is expected to be moderately low. Similarly, future park users at the park planned north of Dulin Road near the eastern extent of the Project would not have any visual effect. Although these park users would abut the northeastern Project property line, Project uses would be on the other side of the abutting slopes, and these hills are to be retained in BOS. No impacts would occur on these north-facing slopes and this area is not further discussed.

Private golf courses are also in the area, and users of these facilities may see views from the course that encompass part of the Project-proposed development. Sensitivity to Project development is expected to be low. Users are surrounded by existing development in the area, at distance, moving from one locale to another without extended exposure from any one location, and expected to be focused on the game at hand or interaction with fellow players in their group.

Designated existing Class II Bike Lanes are located along SR 76 and within road right-of-way along West Lilac Road, Pala Road, and South Mission Road. Other local roadways such as Gird Road and Via Monserate may be utilized as bike paths but are not designated. Riders along SR 76 are expected to largely be commuters. The County trails map shows that designated community trails and pathways are planned along the San Luis Rey River, West Lilac Road, and other roadways with views to the Project site. Where the bike lanes and trails currently exist, commuters and recreationalists walking or riding (either bicycles or horses) along the local roadways who are already familiar with the area would be expected to be sensitive to Project-related changes and would be anticipated to have expectations of existing conditions retention. Where trails are future actions (e.g., the San Luis Rey River south trail that would enter the Project), viewers are not expected to be particularly sensitive to Project changes. They would not be walking/riding immediately adjacent to, or on, site until it is already developed, and therefore would not be comparing it to an existing condition. Once on site, the trail would take more of a walkway format as part of the road improvements.

## Residents

A number of homes are located within the Project viewshed. Large, estate-style single-family residences and smaller, more dense residential uses are located in the Project vicinity and on the surrounding hills.

For these viewers, although most views are restricted due to intervening topography, structures or vegetation, the Project parcels can provide an often-seen and intimately known view that contributes to the sense of home or the broader community. Residences located at higher elevations to the north of the Project site in particular (e.g., those located just north of SR 76 on Brushwood Lane, Flowerwood Lane, Limber Pine Road, and Orange Hill, as well as larger estate-style homes in the hills to the northeast) would be expected to be the most sensitive to changes in views associated with the Project, due to the proximity to the site and availability of more open, expansive views. Although home orientation or screening vegetation would obstruct many views, residential viewers are expected to be highly sensitive to changes in the immediate viewscape.

## 4.2.2 Existing Viewer Exposure

### Motorists' Exposure

Views to the Project from most portions of West Lilac Road are shielded by intervening topography and vegetation. The portion of West Lilac Road adjacent to the Project carries approximately 3,110 ADT and has a projected capacity of approximately 7,800 ADT (LSA Traffic Engineers 2016). Views onto the Project would occur for a number of seconds as travelers move along its southern boundary. These views generally would be extremely limited in extent and time, given the general peripheral orientation to the site, and the limited amount of street frontage. These areas include a peek view for eastbound viewers at the westernmost corner of the site where there would be a brief view onto the westernmost corner of the Project as a traveler rounds a bend; near the proposed east entrance to the site between Jimdora Way and Redondo Drive; and along the eastern edge of the property where it borders West Lilac Road east of Sullivan Middle School and the Hillside Estate parcel would be visible. Although views would be of short duration given the speed at which a vehicle would pass, the proximity of the roadway to the viewer and the number of potential viewers result in exposure being conservatively rated as moderately low to moderate along West Lilac Road.

Motorists on I-15 comprise the highest volume of potential viewers to the site, with current ADT noted as 117,000 to 120,000 on nearby segments. SR 76 motorists comprise the second highest volume of potential viewers to the site, with current ADT noted as 11,000 for the segment between South Mission Road and I-15 (Caltrans 2016). Both of these views are peripheral and largely shielded by vegetation. As described in Photos 18 and 19 depicting potential views toward the site from these roadways, breaks in the vegetation are extremely limited, and for I-15 in particular the site would show as a background element of the view. Although there is a potential for greater exposure during peak congestion periods when the duration of views toward any given area may be longer, the average speed at which highway traffic moves, the peripheral nature of the views, the competing view elements (i.e., other immediately adjacent moving traffic), the requirement for a viewer to be looking toward the site at the exact moment of passage, and the potential for intervening view elements to distract travelers (in particular along I-15) all combine to result in a low level of exposure along these major transportation routes.

For other roadways in the Project vicinity from which the Project may be viewed, although there are brief sections of roadway from which the Project can be seen (e.g., Flowerwood Lane, Sage Road, etc.; refer to Photos 20 and 21); intervening topography, screening vegetation and/or abutting residences generally obscure views to the Project parcels, as described throughout this VIA. It is noted that Camino Del Rey, South Mission Road, and Gird Road (County scenic corridors) were visited during desktop and field review, and views to the Project site were not noted due to constraining intervening topography, structures, and landscaping.

Views also become additionally attenuated by distance. The brief duration of views available from moving vehicles and the relatively low number of viewers with access to these locations indicates that motorists on these roads in the residential areas have moderately low to low exposure.

### **Recreationalists' Exposure**

No existing developed parks are in the Project vicinity. Viewers using existing area trails and designated bike lanes would be moving at pedestrian/equestrian/cycling rates of travel, or could be stationary at staging areas/overlooks. As such, they would have more sustained views to visible portions of the Project than viewers from motorized vehicles, who are expected to be moving at more rapid rates of travel and more focused on roadway conditions.

Recreationalists are therefore expected to have a relatively high exposure duration to potential views. This is balanced by the generally intermittent nature of the views; and the fact that the Project site comprises only a portion of extremely expansive views for viewers from a distance. Recreationalists at the described facilities are assessed as having moderate to moderately low exposure.

Individuals walking or riding adjacent to the Project along the local roadways also would move at a relatively slow rate of passage and could be expected to have chosen non-vehicular transportation in order to enjoy the experience. Although most of the site from West Lilac Road (the road closest to the Project) is shielded from view due to intervening slope between the road and development areas, direct views onto PA 1 would be available for a brief period from a portion of the road between Jimdora Way and Redondo Drive. Views here currently encompass a rural equestrian nature, looking down on slopes with disturbed native vegetation, dirt roads, a corral/exercise area, and old barn. This would be replaced with PA 1 residential uses, which would constitute a substantial change to this focused area. The extent of the change to the overall experience of moving along West Lilac Road, however, would be relatively minimal, and the number of recreational viewers along this road is anticipated to be relatively low, with attention divided between roadway activity immediately adjacent and potential views. Exposure to the Project is considered moderately low.

### **Residents' Exposure**

A substantial amount of local topographic variation (hillocks, hills, and drainages located on the larger hill forms) is present throughout the viewshed, and residential landscaping also provides frequent shielding of view elements, both from the home where the landscaping is installed as well as for adjacent structures. Approximately five existing homes are located on parcels across West Lilac Road and with potential views looking onto the exercise arena and barn area. Other existing residences are located along the eastern boundary of the property, east of Sullivan Middle School, where two homes are located east of Via Ararat Drive, with anticipated views up slope to future large lot residences in this area. This is a very low number of residents with potentially direct and close views. Other residences may experience views onto the site, but from additional distance and with other residential (or related) uses intervening, which may themselves block views. Therefore, not every structure encompassed in the viewshed limits has uninterrupted views to even a portion of the property. Regardless, where views exist, they can be expansive, particularly for the homes situated north of SR 76 at higher elevations than the Project site, and many of these homes are sited specifically to take advantage of open views. In such instances, views would be anticipated to encompass adjacent off-site developed and/or developing uses, and generally other portions of the site that would not be subject to change. Where residents in

the viewshed have long-term, stationary views, they are rated as experiencing moderate to moderately high exposure.

### 4.2.3 Existing Viewer Awareness

#### Motorists' Awareness

Although drivers on local roads may note Project-related changes, their primary focus generally would be on speed of travel and interaction with other drivers on the road, as well as attention to potential equestrian or bicycle users, domesticated animals, and the occasional wildlife sightings in this area. This, combined with both the relatively short duration of exposure time on the local two-lane roadways generally located within the Project area, and the number of competing visual elements in the shifting viewshed, is expected to lessen the importance of specific view elements for this group of viewers. Traffic conditions and competing visual elements would comprise an element of distraction from passenger views as well, but it generally would be less than for the driver. In these cases, passengers within the vehicle could be more focused on the passing viewscape. Although lessened in level of effect, any distraction at all, when combined with the relatively short duration for visibility, would result in the visual impact of specific view elements being less important for this group of viewers (e.g., less important relative to viewers such as residents, discussed below). Overall, motorists' awareness is assessed as moderately low. This condition is increased for the two roadways with the greatest number of travelers – I-15 and SR 76, even during peak congestion periods when the duration of views toward any given area may be longer. For these roads, the relatively brief potential for views, combined with the average speed of movement and the peripheral nature of the views, results in awareness being assessed as low.

#### Recreationalists' Awareness

As noted above, hikers/pedestrians may have a high awareness of the surrounding area and the available views, including views toward the Project parcels. While occasional or first-time visitors may not have expectations regarding potential views, regular visitors could wish to retain near and mid-range rural elements within the expansive views. The views toward the Project parcels are not currently natural however, as they encompass intervening uses (including a number of other single-family residences in the area) and often are at distance. They are also not sustained for long periods of time, as the trails twist and turn, varying the line of sight as the user moves along the trail. The changing focus of the recreationalists on these trails, combined with intervening uses/vegetation would be expected to lower viewer awareness of activity on the Proposed Project to moderate to moderately low levels.

Other recreationalists utilizing private recreational facilities such as the private golf courses in the area are expected to have low awareness of Project-related changes, as they are expected to be focused on the game at hand and interaction with fellow players in their group. Intervening uses/vegetation and competing visual elements within closer proximity to these facilities are expected to further reduce the overall awareness of recreationalists at private recreational facilities in the area.

Riders and hikers along local roads adjacent to the Project are assumed to be local—with all the expectations of local residents, as described below.



## Residents' Awareness

Although views from many homes may be substantially obscured or absent based on intervening structures or vegetation, based on past experience, where views to the Project are associated with existing homes it is assumed that residents will strongly prefer retention of existing conditions. Nearby residents are expected to be few in number but extremely aware of changes associated with Project implementation.

# 5.0 VISUAL IMPACT ASSESSMENT

## 5.1 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE

The following CEQA significance guidelines are from the County Guidelines for Determining Significance – Visual Resources (July 30, 2007), and were derived from the CEQA Guidelines, Appendix G, Environmental Checklist Form, as well as the County Guidelines for Determining Significance – Dark Skies and Glare (July 30, 2007, as modified on January 15, 2009).

They guide the evaluation of whether a significant impact to visual resources will occur as a result of Project implementation. A project will generally be considered to have a significant effect if it proposes any of the following, absent specific evidence to the contrary. Conversely, if a project does not propose any of the following, it will generally not be considered to have a significant effect on visual resources, absent specific evidence of such an effect.

1. The Project would introduce features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area by conflicting with important visual elements or the quality of the area (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, etc.) or by being inconsistent with applicable design guidelines.
2. The Project would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of the neighborhood, community, or localized area, including but not limited to landmarks (designated), historic resources, trees, and rock outcroppings.
3. The Project would substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from:
  - a public road,
  - a trail within an adopted County or State trail system,
  - a scenic vista or highway, or
  - a recreational area.
4. The Project would not comply with applicable goals, policies or requirements of an applicable County Community Plan, Subregional Plan, or Historic District's Zoning.

Significance Guideline 1 protects the existing visual character and visual quality by not allowing adverse changes or elements with high visual contrast. The guideline ensures that the existing community and/or neighborhood will maintain its particular character through conformance with applicable community plans and design guidelines. Any change to the existing visual quality is assessed based on the viewers' responses to changes in the character and quality of views of the Project site, and whether they would perceive the Project contributing to or detracting from the existing character and quality. These aspects of the Project are assessed by analyzing changes that would occur in particular "key" views, and viewers' responses to the changes.

Significance Guideline 2 addresses potential substantial damage to particular resources that represent or characterize a community or neighborhood. Loss or damage to one or more of these particular resources can change the visual character and may also degrade the visual quality. The effect of the change is determined by the viewer response to the changes, and the determination of significance is based on the assessment of both their response to the potential change, and the potential level of change to the existing visual character and quality.

Significance Guideline 3 is directed at potentially substantial adverse effects to scenic vistas and public vantage points available from roads, recreational areas, and trails. When vistas are important enough that highways and viewpoints are designated as scenic by the State or County (including RCAs identified in the County General Plan and applicable Community Plans), changes to the resources that compose the view could be significant, depending on the degree and nature of the change, and whether the view would be obstructed.

The documents listed in Significance Guideline 4 have been developed to maintain the visual character and quality of communities and neighborhoods that are regulated by the County General Plan or Zoning. Projects that substantially stray from County regulations may result in significant adverse effects, depending on the degree and nature of the variation.

Additionally, a Project may contribute to a significant adverse cumulative effect even if the Project itself does not cause a significant adverse impact.

With regard to dark skies and glare, the following thresholds are identified:

5. The project will install outdoor light fixtures that do not conform to the lamp type and shielding requirements described in Section 59.105 (Requirements for Lamp Source and Shielding) and are not otherwise exempted pursuant Section 59.108 or Section 59.109 of the County LPC.
6. The project will operate Class I or Class III outdoor lighting between 11:00 p.m. and sunrise that is not otherwise exempted pursuant Section 59.108 or Section 59.109 of the County LPC.
7. The project will generate light trespass that exceeds 0.2 foot-candle measured 5 feet onto the adjacent property.
8. The project will install highly reflective building materials, including but not limited to reflective glass and high-gloss surface color, that will create daytime glare and be visible from roadways, pedestrian walkways or areas frequently used for outdoor activities on adjacent properties.
9. The project does not conform to applicable federal, state or local statute or regulation related to dark skies or glare, including but not limited to the County LPC.

The fifth and sixth significance guidelines, which rely on the lamp and shielding requirements and hours of operation standards established in the LPC, have been determined to effectively reduce impacts on dark skies. The standards are the result of a collaborative effort from technical lighting experts, astronomers, and County staff to effectively address and minimize the impact of light pollution on dark skies. The standards were developed in cooperation with lighting engineers, astronomers, SDG&E, Palomar and Mount Laguna observatories, San Diego County Department of Planning and Land Use (now PDS) and Department of Public Works, and local community planning and sponsor groups. The LPC was written specifically to ensure that new outdoor lighting would have minimal impacts on astronomical observatories.

The seventh significance guideline relies on the light trespass restriction specified in the County Zoning Ordinance to effectively reduce impacts on dark skies. It also aims at reducing or eliminating light trespass into neighbors' yards and windows and/or into Guidelines for Determining Significance 14 Dark Skies and Glare adjacent habitats. As with the LPC, the light trespass requirements are the result of a collaborative effort from technical lighting experts, astronomers, and County staff to effectively address and minimize the impact of light pollution on adjacent properties. It should be noted that there is always some level of naturally occurring nighttime illuminance. For instance, the typical illuminance from moonlight is 0.03 foot-candle.

Coupled with artificial lighting in our 24-hour society, nighttime illuminance is typically higher than the naturally occurring prevalent level, especially in urban and suburban areas. Therefore, a project that will directly illuminate adjacent properties and contribute to a level of light trespass in excess of established foot-candle will generally result in a potentially significant impact. As specified in the Zoning Ordinance, the property line, as opposed to structures, has been chosen as the point where light trespass or unwanted light may affect a neighbor. These provisions of the Zoning Ordinance were adopted specifically to ensure that new outdoor lighting would have minimal impacts on neighboring properties.

The eighth significance guideline minimizes unnecessary daytime glare impacts to motorists, cyclists, pedestrians or individuals from reflected sunlight. With today's advances in engineering, non-reflective building materials can be used to minimize glare. Any new structure that uses highly reflective building materials may result in glare impacts and this should not occur. It should be noted that conformance to the LPC (Guidelines five and six) also limits nighttime glare from outdoor lighting and nonconformance may also result in glare impacts.

This ninth significance guideline directs consideration of the project's compliance with all applicable federal, state and local statutes and regulations including the County LPC or any other statute or regulation that may be applicable and has not been listed in this document. If such other statute or regulation is identified, the significance of a project's failure to conform to it would depend upon factors such as the purpose of the regulation or statute and the degree of that project's failure to conform to it.

## 5.2 KEY VIEWS

Analyzing all of the views from which a proposed project potentially can be seen is not feasible, and some potential views are in neighborhoods or areas not accessible to the general public. The selected key views (KVs) consist of photographs taken from public viewpoints and were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. Locations for key views were selected using the following considerations:

- Type of viewers and their sensitivity and exposure—views available to the public rather than privately available views due to access issues and the generally higher viewer exposure (a greater number of viewers makes the view more sensitive).
- Scenic status of local roadways and recreation areas where highly sensitive viewers may be present.
- The amount of time (duration) and/or number of times observers are exposed to the view.
- Breadth of the view—a more encompassing viewpoint generally provides a more realistic representation of commonly available views, and often includes multiple elements rather than focusing on a specific criterion.
- Depth of the view—a short distance may provide detailed views of one element, while an increased distance both includes more elements and makes them appear smaller and less detailed, although visibility may be affected by atmospheric conditions such as fog, smog, etc.

Based on these considerations and consultation among the visual analysis team, the Project proponent, and County staff, publicly accessible key viewpoints have been selected that most clearly display the visual effects of the Project from sensitive viewpoints. The selected key views discussed in the analysis are briefly described below.

More detail on the visual effects of the Project relative to its overall setting is provided in general text associated with Section 5.3 of this VIA, below. Refer to Figure 13 for the location and direction of these views on an aerial photograph. The themes indicated in the key view discussions are expanded upon in more detailed analyses in Sections 5.3, 5.4 and 5.5 of this VIA, and supported by the Project simulations presented in Section 5.3.

### 5.2.1 Key View 1

*Orientation.* KV 1 is located on West Lilac Road, east of Redondo Drive, south of the Project Site (see Figure 13 and Photo 13. Although this is a view available to vehicular travelers along West Lilac Road for only a second, this view looks northerly toward proposed PA 1, and was taken to expose the greatest amount of PA 1 area potentially affected by the Project available to viewers from the south. West Lilac Road provides a peripheral view to the western portion of the footprint for this planning area as experienced by motorists and cyclists/pedestrians along West Lilac Road, and also represents a view that may be briefly seen by a number of potential viewers traveling in both directions (this roadway currently carries approximately 3,110 ADT). This viewpoint is located at the proposed eastern entrance to the Project site (refer to Figure 4a).

*Existing Visual Character and Quality.* As shown in Photo 13, the existing view depicts typical topography and vegetation in this part of the southwestern portion of the Project site. The low-lying portion of this area forms a basin, flanked by hillsides on virtually all sides. This portion of the site is dominated by non-native grassland and coastal sage scrub vegetation. Visible built elements from this vantage point include the horse arena, two sheds and a barn structure. A dirt road extends from West Lilac Road down into the basin, hugging the western slope. The current setting is rural and equestrian-oriented in nature.

The grasslands of the Project parcels are notably different from the scrub/chaparral areas and on-site trees in texture, and color also varies depending on the season from tan to greens. Darker and generally

more “intense” greens are associated with the trees, and dusty greens are associated with on-site scrub/chaparral habitats. All the colors are visually “soft,” however, with topographic ridgelines and hilltops providing harder edged and dominant forms at the skyline. The more prominent hills of the area north of the San Luis Rey River and SR 76 are visible in the background. Although the view elements are disparate, they combine to create a pastoral view, with native and disturbed habitat, isolated structures, and clear equestrian/farm references.

*Proposed Project Features.* Project implementation would result in built features that would replace the currently pastoral nature of the site. Residences would be sited extending in loose alignments (i.e., not regimented in straight lines). Streets and slopes would intervene between the lot lines as shown on Figure 8a, and trees would be planted on both sides of the street as well as at top of slopes between lots. A large area of BOS would be sited west of the homes adjacent to the PA 1 entry road, with a storm water basin and a private pocket park containing an age-separated play area and picnic table also included. Although the residences would be sited below the south-facing north slope, contour grading would occur of the slope face to support construction of the road below. Modifications would extend up slope and over the current hilltop, removing the existing hilltop residence. Retaining walls also would be implemented as part of the Project in this area. A retaining wall would be located on the north side of West Lilac Road, extending along the southernmost PA 1 boundary approximately 700 feet east of the entry to the PA for approximately 160 linear feet. This wall would be approximately five feet high and would retain the slope below the road. It would, therefore, be below grade.

*Change to Visual Character and Quality.* As noted, Project implementation would place built features on currently undeveloped portions of the site. Views toward dilapidated equestrian facilities would be replaced with a compact arrangement of homes. Residences would be two-stories in height, and, as noted, grading would continue up slope and over the current hilltop, removing the existing residential use. From the off-site location of this KV, the character would change from a pastoral use to a compact residential development. While the landscaping, BOS and park/storm water basin area would provide visual “relief” from built structures, the focus would be on built environment rather than disturbed fields, a notable change in character. Implementation of downslope retaining wall on the north side of West Lilac Road is not expected to affect views from KV 1 onto the site.

The quality of the new view would increase the visual coherence and compositional harmony of this focused landscape as a whole – the hills would close around a uniform development pattern of single-family residences with associated consistent landscaping. The view would read as more intact, as it would be overall more developed and manicured in nature and would not have alternative encroaching elements. Arguably, the view would be less vivid, or memorable, than the existing condition. The iconic old barn in its disturbed field setting is considered more unusual and therefore more memorable to the viewer than a new residential development.

Particularly in the short-term, during construction and until Project landscaping has been completed, this would result in open views to disturbed ground and raw structures. Following establishment and approximately five to seven years growth of the Project landscaping, the Project would appear more established in its setting, with some trees attaining more visual maturity at approximately 10 years.

*Viewer Response.* Viewer response from this key view is expected to be adverse in the short-term overall. This would comprise a new built use different from the existing condition in an area largely viewed by residential neighbors and local residents along the roadway.

*Resulting Visual Impact.* The backdrop of the higher hills north of SR 76 would continue to be visible and would continue to provide visible ridgelines. Ultimately, the Project-installed landscaping would introduce a verdant note that currently does not exist. Specific product design has not been settled, but a residential palette for this area has been proposed that is expected to be typical/similar to the ultimate product relative to overall size, general color scheme, and amount of architectural detailing. Based on currently anticipated parameters, structures associated with PA 1 would be constructed in muted tones that reference soil tones (creams, browns, tans, and taupes) as well as incorporate natural stone, lap siding, gable accents, shutters, and/or board and batten elements, which may be visible from this KV due to its proximity. Roofs would uniformly be of concrete tiles, in reds, browns and dark greys. Structure façades would vary in terms of roof line orientation, use of porches/recessed front doors, numbers of gables, use of second floor balconies, etc. The variety in these elements would provide visual interest, and minimize monotony often associated with singular design patterns.

The high hills north of SR 76 would continue to meet skyline and would continue to provide existing views. In the end, the long-term visual effect of the Project from this key view would change from an undeveloped parcel to a recessed and localized residential development largely shielded from viewers along West Lilac Road and visible in a primarily peripheral mode to viewers looking north. Although the built nature of the Project would vary from the existing condition, it is not expected to demonstrate a character that is inconsistent with other residential uses in the overall area based on its being more dense than some of the large lot uses, less dense than developments such as those off West Lilac Road/Camino del Cielo intersection just to the west, and with such limited view availability.

## 5.2.2 Key View 2

*Orientation.* KV 2 is located north of the Project and illustrates a peripheral and short-lived view southerly from SR 76 west of the interchange with I-15 (see Figure 13 and Photo 18). Although extremely brief in duration, this is one of the routes anticipated to carry the greatest number of viewers. It looks through the San Luis Rey drainage vegetation, which would be expected to attract the attention of viewers (particularly passengers) on SR 76. SR 76 also contains a bike path and a planned trail along the north side of the drainage, so this view could be seen by non-motorized viewers moving at slower speeds, and with a potential ability to pause along the way.

*Existing Visual Character and Visual Quality.* The existing view captures a moment through the vegetation and to former agricultural areas and structures. The view is rural in nature. The fallow fields are brown in this picture, and the scrub-covered higher slopes provide deeper brown color in this late Spring (May) photograph. The riparian vegetation in the river is notably green and verdant compared to the north-facing slopes of the Project. Structures located on site in this northern area are visible, but not visually dominant. Drainages cutting south to north down the face of the slope introduce linear elements into the view.

*Proposed Project Features.* This view looks toward PA 3, an area of large-lot (minimum 5-acre) residences built to specifications by the future owner. Project structures would be sited within existing disturbed areas, with the naturally vegetated slopes remaining above. The design of the homes would be individual and would blend into similar individually designed and constructed large-lot/estate residences in the valley and adjacent hillsides. As the homes would be individually designed, specifics are unknown, but it is anticipated that they would include single- and two-story formats. As part of the pad development, the spine road extending east-west across the site and providing access to these pads would be installed, along with Collector Loop Road landscape including trees, shrubs and ground cover.

The northernmost portion of the Hillside Estate parcel is visible from SR 76; the majority of this large parcel extends south toward West Lilac Road, out of view from this KV location. The Hillside Estate parcel would feature one home, which could be sited out of view. Similar to the homes in PA 3, the estate residence would be individually designed to meet the owner's specifications, within restrictions provided by covenant in the deed (see additional discussion in Section 5.5.2, below).

*Change to Visual Character and Quality.* The Project would introduce built elements within Project boundaries, onto parcels that have historically supported low-growing crops, and visually extending current residential uses in the general area onto this portion of the Project site. The proposed pad areas are in a gently sloping portion of the site, and north of steeper on-site topography. Topographic changes associated with these relatively low-level pads would not be notable. The current view to the notable line of riparian vegetation along the San Luis Rey River would not be affected; nor would the scrub-covered higher slopes south of the residential area. The road extending east-west across the site, and providing access to these pads would be installed, along with the noted streetscape. This would introduce a new visual element to the site where briefly visible, a linear green element bisecting the pads to the north and south.

As noted elsewhere in this VIA, the change to the site would be minimally visible from this KV due to the very brief break in the riparian habitat associated with the river. Most views from SR 76 would be obstructed by the intervening riparian vegetation (see more on this in the SR 76 simulation, described in Section 5.3, below). From other areas, rooftops may be seen where structures extend above the riparian tree line (including within the Hillside Estate parcel) or are set back far enough from the habitat to be visible to elevated viewers north of SR 76. Regardless of their visibility, these large lot uses would be consistent with the character of the area. Seen as a group, the placement of individual homes within large lots, unified by the common streetscape, but iconoclastic as to structure and individually landscaped yards, would not demonstrate substantial on-site unity, although it would fit within the harmonious conglomeration of varied uses within the Bonsall area. It is expected to demonstrate intactness as it would place similarly lotted built uses on lower slopes, between the riparian corridor and higher scrub-covered hills, maintaining a break between the natural and man-made landscapes, but providing visual access to both. Because of its continuity with other built uses in the area, it is not expected to be particularly vivid. To the extent that it would be seen, it would be visually harmonious with other estate lots in the area, and not particularly memorable.

Given state law and the anticipated changes to CalGreen mandating incorporation of solar by 2020, it is expected that some of the Project electrical needs would be satisfied through on-site photovoltaic panels. Tile-look elements might be used, in which case there would be no difference between the solar generating element and the rest of the Project roofs. If panels are more traditional in nature, they could be visible to off-site viewers at higher elevations who are close enough to see detail on the roofs. These panels would most likely be placed on structure roofs oriented toward the south/southwest. During specific times of day, and if the viewer was in a specific viewing location, they could draw the eye. The reader is referred to Section 5.5.5 of this VIA for additional discussion.

Overall, the Project would read as part of the overall area development. The extension of residential formats onto this part of the Project would visually read as developed, but not inconsistent, with other off-site built uses.

*Viewer Response.* Viewer response is expected to be generally neutral. During the construction period, some disturbance to current field areas would occur. In the near-term, the area would appear

additionally disturbed. As noted previously, however, visual access to this location is extremely limited. The KV was chosen because of its location along a heavily travelled state route, and due to its proximity to the scenically important drainage. The area is, however, substantially shielded by existing vegetation, and generally would be seen in the nature of a peripheral peek view.

*Resulting Visual Impact.* Ultimately, PA 3 and the Hillside Estate parcel would extend built uses onto a portion of the site previously used for low-growing crops. Proposed residences would continue the visual pattern of large-lot residential seen in this part of the County. The existing riparian vegetation in the river drainage would continue to largely shield PA 3 consistent uses from off-site viewers.

The southern horizon line seen from this key view and views from the north in general would be unchanged by Project development, as would the majority of the seen view. The Project would not affect the views of nearby native habitat. Although the built nature of PA 3 would vary from the existing condition, it is expected to demonstrate a character from this key view that is consistent with some built elements within very near portions of the Project, as well as the development pattern visible in Bonsall overall.

### 5.2.3 Key View 3

*Orientation.* KV 3 is located on Flowerwood Lane just north of Limber Pine Road (see Figure 13 and Photo 20). Open views are available to PAs 2 and 3, as well as to the upper elevations of PA 1 and the Hillside Estate parcel. This location represents a relatively unobstructed “typical” view of the entire Project site available from limited roadways at higher elevations to the north of the Project site. Depending on home orientation, adjacent uses and nearby landscaping, similar views may be available from adjacent residences, the multi-purpose recreational trail located just north of the home in the foreground of the photo, and the Golf Club of California golf course generally located south and west of this location.

*Existing Visual Character and Quality.* Project field areas and the storage structure located near PA 3 can be seen in the background on the left side of the photo. The drainage features that drain the Project hillsides from the south to the north are visible on the left-hand side of the photo. The green lawns of the paddocks are visible as a linear feature beyond the residential development and landscaping. The north-facing on-site hillsides, as well as hills located south of the Project site are visible in the background, with the difference from on-site native scrub habitats and irrigated yards south of the Project being notable in terms of color variation. The varied and rolling nature of the hills to the south is clear, as is the expansive nature of views from the higher elevations of these hills north of SR 76. Specific details are not as notable as the breadth and depth of the view, but the generally undeveloped nature of the site is notable.

*Proposed Project Features.* The Project would retain equestrian uses seen as a green linear element, and place residential uses in PAs 2 and 3. The upper elevations of PA 1 within the undeveloped portion of the PA currently visible from this KV would be contoured and landscaped to the north of the proposed homes, some of which may also be visible over the top of graded slope. Areas currently showing as green (in the west) and tan (in the east) would contain residential uses of varying density. The connecting road from west to east would be landscaped for its length, and equestrian uses in the center north portion of the site would be retained.



*Change to Visual Character and Quality.* The Project would replace some of the visual open space (turf and former agricultural areas) with developed structures. The uses in PA 2, at the western extent of the Project would comprise a compact development area. Such development is not located within the view from this KV location, but is present in the area, including the Rancho Viejo development, residential uses off of Gird Road on Oakcliff Drive and associated streets, etc. Denser uses are also present, such as adjacent to Old Highway 395 south of SR 76. In the eastern portion of the Project, PA 3 would contain large-lot estate housing, described above for KV 2. Roof tops/structural elements of the northernmost line of structures of PA 1 may also be visible over the top of graded slope, as discussed in more detail in Section 5.5.1. If visible, they would be lower than the backing hills and would not be skylined. In brief, however, their mass would be diminished by not seeing the full structure, landscaping between lots and along the street located to their north (see Figure 8a), as well as distance from the majority of viewers. Views to these development types would be in keeping with the diverse character of existing Bonsall development.

The current view of the site has substantial visual coherence – the entire site appears farm-oriented and pastoral in nature. Project implementation would remove some of the existing visual elements and add varied residential uses to the setting. As such, it would decrease the existing compositional harmony of this focused landscape, and by inserting developed uses into the existing setting also decrease the existing visual unity. The site is removed from this KV locale and areas of like visibility, however, and such distance is actually required in order to see the overall expanse of the site (the viewer must be high enough, and far enough away to look down onto it and encompass the breadth of the site). As a result, the view also must encompass many other elements – the foreground between the viewer and the site, other elements above and below it, including the horizon hills and the San Luis Rey River vegetation, etc. As a result, it is the expansive nature of the view, and not the site locale itself, that lends memorability to this KV. Proposed Project elements, while visible, are not identified as determinative of the view memorability.

*Viewer Response.* Viewer response from this key view is expected to be adverse in the short-term overall. This would comprise a new built use different from the existing condition in an area largely viewed by community neighbors and recreational trail users with expectations of continued local views.

*Resulting Visual Impact.* As described above, Project implementation would result in changed conditions from the existing view seen from this key view. Also as described, however, it is the expansive nature of the view, and the variety of items seen, including the horizon hills and the San Luis Rey River vegetation, that make this KV an effective example of potential open views in this area. Potential site development would not affect the character or visual quality of views from this, or similar, locales.

### **5.3 ASSESSMENT OF VISUAL CHARACTER AND VISUAL QUALITY**

This section addresses overall changes anticipated to result to visual character and quality of the visual environment of the Project site and the Project viewshed based on Project implementation, and leads the reader into the detailed assessment of issues related to overall setting and Project effect, impacts to views from public viewpoints, and potential for view obstruction, that are detailed in the thresholds discussed in Sections 5.5 of this VIA. The discussion that follows provides an overall assessment that encompasses the site as a whole. A major overriding consideration of this following analysis is, therefore, the visibility of the site overall, as well as the magnitude of the changes within it.

Relative to the nature and quality of recognized and valued views, the reader is reminded that the primary valued view elements in the area consist of massive topographic elements that encompass this community and generally slope toward the San Luis Rey River Valley. This latter feature also provides a primary visual element in the community, and is notable from slopes both north and south of it, providing a linear feature that supports substantial riparian vegetation (as well as SR 76) through the lower valley. Native vegetation elements also are important elements of the setting, as stated in plans and as set aside in numerous RCAs in the Project vicinity. Finally, rural context is identified as important, as demonstrated by large lot uses, horse properties, and agricultural endeavors.

Although surrounded by numerous roadways and associated (existing or planned) bike/pedestrian paths, direct views onto the property from these locales are: (1) largely constrained due to intervening topography or other built uses or (2) attenuated by distance. For instance (and as analyzed under focused significance thresholds in Sections 5.5.1 and 5.5.3, below), the closest roadway to the Project is West Lilac Road, which trends east-west south of the site and actually abuts portions of the Project's southern boundary. Of the approximately 4.4 miles of West Lilac Road between Old Highway 395 and its western terminus at Camino del Rey, West Lilac Road provides views into developable portions of the Project (e.g., at the Hillside Estate lot, at the entry into PA 2, and at the furthest western extent of PA 2) for less than approximately 2,000 feet. Sections of the road where it's particularly curvy are posted for 30 mph. Assuming this lowered speed for an approximately 1,500-foot portion of roadway with potential views into PA 1 would result in a view duration of approximately 34 seconds. This potential view would be most open from travelers headed eastward (as it would be generally slightly over the shoulder/behind travelers moving westerly). The view would be available for longer duration to those walking, biking, or horseback riding along the road. For all viewers, the view into the Project would be generally peripheral, and only a portion of the view available as they move along the roadway; with larger views encompassing homes to the south, slopes in all directions, and (potentially) additional traffic/users along the road. As detailed throughout this VIA, other roadways/trails would be at greater distance, include intervening view elements, and/or be blocked from view of Project built elements altogether by intervening off- or on-site views. RCAs described below do not have visual elements associated with them, and/or would be unaffected by Project development.

Potential for view obstruction is restricted due to the location of Project developed elements at generally lower locations within the Project. These are also topographically lower than valued off-site view elements to the north and south from off-site view locales.

It is noted that the Project does not require a GPA or re-zone (it is considered consistent with both planning categories). Similarly, there is no existing Specific Plan associated with the site. As such, it is not strictly necessary to consider private views within this document. In an effort to provide a complete and conservative analysis, however, this evaluation does include assessment of private views as they would be affected by the Project.

Due to distance of most viewers and associated view elements in those more distant views, the Project is not expected to provide a prominent visual feature from any potential view locale besides the portion of West Lilac Road described above.

As described throughout this report, views from SR 76 and West Lilac Road are largely unavailable. Other local scenic roadways similarly have obscured views as described in the focused threshold in Section 5.5.3, below. These include roadway segments designated in the County Scenic Highway System (I-15 from Escondido city limits to Riverside County Line, SR 76 from Oceanside city limits to I-15,

Mission Road from SR 76 east to Reche Road, Camino del Rey from SR 76 to Old Highway 395, and Gird Road from its intersection with SR 76 north to Reche Road) as well as roads identified as unique and important elements contributing to the rural character of Bonsall in the Bonsall Community Plan. These include Camino del Rey from SR 76 to its terminus at Old Highway 395 (also noted above), Old River Road from SR 76/Mission Road to the intersection with Camino del Rey, Olive Hill Road from its intersection with SR 76 to the Community Plan area boundary, and West Lilac Road from Camino del Rey to Old Highway 395. I-15 is also additionally discussed focused threshold in Section 5.5.4, below. The portion of the site potentially visible from I-15 would be the eastern most locale, with a sliver of the large lot development area.

Specific design elements related to layout, massing and scale, architectural detailing, etc. are detailed under the focused threshold in Section 5.5.1. Brush management would result in minimal visual effects not associated with the primary development footprint – it would occur adjacent to consolidated development footprints associated with PAs 1 and 2, be incorporated into the completely consistent large lot uses in PA 3 and the Hillside Estate lot, and be located along Project roadways, where thinning activities would be counter-balanced by more notable visual elements of Project streetscape. Characterizations of architectural detailing are shown in Figures 5a and 5b, with the limited amount of perceivable detail (due to distance of most viewers) depicted in simulations discussed below.

Relative to the site itself, to provide a baseline perspective, it is noted that the Project site encompasses approximately 1,372 acres, and currently contains visually low-intensity uses associated with equestrian activities or field uses. The Project proposes new and compact residential lots (PAs 1 and 2) on approximately 134 acres of the property, and large lot/estate uses (total of 15 homes) on a combined total of approximately 178 acres. Even when both types of uses are combined, this is a total of approximately 23 percent of the site that would vary from the low intensity uses of continued equestrian focus and BOS. This does not take into account the fact that the large lot/estate uses would be very low density, with 14 minimum 5-acre lots, and the approximately 24-acre Hillside Estate lot being a single lot. The latter two categories, therefore, would not comprise uses that would introduce focused new density to the site. Those changes would be restricted to the PA 1 and 2 uses, which comprise approximately 10 percent of the site, and generally would not both be visible at the same time to the same viewer given their on-site locations with PA 2 located in the northwest portion of the property and PA 1 largely located in the central south and separated by on-site terrain. Relative to off-site viewers, the site is shielded from many viewpoints due to the variation of terrain within the Bonsall community, as well as the presence of intervening structures and mature vegetation. Viewers from appropriate elevations and locations to the north of SR 76 could have views to both PA 2 and the rooftops/upper portions of PA 1; and viewers looking into PA 1 from the south would not see PA 2 due to slopes that separate the two. The consolidated nature of the proposed Project footprint similarly restricts areas from which potential visual impacts could be significant.

It is also noted that the above acreages are conservative in nature relative to visual assessment. Roads are at ground level, native habitat largely constitutes a continuation of existing conditions, and parks generally are comprised of landscaped uses, which do not have the same kind of visual effect as vertical structures. Because the compact vertical built structures are the most notable elements of the Project that would contrast with the existing setting, it is relevant to understand their percentage of the Project. Approximately 56 net acres would be developed with compact residential lots, and 120 net acres would be developed with large lot/estate uses, for a combined total of 13 percent of the site containing new residential structures. This is also a somewhat conservative percentage as the large lot/estate uses

would not be expected to cover the property in built structure – large proportions of those lots would be likely to contain landscaping.

As described in Section 5.2 above, focused locations into/onto the site from which views would be most likely are represented by KVs 1 and 3. In order to document potential visual effects related to Proposed Project implementation, simulations were created to exhibit projected Project conditions. The purpose of simulations is to provide the reviewer with a reasonably accurate projection of future conditions based on Project-related changes to current views. The simulations provide future snapshots of specific locations with likely vegetation and maturity shown both immediately following construction and installation of landscaping, as well as at a visual maturity level of 10 years after installation. The simulations are based on Project uses, lot locations and sizes as shown on Figures 4a through 4d, architectural information currently available (Figures 5a and 5b), and the palette of possible plant varieties provided in the conceptual landscape plan (Figures 8a through 8f), of this VIA.

Figures 15a, *Key View 1 – Existing Conditions*, 15b, *Key View 1 – Simulation at Opening Day*, and 15c, *Key View 1 – Simulation at 10-year Vegetation Maturity* combine to illustrate changed conditions from this closest view point to the Project. Opening day shows the most notably different view. The horse ring and barn structure, as well as the existing on-site knoll-top residence and some vegetation along an existing access road have been removed. Figure 15b depicts opening day development, with open sight-lines to residential uses and shielding by landscaping being minimal due to its recent installation. It also illustrates how developed uses would be set down from the viewer in this location. The slopes that generally rim West Lilac Road and shield the overall Project site from roadway views are seen to both the left and right edges of the photograph, framing the area of the site that can be seen. The simulation illustrates placement of homes along rising elevations, generally following underlying topographic patterns (rather than mass grading a flat lot). Also clearly depicted in the simulation are retained open areas (detention basin), slopes located between structure lines, and the level to which the Project does not obscure the ridgelines to the north and northeast that provide the backdrop to this view. In Figure 15c, the maturity of vegetation after 10 years is evident. The site appears “greener,” is clearly more established, and some density is shielded from sight due to vegetation massing.

Figures 16a, *Key View 2 – Existing Conditions*, and 16b, *Key View 2 – Simulation Showing Line of Development Obscured by Existing Vegetation* combine to illustrate existing and future conditions from the typical key view location along SR 76. Both the existing and future condition illustrate the density and robust nature of riparian vegetation associated with the San Luis Rey River in this area. As shown in Figure 16b Project grading/construction associated with PAs 2 and 3 are expected to be shielded by this vegetation. If, as previously discussed for the peep view to the Project that currently exist just easterly of this locale based on prior vegetation removal during Caltrans SR 76 improvements, vegetation does not close in over that locale, exceedingly brief and passing views would be available from SR 76 to PA 3. Individually designed homes would be sited on minimum 5-acre lots, with iconoclastic varied landscaping and the areas closest to viewers on the northernmost lots being restricted to equestrian uses. This would be completely consistent with other large lot uses in the general area (and would constitute substantially larger lot uses than generally pertain to the north of SR 76).

Figures 17a, *Key View 3 – Existing Conditions*, 17b, *Key View 3 – Simulation at Opening Day*, and 17c, *Key View 3 – Simulation at 10-year Vegetation Maturity* combine to illustrate changed conditions from a typical more distant location and with elevation that allows for open views toward the Project. The existing view from this locale illustrates the expansive nature of views possible from elevated locales north of SR 76 toward the south. Higher mountains constitute the horizon line to the south, with some

hilltop and slope development south of the Project property, which is located from the southern edge of the river, and extending up slope to the visible developed areas. The irrigated fields of the westernmost pasture are visible south of the river, but the majority of the existing equestrian uses are obscured due to their location lower in the valley and “behind” riparian vegetation. The higher southern steep slopes that face north are visible as a darker line swath of slope and intermittent scrub habitat. Figure 17b shows a typical level of visibility to PA 1 homes from elevated positions north of SR 76 where the viewer could look across and down to Project rooftops. Although a number of lower homes (trending down-slope to the south) would be blocked from view by intervening Project structures, insertion of consolidated developed uses into the area would be noticeably different. PA 2 homes also are visible on the right-hand side of the simulation, located on the flatter development pads south of, and above, the river. Although both development areas constitute a change from the current view, they are not skylined. Rather, they would lie mid-slope and at toe of slope. The steep natural slopes south of both PAs that would constitute part of the Project’s substantial open space set aside would be retained and continue to provide an impressive swath of undeveloped area north of (beneath) the off-site development located to the south of the Project. The development pattern appears visually similar to that of surrounding this northerly viewer, and constitutes only a portion of the expansive view seen from these viewpoints. Figure 17c continues these general themes, although Project development would be additionally increasingly obscured by the more mature vegetation.

The following discussion provides analysis of which Project elements would be seen, and the effect that visibility could have on area character and visual quality. Specific assessments of the significance of these anticipated changes pursuant to County thresholds of significance are contained in Sections 5.5.1 through 5.5.5, below.

### 5.3.1 Assessment of Visual Character

*Existing Condition.* The visual character of the Project site and surrounding area encompasses visually diverse forms, including numerous hills, valley and ravine areas, and intermittent hilltop development. The area is topographically diverse, with north- and south-facing slopes to the river valley forming a regionally important topographic and visual feature. Higher hills and peaks are also notable to the south for viewers from the north. Mountains in the area – some east of I-15 – anchor the rolling hills of the immediate Project area, with the Merriam Mountains reaching 1,388 feet in height, Lancaster Mountain reaching 1,485 feet in height, and Monserate Mountain reaching 1,567 feet in height. The lower valley slopes and floor and lower hills contain rural residential uses (varying lot sizes and some large animal keeping areas focused on horses). The I-15 and SR 76 transportation corridors provide notable linear industrial elements. Within this larger setting, the Project provides parcels containing limited residential uses, expansive equestrian facilities, open space associated with past crop cultivation or resulting from fire destruction of prior on-site groves, and large swaths of native habitat.

*During Construction.* The Project would change the composition of the visual pattern in the existing on-site setting. During Project construction, construction-related activities would visibly contrast with on-site existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including raw soil; newly graded building pads and cut or filled slopes; construction-period fencing; construction equipment; and construction materials stockpiling and storage. Particularly applicable to close-in viewers, the Project geotechnical report (GeoSoils Inc. 2015) notes that there is potential for rock crushing to occur on site during Project construction so that oversize rock can be reduced in size. While its use would be relatively short-term (during and immediately following potential

blasting activities on site), the crusher, and trucks transporting rocks to and from the crusher, would provide an additional industrial note that is currently absent from the Project site.

Viewers (residential, recreational, and transportation oriented) in the surrounding area may have views of the grading and other construction elements as described above, although existing vegetation and intervening topography and structures may block views. This would include potential users of pathways through RCA 12 in the portion of the San Luis Rey drainage abutting the Project boundary. As the viewer's distance from the site increases, grading would not be distinctly visible. As a result, mass grading would not substantially impact views from further distances.

There would be some loss of Diegan coastal sage scrub and non-native grassland habitats on site, both of which have strong visual characters – the scrub is iconic in this area and is located on high (and therefore often visible slopes on the Project site), and the non-native grassland is extremely responsive to seasonal fluctuation (providing strong greens to yellow/cream tones depending on time of year).

*End of Construction.* Project landscaping would be installed immediately following mass grading, with actions taken to address potential storm runoff, as well as to minimize views to raw soil. Hydroseeding or installation of shrubs and ground cover would be implemented, as appropriate. Either of these approaches would address construction-period views to raw soil. The entry planting, interior roads and manufactured slopes also would be planted as final, or “finish” grading is completed for each area in order to provide a visual amenity for viewers of the Project and the greatest amount of vegetation maturity in the shortest period of time. Specific lot planting would occur on a rolling basis as homes are developed and readied for sale.

This would lessen adverse visual impacts of raw slopes as noted above, as well as views to vertical construction (new buildings), ending with general vegetation/shrub maturity being attained in approximately five to seven years after installation. Oaks, comprising part of the conceptual landscape plan because of their iconic California nature, are slow to mature and are not included within this general category of plants reaching visual maturity within five to seven years. While street trees and internal landscaping, when mature, would help to buffer the homes from views to the Proposed Project from off site, soften sharp edges, unify the Project, and obscure Project lighting effects, this would not be the case in the short-term.

*Maturity.* In the long term, Proposed Project elements would change portions of the visual character of the Project site from a pastoral site with disturbed vegetation to single-family residential uses interspersed with visual open space (park areas, equestrian paddocks, BOS). Project retaining walls visible to off-site viewers would be limited in extent. As described in Section 5.2.1, a five-foot-high retaining wall would be constructed approximately 700 feet east of the entrance to PA 1 for approximately 160 linear feet; this wall would be down slope from the viewer on West Lilac Road, and therefore not visible outside the Project. Two additional retaining walls would be visible to passersby – both at the existing entrance to the property across from Camino del Cielo. Retaining walls extending up slope from West Lilac Road into the Project would be briefly visible as they pass by this entry street. The wall on the west side of the street would be approximately 550 feet long and range in height from 2.4 to 3.5 feet. The wall on the east side of the street would extend along the entrance road and east along West Lilac Road for approximately 300 feet, with a total length of 935 feet. The portion of the retaining wall extending along West Lilac Road would range in height from 2.3 to 4 feet. Along the east side of the entrance road, the retaining wall height would range from 2.3 feet at the intersection with West Lilac Road, to 9.7 feet at the northern end of the wall. As shown on Figure 7, retaining walls in entry areas

would feature textured surfaces with darker brown earth tones and alternating faux stones, with colors and materials selected to be consistent with the Bonsall Design Guidelines. This treatment would render the wall architecturally interesting rather than industrial in nature. Additionally, the entrance area would be landscaped with a mix of trees, shrubs and ground cover, which provide vegetative shielding. Other walls would be two-to-three foot retaining walls (garden walls) associated with Lots 1, 29, 30 and 31 in PA 1. These would be internal to the Project and would not affect the built nature of PA 1 for off-site viewers.

Moving beyond isolated or small-scale elements; more geometric forms and rectilinear lines, and hard textures would be visible on the site due to Project development. As opposed to the “individual” nature of currently abutting development, the Project would present more uniform structures of similar heights and mass within a more compact footprint. These areas, however, would be focused in nature, with many views to the site remaining similar. Approximately 61 percent of the site would be retained in BOS in the south central and eastern part of the Project and higher slopes where either prior grove areas would be reclaimed as native habitat or such habitat already exists and no changes would occur. Other views would encompass retained equestrian uses. The equestrian history of the Project site would be clearly referenced. Retained paddocks and horse facilities would provide a center piece to the Project. Where new residential uses are included, they are either not highly visible due to their consolidated footprint (PAs 1 and 2) or somewhat recessed nature (PA 1) or would be wholly consistent with large lot/estate residential in the area (PA 3 and the Hillside Estate lot).

On an individual pad/structure basis, and where West Lilac Road abuts the property line, PA 1 would vary from the closest uses to the south, which generally have been individually designed and landscaped, and set into larger lots. The overall change would be most visible/noticeable from the expansive views available from areas surrounding the Project site that are higher in elevation and encompass the on-site hillsides and valley in their visual context related to surrounding properties. In these more distant views, the clustered residential footprint would be minimized by the much larger open space area. Residential lots in PAs 1 and 2 combined comprise approximately 10 percent of development within an approximately 1,372-acre site; with the rest given to ancillary, equestrian, park/open space or large-lot/estate residential uses. Overall, therefore, the density and massing would be generally consistent with the community as a whole.

In sum, therefore, although the visual character of the site would change from existing conditions, Project development would be generally consistent with the relative scale of development in the area. The most vertical and developed portions of the project, the residential uses, would not result in new dominant visual elements within the larger viewshed (including from area RCAs, as described under focused threshold discussion in Section 5.5.3, below). This is due to their location generally low on the property, the consolidated footprints, and/or because of their consistency with other large-lot/estate residential uses. A substantial amount of the site would remain in a visual condition similar to existing conditions, or have elements continued (e.g., the landscaped road trending through the heart of the equestrian uses would continue to the east). Character compatibility, therefore, would result from footprint minimization of new elements, retention of existing elements, and the overall diverse nature of the Bonsall community in this area in general. The scale and contrast between the proposed development and the surrounding area would not be dominant in views toward the Project site as the greatest number of viewers would either be looking toward the Project from the north (across the river valley, and with substantial intervening uses), or from the south, from which vantage points a large part of the southern project boundary would remain exactly the same.

### 5.3.2 Assessment of Visual Quality

*Existing Condition.* The visual quality of the Project site and surrounding area within the landscape unit is moderate in terms of visual unity. Existing residential uses generally have a visual pattern of varied tract, rural, semi-rural and estate homes with varied lot sizes. Commercial uses are interspersed with residential and school uses along West Lilac Road, and a mobile home park is located at the eastern extent of Dulin Road. The intactness of the area currently is moderately low due to competing visual elements of the natural and built environment that encroach upon each other and the variety of residential types. The site setting is also not very vivid itself from most vantage points due to larger, competing and intervening visual elements (highways, the San Luis Rey River vegetation, more proximate landscaping, intervening homes, etc. as well as the expanses of on-site native vegetation). The expansive nature of views in the area, however, combined with visible site topography combine to result in a moderate rating.

*During Construction.* The visual quality of the Project site would be affected during the construction phases of the Project. Where views area available to the site construction areas, they would include grading and construction activities, reduction in existing vegetation, presence of construction vehicles and workers, and storage of building materials. These elements, while short-term, would further reduce the existing moderately low intactness of the site during the construction period due to the introduction of additional visual contrasting features, such as raw soil, newly graded building pads, cut/fill slopes, construction fencing, construction equipment and construction materials stockpiling and storage. As noted, there is also potential for rock crushing to occur on site during Project construction so that oversize rock can be reduced in size. While its use would be relatively short-term (during and immediately following potential blasting activities on site), the crusher, and trucks transporting rocks to and from the crusher, would provide an additional industrial note that is currently absent from the Project site. Viewers would be exposed to these construction-related elements, which would encroach into the existing visual pattern of the site for the duration of the construction period. Project construction would reduce the existing moderate level of unity of the site as well because the contrasting elements would disrupt the existing on-site visual pattern. The localized high level of on-site vividness also would be reduced because the western end would be subjected to construction activities, which could draw the viewer's eye.

*End of Construction.* Although landscaping, when mature, would buffer the homes from views to the Proposed Project from off site, soften sharp edges, and unify the Project, this would not be the case in the short-term. Until the shrubbery/fast growing trees reach a level of visual maturity (in approximately five to seven years), and the overall planting scheme reaches visual maturity (within approximately 10 years) short-term visual impacts would be adverse but localized.

*Maturity.* The Proposed Project would include a variety of structures, which would be visible from surrounding roadways, trails, and residential uses. Some views also would be available from areas encompassed within the extensive RCAs located northerly of SR 76. These RCAs (e.g., Rancho Monserate Creek) encompass roads and associated development that would support viewers. Rancho Monserate Creek extends south to incorporate Flowerwood Lane, a location for which a typical key view (3) has been identified, as described above in the initial Section 5.3 discussion. Current views off site from these northern RCAs are not pristine, and include abutting and intervening development between the locations and the site. Similarly, the San Luis Rey River area, encompassed within the larger San Luis Rey/Mission Road RCA, is located along the drainage as well as extending into developed areas and along roads (e.g., Mission Road), with immediate views to disturbed and developed uses. The site is not



visible from numerous locations within these areas, as described for the roadways within them. Regardless, the focus of these RCAs on biological resources, combined with the amount of surrounding development that would intervene between the viewer and the site, minimize any visual effect to these locations or notable alteration to existing visual quality. Trails within the San Luis Rey/Mission Road RCA that trend close to the Project are additionally addressed in Section 5.5.3.

Excluding only the equestrian elements and BOS, however, the Project site would “develop” approximately 312 acres within a viewshed of 34,069 acres (less than one percent [0.009 percent] of the viewshed). From the north, the location with the greatest number of viewers, the site would be in the middle ground or background of expansive views toward the south. A broad mix of residential development is currently visible from these areas, as are elements of SR 76 and minor associated commercial uses. As a result, it is anticipated that the Proposed Project would continue the visual patterns of development of the river valley and retain existing levels of unity. The visual intactness of the area similarly would not be reduced in the long term because the Project, as a whole, would not substantially contrast with surrounding development and visually, would be an extension of existing patterns, as described above. The Proposed Project also would not substantially change the vividness of the area in the long term because views to the river valley would not be obstructed, nor would views the surrounding hills. The Project would not introduce new dominant elements that would obstruct views of these features for off-site viewers. In the long term, the Project site’s visual quality would not be adversely affected by the Proposed Project.

## 5.4 ASSESSMENT OF VIEWER RESPONSE

*Existing Condition.* The majority of sensitive viewers with the potential for direct views onto the Project would be along West Lilac Road. Those with highest exposure (number) are motorists and passengers. Although winding and often interrupted by intervening landform, expansive views from throughout the viewshed, and closer, more detailed views of the Project site are available from area roadways, with subsequent exposure combining to create a moderate rating. Residents within the viewshed have high sensitivity to changes and although most views would be distant or blocked, can have high exposure because where views exist they are static in nature and can be long in duration. The combination of these elements results in an assessment of moderately high exposure for those with open views. Combined with sensitivity, this results in a moderately high level of anticipated viewer response. Recreationalists at public trails with existing views of the Project site (including those located within area RCAs) are assessed as having moderate sensitivity to changes and moderate to moderately low viewer exposure based on the small portion of the expansive views constituted by the Project site and the relatively low number of viewers with exposure to them. Recreationalists using private facilities such as golf course amenities in the area are not considered sensitive due to their focus on within-golf course action and their distance from developed portions of the Project.

*During Construction.* Overall, viewer response during the construction phase would be greater compared to the post-construction condition because grading activities, construction equipment, and materials storage/stockpiles may be visible from public roads, homes, and public trails within the Project viewshed. Such changes are typically noticeable by all viewer groups (i.e., motorists, residents, and recreationalists) because of the visually disruptive and contrasting elements that are introduced into their viewshed for the construction period. It is again noted, however, that this is a comparative review and there is still a relatively low level of visibility to specific areas of the site due to intervening uses (particularly from the north), as well as substantial distance for many viewers. Distance is also relevant to visitors to most area RCAs. Combined with anticipated focus on biological resources within the RCAs,

sensitivity is considered generally low. Relative to the area where the San Luis Rey/Mission Road RCA abuts the Project, trails have not been implemented and existing viewers are not anticipated.

*Completion of Construction and Maturity.* Following construction, viewer response would vary depending on the viewer group, although the focused Project features would initially be more noticeable by all viewer groups because they would be new elements in the visual environment. They would also be more visible for the initial period following construction when Project landscaping has not reached maturity and achieved the intended screening effects. Motorists would continue to be the largest viewer group in proximity to the Project but would have restricted view availability due to the river vegetation from north of SR 76 and would be expected to have the highest response with high sensitivity and high exposure specifically where they are adjacent to the Project. Residents throughout the community also could have a high viewer response, as they are expected to be highly sensitive to changes from the existing condition and can have high exposure given the static nature of their viewpoints. Although the generally low visibility to the site would be expected to minimize adverse response (as would response from viewers at lower elevations, sited further away (such as locales north of SR 76), or whose homes are oriented away from the Project), it is expected that existing nearby residents located on slightly elevated lots to the south (three to five homes) and abutting the eastern boundary (two homes) could be highly adverse. Recreationalists would be expected to have moderate viewer response generally due to distance (immediate visual access to the site from a future trail along the south side of the river in the RCA is not yet publicly available), interruption of views and consistency of Project features with adjacent uses.

## 5.5 DETERMINATION OF SIGNIFICANCE

This section addresses the projected changes to the visual environment based on the County significance guidelines and provides a conclusion for each specific guideline.

### 5.5.1 Significance Guideline 1: Contrast with Existing Visual Character and/or Quality by Conflicting with Important Visual Elements or the Quality of the Area, or by Being Inconsistent with Applicable Design Guidelines

#### Project Design and Development Features

##### Site Design and Layout

The Project would add residential use areas and associated park and internal road upgrades to an existing equestrian property. Approximately 15 percent of the site would be retained in equestrian use, and approximately 61 percent of the site would be placed into permanently preserved BOS. Residential lot uses over all would be located on approximately 23 percent of the site; with 13 percent being comprised of large lot/estate housing in PA 3 and Hillside Estate categories. Biological set-asides, Project landscaping, and retained equestrian uses would comprise notable elements of the Project.

Figures 2 and 18a, *Existing Site Topography*, provide baseline topographic information for the site, and Figure 4a provides a site plan for overall use area locations and their relationship to each other within the site. Figures 5a and 5b depict conceptual architectural design for PAs 1 and 2 and Figure 6 depicts boundaries of the permanently preserved open space on site. Landscape elements (planting locations, park areas and the conceptual plant palette) are depicted in Figures 8a through 8f.

The Project property contains sloping valley floor and foothills, with development areas located on that sloping valley floor and limited adjacent hillocks. Residential lots would be grouped to limit the impact footprint and provide areas of open space and retention of on-site visual resources, including existing equestrian facilities and native habitat as noted above, as well as steep hillsides.

The highest and therefore most visible Project slopes would be retained in open space, or the approximately 24-acre lot proposed for a single residence under the Hillside Estate category. Larger lots (PA 3) are proposed for the eastern portion of the development area where sloping terrain is located between the river and higher areas of natural vegetation. These would provide a transition area to the BOS to the east and south, while providing low density uses with minimum 5-acre lots. As noted, the area of future Hillside Estate is proposed at the southeast boundary, east of Sullivan Middle School. This would blend seamlessly into the large-lot single-family housing areas located to the east of the Project (the two homes intermixed with nursery uses off Via Ararat Drive and beyond).

Implementation of PAs 1 and 2 would result in the most notable change between existing and post-Project visual conditions. These areas would cluster homes into two areas on site, creating a notably developed setting in what is currently disturbed habitat with scattered equestrian uses (PA 1) or pasture (PA 2). It would not, however, be inconsistent with other development within the community, which ranges from large estate lots to attached housing and apartments. An example of more dense uses in the immediate vicinity is just off Camino Del Cielo (Bonsall Park, Ascot Park Meadows), across West Lilac Road from the current entrance to the property.

Relative to visibility from West Lilac Road, PA 1 would provide the most open views, as detailed for KV 1 in Section 5.2.1, above. Views to PA 2 from West Lilac Road would be extremely limited. For travelers moving west, views to PA 2 would be blocked by the hillside rising north of the road at the current Project entrance. The potential for views onto the PA would not arise based on topography until the road reaches the river drainage and turns southwest towards an intersection with Old River Road. At that point, the viewer would have to turn to look back to the right to see the westernmost extent of the Project. This would be “best case” (see Photo 14 for how limited the existing view is for eastbound viewers) and is considered generally unlikely. As indicated in Photo 14, even eastbound viewers currently have an extremely limited opportunity to look toward existing turf in the vicinity of the turn. The development footprint would be set back further to the east, as shown on Figure 4a. Other views onto the property from West Lilac Road could occur at the Hillside Estate parcel, which would contain one residential use on approximately 24 acres, a very low-density feature. Where West Lilac Road drops away to the south, other views from private lots and small access points toward the southern Project boundary would see the existing condition of slopes and native habitat.

Excluding the brief but open view to PA 1 described in Section 5.2.1, potential views onto the Project site would be accessible from points north of the Project, as detailed in the discussions of Photos 18 through 22. From these points, views would be expansive rather than focused, would tend to include numerous intervening elements such as trees, other vegetation or structures, and also would incorporate other elements within the viewshed to either side of the Project, which would combine to minimize the visual impact of change on the Project.

Overall, the Project would extend visual patterns associated with development in the surrounding area onto the Project site. Taking the retention of substantial existing view elements into consideration, as well as the limited visual accessibility from the south, and the distance and competing view elements in

views from the north, Project development overall would be visually consistent with the existing surrounding viewshed.

Grading and blasting may be required in order to prepare pads for residential development. This also could expose raw soil. This would be treated with standard hydroseeding and landscaping as part of Project design, but also could expose broken rock that (without treatment) would not appear aged for a substantial period of time. For this Project, this is not assessed as a significant adverse change because notable light-colored outcroppings are already located in surface locations throughout the high hills (see, for example, Photo 13), and because residential dwellings and landscaping would be expected to cover these areas at build out.

### **Architectural Design**

Relative to consistency of design with the overall Bonsall Community Plan, the Plan is clear that the current community contains primarily estate and rural uses outside of the village and that the community aspires to continue a similar mix into the future. The Project site, which is large in size, contains estate and rural residential lot sizes, as well as equestrian uses, and approximately 61 percent of the site would be in permanently preserved open space.

Residential uses in the area near the Project are primarily one- to two-story structures, and often of California ranch design, although there is additional variation. As so many homes in the area have been built by individual owners to their own specifications, there is not a single or unified architectural theme within the Project area. There is, however, adjacent tract housing with very uniform lot size and placement of homes within smaller lots as noted above (see the immediately adjacent Cielo Del Mar, across West Lilac Road from the entrance to PA 2), as well as the afore-mentioned mobile home park just off site on the Project eastern property line.

Conceptual architectural design is described in Section 2.2.1 and shown on Figures 5a and 5b. The Project would provide architectural styling that is appropriate to the underlying topography; i.e., designed to minimize footprint relative to the number of homes while providing an individual identity. The homes would be two-story in PAs 1 and 2; with projected architectural diversity based on varied structure footprint (floor plan) and detailing relative to structure facing, window style and surrounds, roofs, etc. Landscaping elements would soften structure edges from both at-grade and views down toward the site with shrubbery and tree canopies. Equestrian rail fencing would be visible at both Project entries from the south, referencing the equestrian history of the site and the nature of surrounding uses.

The specific goals and policies, as listed in Section 2.5.2 of this VIA, provide standards directly applicable to visual resources in the Land Use, Circulation and Mobility, and Community Open Space Elements; including sections addressing Community Character, Residential Land Use, Community Conservation and Protection, Scenic Routes, Resource Conservation and Management, and the Community Open Space Plan. The Project is consistent with each of the elements, as described in Section 5.5.4, *Compliance with Applicable Goals, Policies, or Requirements*, below. Overall, however, the balance between the more intensive uses, consolidated into clustered areas that are largely visually minimized on site in comparison with the open space and equestrian/estate lot uses, is consistent with the Community Plan. The reader is referred to Section 5.5.4 for detail.

Existing on-site elements retained as part of the Project include the cluster of historic structures in the equestrian portion of the project, as well as equestrian facilities (paddocks and barn/shade structures with red roofs) that are visible from off-site locales to the north.

Overall, the Project would construct or retain structures that would be compatible with the existing varied visual character and would be consistent with the visual quality of the neighborhood.

### **Massing and Scale**

As discussed above under Site Design and Layout, the Project proposes to group residential lots to limit the impact footprint and provide a large area of BOS. As a result, residential lot sizes generally would be smaller than those at surrounding residential development and absent design considerations, there is the potential for the development to contrast with the relative scale of existing surrounding development. The Project incorporates several site design features to reduce massing effects.

First, as detailed above, by grouping homes, large areas of open space would be provided. Single-family residences would be two stories with a maximum height allowed by zoning of 35 feet. Current designs for structures range from 26 to 29 feet in PA 1 and 27 to 30.5 feet in PA 2, both with some areas of additional chimney projections. These are well within the zoning limit.

While PA 2 would be located in the lower slopes and generally shielded from the south (including from close-in RCA areas) by topography and from the north by robust riparian vegetation in the San Luis Rey River drainage, grading associated with PA 1 would modify part of an existing knoll, and place homes on lots climbing from a recessed basin to near top of slope. The upper portions and roofs of some of these homes would be visible from certain higher elevation viewing locales to the north following landscaping reaching visual maturity (see Figure 17c). As depicted on Figure 17, this would include areas of visibility from the RCA areas to the north that encompass built areas, trails and roadways with views to the south. Their mass would be diminished by not seeing the full structure, landscaping between lots (see Figure 8a), as well as distance from the majority of viewers. Relative to landscaping, as shown, trees would be located between lots, as well as along Street B, which trends along the slope north of PA 1. Because these homes step up the south-facing slope, depending on specific location, visibility (from the north) to structure mass south of the northern homes would additionally be shielded by intervening homes. These structures also would be downslope from higher on-site topographic elevations, which would minimize their scale. Finally, it is noted that where visibility exists, these homes also would be seen against a backdrop of off-site hills and development south of the Project, and as part of an expansive view (again, please see Figures 17b and 17c), which would tend to minimize their visual effect. All of these design considerations help to reduce massing effects associated with this residential community.

From the south, the closest viewers would be passing by the Project via West Lilac Road or (with more extended views of the Project) be sited immediately to the south of West Lilac Road (a limited number of residences with views onto the property). As noted above, of the approximately 4.4 miles of West Lilac Road between Old Highway 395 and its western terminus at Camino del Rey, West Lilac Road provides views into the Project where development could occur for less than approximately 2,000 feet. This visibility would occur at four locations. Two of these locations would not provide substantially varied views. These two areas include the area east of Sullivan Middle School where a viewer looking north immediately west of Via Ararat Drive could have a potential view to the single residence on the Hillside Estate lot located approximately 750 feet away (which would be consistent with adjacent uses in

the immediate vicinity) and at the current entrance to Ocean Breeze Ranch (which would provide access to the Project and PA 2, and also would be generally visually consistent with the current ranch entrance. The brevity of views to these two areas, combined with their consistency with existing conditions, results in potential visual impacts related to variation in massing and scale being assessed as less than significant.

Two locations would provide views into more dense residential uses than are currently available from this section of West Lilac Road. At the far western extent of the Project (west of Camino del Cielo as shown on Photo 15 of this VIA), approximately 200 feet would provide potential for brief views encompassing the westernmost extent of some PA 2 Project development for eastbound travelers (more than westbound, who would have even briefer opportunity to view the Project before it would be “behind” them). Development would be approximately 1,500 feet distant from the viewer in this area, and a perimeter road with streetscape trees would be located between the off-site viewer and the Project. The extremely limited nature of views to the developed portion of the site (in both time and extent, and the planned presence of the streetscape, combined with the extensive views to open space associated with the river closer to the viewer, render potential massing and scale visual impacts less than significant.

Although still limited, the greatest exposure to developed Project elements for viewers from the south would be at the area abutting PA 1, where views could be obtained from a limited number of homes and for approximately 1,500 feet along West Lilac Road into the Project. In this area, homes would be built on the valley floor and up the south-facing slope of a hill feature within the Project, and slope modifications would be required on site to accommodate the entrance road. The modified slope containing the access road would be revegetated, and (other than the road) would not demonstrate a “built” appearance. Development of PA 1, however, would provide built structures different in scale and massing from the existing valley/slope setting, which currently contains a barn and equestrian work-out ring. It would not, however, substantially conflict with massing or style of the surrounding community. Residences in this Bonsall neighborhood range from single-family homes on large lots to substantially denser and attached residences (along Camino del Cielo within 0.7 mile westerly of PA 1). Many of these homes, regardless of style or lot size, are closer to West Lilac Road and without the topography that screens the PA from so many specific directions. In addition to being set back from the road itself, the perimeter access road also would be sited at the southern edge of PA 1. This road would have streetscape that would additionally provide some screening of PA 1 structures, while orienting the homes so that they trend in lines and providing intervening rows of streetscape trees in generally north-south lines along PA 1 internal roads, which also would obscure some elements. The perimeter landscaping, combined with the slight structure setback and overall consistency of residential features results in PA 1 being noticeable, but less than significant relative to mass and scale.

The remainder of the south-facing Project boundary where views could be obtained onto Project slopes would show uses consistent with current views, or would show native habitat where some fire damage has destroyed prior crop uses.

Project landscaping would ultimately provide screening of some elements of residential development and screen others, thereby reducing perceived massing. Shrubbery and some fast-growing trees would be largely visually mature within five to seven years, with the overall Project landscaping being visually mature within approximately 10 years. Landscape species consistent with the existing character of the Project area would be planted along the perimeter of and within PAs 1 and 2, along Project roadways, along stormwater basin edges, and within park and recreation uses (see Figures 8a through 8c and 8e).

Upon maturity, such landscaping would visually screen and soften views of the vertical development and would interrupt and visually soften structure massing effects of the homes.

Taking just two examples, trees chosen (e.g., sycamore) for Project main roads are iconic California trees often seen within ranching and farming areas, with strongly developed canopies. Within the neighborhoods, the Brisbane box is common within southern California town areas, where the “bushiness” of the canopy can be encouraged and the beauty of the trunk bark can be enjoyed. Shrub massings would augment ground cover below the trees.

Overall, the density and massing are assessed as different from the existing condition. To the extent that the more dense structures of PA 1 would be seen to surmount the slopes they are located on and be visible from the north, the massing would be different from other structure massing in views toward the site. As noted above, however, it would be relatively limited in horizontal extent, and would be softened by streetscape and inter-lot landscaping, as well as being seen against a backdrop of higher topography and other built elements. Views toward this area also would be likely to encompass retained equestrian facilities north of PA 1 and substantial open space on on-site hilltops to both the east and west. From the south, as noted above, proposed housing would fit within the variety of home size and styles currently present in this portion of the Bonsall community. The access road would provide a streetscaped perimeter feature that, combined with intervening topography to the east and west, would additionally provide some screening of PA 1 structures. The perimeter landscaping, combined with the slight structure setback and overall consistency of residential features results in PA 1 being noticeable, but less than significant relative to mass and scale.

As seen from the north, PA 2 structures (located low on the Project’s westernmost sloping terrain, generally would be seen from higher elevations, which would reduce their apparent mass. The PA 2 structures, where not obscured by river vegetation, would also be encircled by perimeter landscaping and seen against a backdrop of a substantial on-site hill. Where PA 3 residences would be visible, they would read as large lot uses with spaced structures (each lot is a minimum of 5 acres in size), a meandering road, and idiosyncratic landscaping. They would not substantially differentiate from the spaced uses associated with the current equestrian, farm and maintenance structures currently located on eastern developed portions of the site.

Taking all of this into account, the Project is assessed as generally visually consistent with this portion of the Bonsall community as a whole. Implementation of the Project grading pattern and associated development areas, therefore, would not change the relative scale or massing of development in the overall area. These structures and slopes would not result in any new visual elements within the viewshed that outweigh (dominate) those already visible.

### **Community Identity Fencing and Retaining Walls**

No sound walls or fire walls are required for this Project (see the Project Noise Report [Louden 2016], and the Project Fire Protection Plan [FireWise 2000, Inc., 2015]). The Project would contain identity/privacy fencing and several retaining walls as part of Project design. These would be located in some visible areas and are addressed below.

#### *Community Identity Privacy Fencing and Walls*

A variety of privacy fences and/or walls would be implemented throughout the Project. Design sketches and locations are shown on Figure 7.

Overall, fencing would provide a non-solid barrier, which would stop cross traffic, but allow visibility to uses. Equestrian split-rail fencing would visually reference the area's equestrian ties. This type of fencing would extend along the east side of entry streets to PAs 1 and 2. Open view fencing would be located between lots in PA 1. This would be perpendicular to off-site viewers and would be part of the overall development footprint of PA 1. These fences would not exceed 6-feet in height, would largely be obscured by the two-story residential uses they separate, and also would be shielded by some landscaping. Wood screen fences would be located within PA 3 uses along the east-west connecting spine road. The material (wood) would be rustic in nature and some landscaping also would be located between the fencing and the road (see Figures 7 and 8c).

Between the south edge of PA 2 uses and the linear park, masonry privacy walls and open view fencing would be used to restrict access from that public facility to the residential uses. These features would not be visible from off site, as they would be located between the structures and the steep slope rising to the south. On site, they would be visible only to users visiting the site following Project implementation, and also would be largely shielded by landscaping (see Figures 7 and 8b).

The variety of fencing and solid walls mimics the different design scenarios found on properties under different ownership, would minimize the perception of a large-scale single-format development as they change in style within PA. The different styles and full extent of these fences and walls could not be seen at one time from any one vantage point.

#### *Retaining Walls*

To maximize park and recreation area footprint, while minimizing extent of Project grading overall, a series of retaining walls is proposed for the Project. The preliminary lengths and heights of these walls are shown on the Project Preliminary Grading Plan.

At the entrance to PA 1, a retaining wall on the north side of the West Lilac Road, along the southernmost PA 1 boundary, would be constructed approximately 700 feet east of the PA entry for approximately 160 linear feet. This wall would be approximately five feet high and would retain (support) the slope below the road. This retaining wall would be below grade and not visible to off-site viewers.

At the entry to PA 2, retaining walls would extend up slope from West Lilac Road into the Project. These walls would be briefly visible on each side of the entry street (extending in the street's line of direction) as viewers pass by this entry street. Although lengthy (approximately 550 feet long on the west side of the street and approximately 935 feet on the east side of the street and north side of West Lilac Road, extending east along West Lilac Road for approximately 300 feet), the walls on the west side of the street and along West Lilac Road would only be four feet or less in height. The walls would be textured with darker brown earth stones alternating faux stone accents and would be lower linear features that would merge into the landscaping and equestrian fencing provided at this entry. On the east side of the entry street, the wall would range from 2.3 feet in height at its most visible location near West Lilac Road, up to 9.7 feet in height at the northern end of the wall. Although the height of the proposed retaining wall is atypical for the Project area, the proposed treatment would render the wall architecturally interesting rather than industrial in nature, and the area would be densely landscaped to provide additional vegetative shielding and visual interest.



Other walls would be approximately two-to-three foot retaining walls (garden walls) associated with Lots 1, 29, 30 and 31 in PA 1. These would be internal to the Project and would not affect the built nature of PA 1 for off-site viewers.

### **Consistency with Applicable Design Guidelines**

The proposed Site Plan demonstrates consistency with design policies contained in the County General Plan COS Element and the Bonsall Community Plan, including Bonsall Design Guidelines, as appropriate. Setbacks, density, building size and massing, lot coverage, and relative scale also would be guided by local zoning regulations. The reader is referred to detail provided in Section 5.5.4 (Significance Guideline 4) of this VIA for analysis of policies and guidelines that specifically relate to visual issues. In brief, the Project complies with applicable goals, policies, and requirements as identified in Section 2.5. This is also discussed in more detail relative to the RPO ordinance under Significance Guideline 2 of this VIA.

### **Perceived Contrast Summary**

As described above, viewers traveling along West Lilac Road would have brief but available views into the Project at four points (the eastern corner next to Via Ararat Drive, at the entrances to PAs 1 and 2, and at the far western extent of the Project where the western-most uses near the property line as the road turns southwest). The most notable change would be the location of PA 1, where grading would modify the existing condition to create residential pads, and 144 new homes would be constructed. Although the development would be notable and direct views would be available, they would be fairly limited in duration and extent. This would be due to the limited stretch of road from which the PA would be visible (approximately 800 feet), the fact that most viewers would be moving through the area along the road rather than experiencing static views, and the small number (approximately five) homes in the vicinity with potential direct views into the site. Farther along West Lilac Road, at the entrance to PA 2, the Project would improve an existing roadway. Changes from the existing condition would be noticeable (retaining walls, equestrian fencing, and revised landscaping) but would be perpendicular to the traveler along West Lilac Road and quickly passed. Viewers heading north on Camino Del Cielo may pause, but their attention is likely to be on cross traffic as they enter West Lilac Road. From the far western extent, as noted, westerly travelers would not experience the view as it would be over their shoulder (behind them). Easterly travelling viewers could be focused on the road curve but could see a brief peek view into the Project over a fence and through existing river vegetation. This would be of extremely short duration and generally not in direct line-of-sight.

Other residential viewers abutting Project property lines off West Lilac Road would see very little change from existing conditions or routine area uses. At Via Ararat Drive, two homes would look onto a single large estate lot. Further to the east, some roads/homes have views to more northerly portions of the site. The primary on-site use visible from those vantage points would be PA 3 large-lot residential and retained equestrian facilities, with PA 2 in the far distance. Whatever development pattern is used for the Hillside Estate and PA 3 homes and surrounding landscape (irrigated yard, private orchard, native vegetation), it would be consistent with other immediately adjacent views. In the area south of the property line where West Lilac Road falls away from the property boundary, private homes would have views onto BOS portions of the property. Similarly, from the far north-eastern property line adjacent to the mobile home park and future park off Dulin Road, the north-facing slopes of the Project hills would be left intact. No Project-related change would occur.

Where visible from the north along public roadways or private homes, specific elements of PAs 1, 2, and 3 may be identified, as described above in this VIA. Contrast with the existing condition, therefore, may be noted. These views would be at distance, however, north of the San Luis Rey River and from, or beyond, SR 76. Excluding SR 76, which trends all along the river in a generally east-west direction, roads in this area are generally winding, and located along hilly terrain, with the roads following increases and decreases in elevation. Views typically are along narrow-street corridors framed by ornamental trees, cut slopes, or homes, and generally would be absent or fleeting in nature. The nature of the roads also results in requiring the driver's focus on the roadway, and a frequent shifting of a viewer's viewscape. Nonetheless, as shown in the off-site photos, it is possible to obtain direct views to the Project. Also as shown in those photos, distance, intervening topography and landscaping, and other uses combine to minimize the importance of Project elements relative to the expansive nature of these views and the incorporation of view elements from valley bottom to horizon line to sky.

As demonstrated in the above analysis, the Project has incorporated a number of design measures to ensure that the off-site viewer's experience is overall consistent with the character and quality of the area. These measures include varied (i.e., not repetitive and monotonous) structure styles that incorporate rural design elements, inclusion of large lot residential formats, and consolidation of residential uses into smaller footprints – thereby allowing for retention of equestrian facilities, and large amounts of open space (parks, BOS). Landscaping known to perform well in San Diego County and to be consistent with the community would be installed. As a result, the distant viewer would perceive a land use different from the existing condition, but consistent with the diversity of the Bonsall community within the viewshed.

Taking all these factors into consideration, although implementation of the Project would represent a change from the past, the combination of all new and retained Project elements, in conjunction with its setting so largely screened by dense riparian vegetation, would result in less than significant effects on area character or quality following Project buildout and vegetation maturity. They would, therefore, result in less than significant impacts under Guideline 1.

Short-term visual effects would be related to potential staggered buildout throughout the development and the short-term period of time following installation prior to landscaping maturity. These impacts would relate to the combination of raw valley and slope soils during the construction period, the potential presence of rock crushing activities (with the industrial appearing crusher) and other construction equipment moving about the site, and increased lighting being visible immediately following Project construction. (In the PA 3 portion of the site, raw soil associated with construction grading would largely be consistent with past property views to raw soil, as this area historically has been subject to various agricultural activities/seasonal cropping.) While notable, it is noted that these effects would be taking place in focused locations of a very large site, approximately 61 percent of which would be retained in open space, and a substantial portion of which would remain in equestrian uses.

Where residential uses would be implemented, vegetation maturity of shrubs and fast-growing trees would be visually attained in approximately five to seven years, with overall visual maturity at 10 years. Over the course of the construction implementation, raw soil would be covered with Project improvements, and street trees and internal landscaping would buffer the homes from views to the Proposed Project from off site, softening sharp edges, unifying the Project, and softening Project lighting and glare. Also, as depicted in the Project photo-simulations, the level of opening day vegetation, combined with the large amount of open space retained on site and the distance of most viewers from the clustered development areas, results in less than significant short-term adverse visual impacts

immediately following construction. These short-term adverse visual impacts to the Project site's visual character associated with Project construction would be less than significant pursuant to Guideline 1.

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

Whereas the discussion in Section 5.5.1 addressed overall visual effects related to Project implementation and whether or not the Project would fit visually into the overall valley community, this analysis looks at specific on-site elements and whether they constitute valued visual elements in the on-site views. The Project would retain historic on-site structures. No identified visual resources such as unique topographical features have been identified, but it is noted that rock outcroppings on site generally would be retained in the approximately 61 percent of site acreage retained in BOS, and would continue to provide view elements, along with the notable amount of coastal sage scrub retained on site. The analysis below addresses potentially visually important trees, sensitive vegetation, and on-site steep slopes.

#### **On-site Vegetation**

As shown on Figure 10, there are very few areas of potentially important trees on site. No trees are identified heritage trees. There are areas of coast live oak woodland and riparian species, however, which are prized both for their biological value and visual aspects. The Project has historically included substantial areas of Diegan coastal sage scrub, although large portions of these areas burned during the December 2017 Lilac Fire. The surface area of coastal sage would be even larger following Project implementation as areas that were previously in agriculture would be either allowed to pass into scrub habitat or be actively rehabilitated and restored to contain Diegan coastal sage scrub. Therefore, no adverse visual impact would occur.

#### **Overall Topographic Modification and RPO-protected Steep Slopes**

As described throughout this VIA, the northern portion of the site slopes gently toward the San Luis Rey River and the bottom of the valley to the north. Within the site, elevations rise west to east, and north to south. Slopes begin to rise noticeably at the approximate mid-point of the property in the western half and can be precipitous in the southern and eastern portions of the site. Substantial areas in the eastern portion of the site contain slopes exceeding 25 and 50 percent gradients. The existing topography is shown in the Resource Protection Study Focused Steep Slopes Analysis on Figure 8, *Project Slope Analysis Exhibit*. The increase in elevations and intensity of the rise is easily seen and the locations of slopes ranging up to 25 percent slope, from 25 to 50 percent slope, and from 50 to 400 percent slope, are shown.

The Proposed Project would require approximately 1,900,000 cubic yards of balanced cut and fill, substantially in support of proposed structure pads and Project roadways. Some of this grading would occur into what are categorized as steep slopes.

County-protected steep slopes are addressed in the County Hillside Development Policy and RPO. Protected steep slopes are defined as natural slopes exceeding 25 percent slope with a vertical rise of 50 feet or more in elevation. Approximately 402 acres meet the definition of steep slopes under the County's RPO; which comprises approximately 29 percent of the Project site. The locations of these slopes are shown on Figure 18, *Steep Slopes Encroachment*, and are relevant to visual assessment. This

figure also depicts proposed encroachment into these slopes, which comprises approximately 17 acres, or four percent of the site steep slopes (and less than two percent of the Project) overall. As shown, many areas are outside the development footprint, and would be preserved in their natural/existing state.

As indicated above, the reason these slopes are considered for protection by the County is because, separate and distinct from engineering issues related to slope which are addressed in building and safety codes, RPO steep slopes can be important components of an area's visual character. In this context, land forms that are considered significant visual features include those slopes that meet the definition of RPO steep slope lands and are both visible and visually notable and interesting (i.e., unique) topographic features. Significant landforms draw the viewer's attention and provide primary elements in the viewer's memory of the viewshed. These are the elements noted as "vivid," or memorable, in the County Guidelines. These types of topographic features are therefore generally comprised of large rock outcrops, peaks and/or promontories. On the other hand, non-unique visual features may meet the RPO steep slope definition relative to gradient and minimum rise but can "fade" into their surroundings. These specific locales do not present as being unique or memorable on their own.

Steep slopes that provide important components to a particular view are provided protection. Some exceptions may be made for roadway/utility alignments and -- where a project is a conservation subdivision and development is consolidated by design, additional encroachment may be permitted if project review demonstrates that the Project is a least impactful design option.

### **Important Baseline Information**

Visual context is critical to this evaluation. As can be seen from Figure 18, the areas of potential encroachment primarily would be associated with PA 1. Also as can be seen, a substantial area of steep slope that would not be touched by the Project at all is generally located between the potential viewer from West Lilac Road and the disturbance area. The steep slope areas that would be impacted are located between elevations of approximately 250 and 360 feet amsl in most locations and between 350 and 420 feet amsl in another. The intervening topography closest to the potential off-site viewer, however, ranges up to approximately 420 feet amsl, rendering the areas internal to the site generally downslope from the viewer. The one area of steep slope ranging from 350 to 420 feet amsl is offset to the east, and generally out of line-of-sight (e.g., around the corner) to a viewer in the vicinity of the KV 1 location.

Also, it is noted that the impacted areas are generally smaller and disconnected elements of steep slope, rather than connected to larger, contiguous steep slopes (including notable and often connected sections of areas reaching or exceeding 50 percent slopes as noted above) that are generally located at increasingly higher elevations and can be visually dominant.

Referring to Figure 18, approximately 96 percent of all on-site RPO steep slopes (approximately 386 acres) would not be affected by Project development. The steepest on-site slopes, those above 50 percent grade, are primarily located within proposed permanent open space set aside in the southerly portions of the Project. These are also the most visible slopes, seen from off-site locations toward the Project, as well as the most visually abrupt slopes. The rest of the site's steep slopes are located within proposed development areas and must be evaluated for conformance with the RPO and associated visual effects to those slopes resulting from Project implementation. As stated above, a detailed Steep Slopes Analysis has been prepared for the Project and is provided under separate cover.

A brief summary of that report's conclusions is provided here, with the reader referred to that report for full detail.

### Summary of RPO Conformance

Overall, the great majority of Project lots (approximately 96 percent of all on-site RPO-steep slopes) comply strictly with the RPO, largely due to consolidation of development areas onto flatter portions of the site. This is true for all residential lots in PA 2, the majority of PA 1 lots, and all the built equestrian uses. Areas of steep slope on the PA 3 and Hillside Estate lots largely would be preserved by protective covenants recorded against the lots, resulting in steep slope encroachment for these lots complying with the RPO encroachment allowance. This ultimately results in steep slope areas impacted by lots exceeding RPO limits dropping to approximately 1.6 percent of the total on-site RPO steep slopes (all in PA 1).

It is noted that two on-site features may be characterized as topographically and visually "unique" and therefore specifically worthy of preservation under the RPO. Both of these significant landform features would be preserved, and are located within area identified for permanent open space in the eastern portion of the site.

The Project clusters development away from portions of the site documented to contain sensitive and valuable biological, archeological and/or visual resources. By focusing development within selected, concentrated portions of the site, the Project site plan allows for the preservation of approximately 61 percent of the site (which also contains the majority of on-site prominent steep slopes) as a permanent biological preserve. This provides substantial visual "relief" from built elements.

Although Project design would successfully avoid the great majority of areas with steep slopes, it is not feasible to completely avoid all areas. Within the Project's areas classified as steep slopes, the proposed site plan would grade approximately 4 percent of the on-site RPO steep slopes, and would include areas associated with road/utility placement and residential lot encroachment (both the residential lots themselves and HOA planted slope lots located between Project roads and residential lots).

Section 86.604(e)(2)(bb)(ii) provides that local private roads and driveways that are necessary for primary or secondary access to the portion of the site to be developed on lands of less than 25 percent are allowed provided no less environmentally damaging alternative exists. Specifics of the Project compliance with this exemption are provided in the Project Steep Slopes Analysis. In general, however, and specifically relevant to visual effects, Project roads and utilities within them have been planned to:

- Replace existing on-site paved or dirt road disturbance where possible,
- Take the shortest path with the smallest width of footprint elsewhere (e.g., in the short stretch from West Lilac Road to PA 1), and
- Otherwise to "hug" the development perimeter (minimizing the visual "spread" of development).

Therefore, for the purposes of visual evaluation, the areas exempted from slope protection for purposes of roadway construction and associated utility installation are limited in extent. Scattered throughout developed portions of PA 1 and aligned along a primary existing entrance road in PA 2, they would often be visually obscured by other Project elements such as structures and landscaping. It is also noted that

62 percent of the slope impacts associated with roadway improvements would undergo remedial grading and landscaping, resulting in ultimate retention of these slopes as (not notable, but certainly noticeable) visual features.

Finally, as previously described, remaining steep slope areas potentially affected by lot development would be located within PA 1. The mapping of steep slopes indicates nine separate, non-contiguous areas totaling 6.4 acres. RPO Section 86.604(e)(2)(cc) provides that encroachments greater than the percentages defined by the RPO may be permitted, "provided no other less environmentally damaging alternative exists."

In order for Project grading to provide correct drainage for both PA 1 and PA 2, and only to the extent necessary in order to provide proper surface street and sewer drainage throughout PA 2, it is necessary to propose raised pad grades within this planning area. This requires the import of fill material from elsewhere on site. To accomplish this, it is necessary to perform a cut grading operation within PA 1, which would generate export material that can be transported to PA 2. Steep slope areas within PA 1 are partially or entirely located within 64 residential lots. In this area, there are nine separate, non-contiguous areas located within a larger area of non-steep slope, and from which the areas of RPO steep slope are visually indistinguishable. They do not comprise "unique" landforms that would draw the eye, since the majority are somewhat separated from contiguous reaches of steep slope and generally "fade" into their surroundings with no notable peaks or skylining elements. The affected features are not the most prominent, memorable, or visually interesting peaks or ridgelines within the Project viewshed.

Nonetheless, the potential for avoiding these areas was evaluated. Avoidance of these areas would result in creation of 2:1 cut slopes surrounding each avoided area. These individual areas are all in some level of proximity to one another, although not contiguous, and not visually notable. Avoiding two or more areas adjacent to each other would result in avoiding both the individual steep slope areas, as well as lands separating them. The cumulative effect of taking such a design approach throughout PA 1 would be a land plan which expands the protection of individual, focused, steep slope areas into a plan that contains a large, visual "donut hole" in the middle of the planning area. This is addressed in the Project Steep Slopes Analysis. In summary, however, avoidance of the noted PA 1 areas would result in potential loss of developable area (translating to approximately 102 lots, approximately 71 percent of proposed housing) within the general footprint of PA 1, along with an associated reduced cut quantity available for PA 2 and reduction of at least as many lots within PA 2.

It is noted that PA 3 was preliminarily reviewed for potential as a source for the soil required for PA 1. Taking soil from there was rejected due to the more visible nature of the PA 3 slopes (greater number of viewers and from more locations) than PA 1, which is far more restricted in terms of numbers and locations of viewers. In addition, this area contains biological and cultural resources that the Project preserves in place. No other locations would have been feasible to draw soil from, since the remainder of the site would either be maintained in equestrian use as existing pasture areas or the existing equestrian center or set aside as open space to preserve cultural resources, biological resources, and rock outcroppings.

Potential to distribute these homes elsewhere on site also was reviewed. This is also considered less environmentally preferred as it would increase the development footprint. This could additionally encroach into area currently set aside for permanent open space, and is therefore anticipated to result

in greater potential impacts to biological, cultural, and visual, resources.<sup>1</sup> Additionally, since both the provision of visual open space and preference for lessened encroachment into steep slopes are considered for the same reasons (consistency with community character), the relative visual “weight” of the effect of development versus retention of untouched slope was considered. The value of additional on-site open space area is weighted more heavily in this evaluation. This is because the patches of south-facing PA 1 steep slopes that would be encroached upon are visually isolated and do not provide large expanses of steep slope area (such as south of PA 2, or in the eastern portion of the Project area). The reader is referred to Steep Slopes Analysis Figure 10, *Consistency of Slope View from West Lilac Road*. Comparing the areas of steep slope sited within the south-facing slope in Figure 18 with the slopes depicted in that picture (or with Photo 13 of this VIA), it can be seen that the areas that are calculated as RPO steep slopes based on pitch and height do not stand out as different from the rest of the non-steep portions of slope. The area is currently seen as a small basin that is more interesting for the equestrian elements it contains (an old barn, an old work arena) than the topography. Potential memorability relates more to the built elements than the slope. It is aesthetically pleasing, but this slope is neither notable nor topographically unique. As such, it does not attain the RPO goal of preserving unique landforms, and avoidance would result in greater adverse effects to biological and visual resources relative to encroachment into/loss of BOS set aside by the Project.

These substantial impacts to Project design and associated resources are contrasted with loss of a small amount of indistinguishable “steep slopes” (approximately 1.6 percent of all on-site steep slopes). Therefore, the current proposed site plan represents the best viable site plan and no less environmentally impactful version exists.

As noted above, RPO Section 86.604(e)(2)(cc) notes that additional encroachment into steep slopes may be permitted when a clustered development pattern is used “in order to avoid impacts to significant environmental resources that cannot be avoided by other means, provided that no less environmentally damaging alternative exists.” In this instance, the Project has clustered PAs 1 and 2, rather than extending residential development throughout non-steep slope areas of the site, in order to retain a larger amount of area in equestrian uses, as well as open space set aside to preserve cultural resources, biological resources, and rock outcroppings.

This is also consistent with the Hillside Development Policy goal of flexibility and creativity. Physiographic features of public significance are considered to be the highest on-site slopes with the greatest visibility to off-site viewers and notable rock outcrops. These areas would be preserved under the site grading plan in open space. Also consistent with Policy I-73 and of visual importance, native plant communities would be expanded into some areas previously used for agriculture (burned during the 2017 Lilac Fire) and by planting native and naturalized plants in disturbed areas; and street trees would soften views to buildings. Site development would intensify two consolidated areas of development (PAs 1 and 2), with resultant minimization of overall grading footprint and associated minimization of the overall significant visual impacts. Portions of the consolidated impact areas additionally would be substantially screened through retention of natural topography and/or Project landscaping. Taken as a whole for the issue of visual effects, this would result in the overall best potential use of the site.

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<sup>1</sup> Although not primarily a visual issue, there are also emergency response issues associated with trying to move homes out of the tightly clustered locale. Early Project planning pursuant to GP Policy S-6.4 identified that consolidated locales for Project homes needed to be sited in the western portion of the Project in order to comply with the County General Plan Safety Element and Consolidated Fire Code for emergency vehicle access and dead-end road restrictions.

In summary, development of the Proposed Project would not remove on-site valued visual elements. Areas where on-site steep slopes have been identified through detailed engineering review are generally isolated, and visually minimized by adjacent and contiguous acreage of steep slopes which would not be removed or changed by the Proposed Project. Substantial Project slopes would remain as they currently are. The Project's compact design is consistent with General Plan policies and the RPO, and the Subdivision Ordinance, resulting in the most efficient use of environmentally sensitive lands rather than standard design that could develop additional non-steep slope land to the detriment of other on-site resources.

For purposes of visual evaluation, the areas exempted from slope protection for purposes of roadway construction are overall limited in extent. Scattered throughout developed portions of PA 1 and aligned along a primary existing entrance road in PA 2 and the eastern extent of the Project, they would often be obscured by other Project elements such as structures, with substantial portions of road-related slope impacts undergoing remedial grading and landscaping. Lot encroachment exceeding the RPO is similarly restricted, to small areas in PA 1 that do not visually differentiate from surrounding non-steep slopes. The amount of encroachment would conform to standards specified in the RPO for clustered development. As a result, no significant visual impacts are identified relative to encroachment into RPO steep slopes pursuant to Guideline 2.

### **5.5.3 Significance Guideline 3: Substantial Obstruction, Interruption, or Detraction from a Valued Focal and/or Panoramic Vista**

The following analysis discusses views from local scenic highways and other public roadways, as well as existing and proposed trails and recreation areas in the viewshed. The analysis is focused on potentially substantial adverse effects from travelways or public trails/recreational areas to particular scenic vistas.

#### **Scenic Highways and Other Public Roadways**

Five roadway segments that are designated in the County Scenic Highway System are located in the vicinity of the Project: I-15 from Escondido city limits to Riverside County Line, SR 76 from Oceanside city limits to I-15, Mission Road from SR 76 east to Reche Road, Camino del Rey from SR 76 to Old Highway 395, and Gird Road from its intersection with SR 76 north to Reche Road. The viewshed graphic in Figure 14 indicates that southbound views of the Project site from I-15 begin just south of the I-15/SR 76 interchange and continue approximately 0.6 mile to the south, over the San Luis Rey Bridge; views are restricted from northbound lanes. As discussed in Section 3.3 above, the thick vegetation along this segment of I-15 obscures most of the visibility to the site such that only peek views to the existing northern portion of the parcels are intermittently available; no change in the resources that compose the view or obstruction of panoramic vistas from I-15 would occur upon implementation of the Project.

Views toward developed portions of Project parcels from the segment of SR 76 that extends from I-15 to beyond East Mission Drive would be restricted due to intervening structures, landscaping, and vegetation within the San Luis Rey River drainage. The heavily vegetated river corridor, which is a key visual focus for drivers along this roadway, obstructs views toward the Project site such that only peek views are available from certain areas where vegetation thins. Although potentially visible built elements of the Project would vary from the existing condition (particularly where brief open views are available to PA 3), it would generally be consistent in character with other development near the Project, as well as the development pattern visible in Bonsall overall. The Project would not affect views of nearby natural habitat or topography or obstruct valued focal or panoramic vistas from SR 76.



Camino del Rey is located in a narrow generally east-west trending valley south of the Project, and south of hills higher than the Project. There are not views to the Project residential development from this road. A roundabout would be constructed at the current intersection of West Lilac Road and Camino del Rey. This would result in some grading downslope of the road to build up surface to support the paved surface expansion and a focused change to the current straight-line lane configuration. Notable as a construction area while improvements would be ongoing, following upgrade, the area adjacent to pavement would be hydroseeded and would be visually consistent with the existing setting (a mix of disturbed habitat and ornamental landscaping) following construction. Changes to the perception of existing roadway visual quality at this focused and ground-level improvement area would be minimal.

As noted in Section 4.2.2 regarding existing motorists' exposure, no direct views to the Project site are available from South Mission Road (located within RCA San Luis Rey/Mission Road) and Gird Road due to constraining intervening topography, structures, and landscaping. Although there are brief sections of other public roadways with views to the Project site, the majority of views are similarly obstructed by intervening topography, screening vegetation, and/or abutting residences. In the isolated areas where potential views are identified, the Project site generally comprises a small portion of a more expansive panorama that may include the river valley, undeveloped hillsides, agricultural areas, and/or existing development of varying densities. This is particularly true for vistas that are at a distance from the site, where Project features would not represent a substantial view element and competing visual factors would draw the viewer's attention in other directions. The proposed residences would be seen against a backdrop of adjacent/off-site hills south of the Project, which would minimize their visual effect. Thus, the Project would not result in substantially noticeable changes to resources that compose the views, or otherwise distract from or obstruct valued focal and/or panoramic vistas.

The Bonsall Community Plan identifies several roads as unique and important elements contributing to the rural character of Bonsall. These roadways include Camino del Rey from SR 76 to its terminus at Old Highway 395 (described above), Old River Road from SR 76/Mission Road to the intersection with Camino del Rey, Olive Hill Road from its intersection with SR 76 to the Community Plan area boundary, and West Lilac Road from Camino del Rey to Old Highway 395.

Old River Road trends generally north-south immediately east of the San Luis Rey River in this area. There are no views to the Project, which is located north and east of the road, screened by intervening uses, landscape and topography. Olive Hill Road trends north-south west of Mission Road north of SR 76. Trending perpendicularly to the Project, located over 2.5 miles to the east, views onto the Project are generally unavailable, and at too far a distance to provide meaningful visual effects to road users. The reader is referred to the viewshed graphic in Figure 14 for reference.

Along portions of West Lilac Road, there are brief but available views into the Project site. For most of the road length, West Lilac Road is either located southerly of the Project, with intervening topography and developed uses, or adjacent to slopes which would retain open space uses consistent with current views, or would show native habitat where some fire damage has destroyed prior crop uses. Of the approximately 4.4 miles of West Lilac Road between Old Highway 395 and its western terminus at Camino del Rey, West Lilac Road provides views into the Project where development could occur for less than approximately 2,000 feet.

Visibility onto portions of the site altered by the Project would occur at four locations. Two of these locations would not provide substantially varied views. These two areas include the area east of Sullivan Middle School where a viewer looking north immediately west of Via Ararat Drive could have a potential

view to the single residence on the Hillside Estate lot located approximately 750 feet away (which would be consistent with adjacent uses in the immediate vicinity) and at the current entrance to Ocean Breeze Ranch (which would provide access to the Project and PA 2, and also would be generally visually consistent with the current ranch entrance. The brevity of views to these two areas, combined with their consistency with existing conditions, results in potential visual impacts to vistas from a scenic road being less than significant.

Two locations would provide views into more dense residential uses than are currently available from this section of West Lilac Road. At the far western extent of the Project (west of Camino del Cielo as shown on Photo 15 of this VIA), approximately 200 feet would provide potential for brief views encompassing the westernmost extent of some PA 2 Project development for eastbound travelers (more than west-bound, who would have even briefer opportunity to view the Project before it would be “behind” them). Development would be approximately 1,500 feet distant from the viewer in this area, and a perimeter road with streetscape trees would be located between the off-site viewer and the Project. The extremely limited nature of views to the developed portion of the site (in both time and extent, and the planned presence of the streetscape, combined with the extensive views to open space associated with the river closer to the viewer, render potential impacts to a scenic roadway less than significant.

Although still limited, the greatest exposure to developed Project elements for viewers from West Lilac Road would be west of Via Ararat Drive and east of Redondo, where views into PA 1 could be obtained for approximately 1,600 feet.

The focused locale does not constitute a panoramic vista as it is narrow and constrained in scope, with the view to the developed portion of the site only being accessible between hills to the west and east along West Lilac Road. In this area, homes would be built on the valley floor and up the south-facing slope within the Project, and slope modifications would be required on site to accommodate the entrance road. The modified slope containing the access road would be revegetated, and (other than the road) would not demonstrate a “built” appearance. Development of PA 1, however, would contain multiple residences rather than the existing barn and equestrian work-out ring that are currently briefly visible as travelers pass by on the road.

The homes would not immediately abut the road, and a perimeter access road containing substantial streetscape would be sited at the southern edge of PA 1. The structures also would be oriented in linear roughly north-south patterns, resulting in some homes shielding all or portions of homes behind them, with associated intervening rows of streetscape trees in generally north-south lines along PA 1 internal roads also obscuring some elements (particularly when viewed from an angle rather than straight-on). In addition to the perimeter landscaping, structure setback and overall consistency of residential features with the community as a whole (see discussion in Section 5.5.1 under Massing and Scale, above), PA 1 would constitute a brief view from West Lilac Road. This is due to the small valley area being obscured from portions of the road east and west that do not directly face onto the PA by intervening topography. The brevity of the view, combined with the Project roadscape/landscape and the maintenance of the majority of the rest of the property edge along the road in a visual condition matching existing conditions, results in the visual impact being notable, but less than significant.

Overall, therefore, while the introduction of built elements would be briefly noticeable to passing roadway users, it would not *substantially* obstruct, interrupt, or detract from scenic vistas that exemplify the aesthetic characteristics of the roadway corridor. As seen in Photo 13, the higher peaks and

ridgelines to the north and northeast of the site, as well as the other natural features/vegetation of the site that would be retained in BOS, would remain substantial visual elements of views along West Lilac Road. Based on the above considerations, Project-related impacts to valued scenic vistas from County-designated scenic highways and other public roadways would be less than significant pursuant to Guideline Threshold 3.

## Trails

As described in Section 3.1.2, the CTMP identifies a number of existing and proposed community trails and pathways located along public rights-of-way, over private property, and through County-owned land that may have potential views to Project site. Of the list of trails and pathways presented in Section 3.1.2, only four are identified as existing developed public trails: Gird Road Pathway (part of the Gird Valley Loop Trails), Flowerwood Trail (part of the Green Canyon Trails and located with the Rancho Monserate Creek RCA), Knottwood Way Pathway (also located within that RCA), and Pala Road Community Pathway (located within the San Luis Rey/Mission Road RCA)

As described under *Scenic Highways and Other Public Roadways*, above, no direct views to the Project site are available from Gird Road due to constraining intervening topography, structures, and landscaping; similarly, the Project site would not be visible from the existing portion of the Gird Road Pathway that extends north along Gird Road from SR 76 and, thus, no scenic vistas would be affected.

Representative views from the Flowerwood Trail are shown in Photo 20, which was taken just east of the trailhead. The existing segment of the Flowerwood Trail provides a connection from Flowerwood Lane to the existing equestrian trail that generally parallels Limber Pine Road along the property boundaries of adjacent homes and extends from Flowerwood Lane south to SR 76. As shown in Photo 20, panoramic vistas are available to PAs 2 and 3, as well as to the upper elevation of PA 1 from the photo location. Vistas from the existing equestrian trail and Flowerwood Trail connection would generally be more limited than those from Flowerwood Lane, since the pathway/equestrian trail is set at a lower elevation than the roadway, among existing development and landscaping. The multi-use pathway located along Knottwood Way between Winnewood Place and Staghorn Court also connects to an existing equestrian trail (see Photo 22). The equestrian trail descends in elevation from Knottwood Way to its connection with the Flowerwood Trail, and is flanked on the east by single-family residential development and on the west by dense vegetation that edges the existing Golf Course of California facility. As would be typical of existing and proposed trails and pathways north of the Project site, visibility of on-site features would be generally limited due to intervening vegetation and structures. While there are areas along both existing pathways/equestrian trails where site features would be visible within expansive views to the south, the addition of built elements would not substantially affect existing panoramic vistas from these areas since the foreground and background (i.e., horizon) view elements would remain unchanged, and would not be obstructed or interrupted.

Existing visual resources and potential Project impacts related to scenic vistas from the Pala Road Community Pathway, which extends across the southeastern portion of the Fallbrook community along Pala Road, would be similar those assessed above for SR 76, which traverses just south of Pala Road along the same general alignment. Both of these are within the San Luis Rey/Mission Road RCA. As indicated, where scenic vistas would not be entirely restricted due to intervening structures, landscaping, and vegetation along the river corridor, Project features would not represent a substantial view element and competing visual factors would draw the viewer's attention in other directions, reducing potential impacts to scenic vistas along this pathway.

Although the viewshed analysis indicated view availability from a number of vantage points along the proposed trails identified in Section 3.1.2, visibility to the site would be restricted in many areas due to intervening land uses and/or vegetation. While the proposed development would introduce built elements into the middle ground of panoramic vistas viewed from existing and proposed trails at higher elevations, the distance from the trails would minimize views to the site such that the perceived changes would not be substantial. As noted, the prominent peaks, ridgelines, and hills in the background of views from this area would not be disturbed, and would continue to be dominant visual elements in focal and/or panoramic vistas experienced by recreationalists. Continuity between existing and proposed conditions would be provided through the continuation of surrounding existing patterns, retention of existing on-site features, and the distance from the Project site. The overall geographical configuration of the viewshed would be unchanged and impacts to scenic vistas would be less than significant.

Where future public trails will be constructed, viewers may obtain closer and more open views to the Project. This would be particularly true for the San Luis Rey River trail (also within the San Luis Rey/ Mission Road RCA). Constructed by others, this trail would generally trend east-west between the Project's northern boundary and the river, and would enter the property to join the Dulin Road alignment in PA 3 before turning east toward a future off-site County park abutting the Project's northeastern-most boundary. Views into the river west of PA 3 would face away from the Project (looking generally northerly) and would not incorporate Project elements. Viewers turning on site in this area would be experiencing a new route previously on private property, and would not be experiencing a Project-related changed condition to an existing view experience. Views would encompass both developed and natural elements, and include both notably rural (the equestrian facilities) and residential uses (potentially portions of PA 2 and the large-lot residential in PA 3 in particular). Views to developed as well as natural uses are similar to views experienced by trail users throughout the community and on planned river trail segments east and west of the Project. The routine nature of mixed views, combined with potential focus on the river itself (north of the project) result in Project elements being considered potentially notable, but not a significant impact.

## Recreational Areas

As described in Section 3.1.2, there are no existing public parks or recreational areas located within the Project viewshed that have topographically accessible views to the Project. Trails (as noted above) and parks are proposed within an 8.5-mile-long segment of the San Luis Rey River corridor (from I-15 to the Old Bonsall Bridge, located near the intersection of Old River Road and East Vista Way).

Private recreational facilities also include private golf courses. Views from the Golf Course of California – where most open and unobscured – would be similar to those described for Flowerwood Lane, Knottwood Way, and the associated trails. They would be expected to be lesser in intensity, however, due to additional proximate screening vegetation/uses as the viewer moves to lower elevations on the golf course, and the golfer's attention to game and on-site features. It should be noted that while the Fallbrook Golf Course, located off Gird Road, has been closed since 2016, views from the property are not possible as that facility is located in a small high valley shielded by higher intervening topography. Additionally, views from the area of the former San Luis Rey Downs Golf Club, which closed in 2014, also are blocked by intervening topography and vegetation.

The approximately 27-acre Bonsall Preserve located at the intersection of SR 76 and South Mission Road is a largely inaccessible area (without formal trails). It preserves wetland habitat both north and south of

SR 76 within the bottom of the valley. Views toward the site are obstructed by San Luis Rey River vegetation.

Several park sites are proposed within the vicinity of the Project, including along the San Luis Rey River corridor between SR 76 and Old River Road, southwest of the Project; west of Gird Road to the north of SR 76; and on the northern and southern sides of the San Luis Rey River near the existing Rancho Monserate Country Club mobile home park, northeast of the Project. Recreationalists within these proposed facilities generally would be expected to be focused on the immediately adjacent vegetation and native habitat and/or on use of the facilities where sports fields, play areas, etc. are provided. Views to the south and east toward the Project site from park areas proposed near the San Luis Rey River generally would already include built elements in the surrounding area, which would detract from views to Project-proposed residences, and may also incorporate views of the on-site existing equestrian facility, particularly from areas north of the Project. As described throughout this VIA, close-in views are generally obstructed by other uses, and more distant views are expansive, and incorporate competing visual elements, which minimizes the importance of a single location within the overall view. This would also be the case from planned recreational areas, with the added distraction of user focus often being on park activities. Specific to the future community park that would abut the northeastern Project boundary, park uses would be in the river valley below north-facing Project slopes. No Project developed uses would be on those slopes, and future views to them are expected to remain the same as they are currently.

### **Resource Conservation Areas**

Visual effects associated with the Project and river riparian habitat are discussed throughout this VIA and specifically addressed under the Trails heading, just above. As noted in Section 2.4.7, a number of RCAs with identified visual components are either outside the viewshed (the area within which Project elements are expected to attain some level of visual notability), screened by intervening topography, or oriented such that the visually sensitive element does not face toward the Project. This includes RCAs such as the San Marcos Mountains RCA (Bonsall Map #22), and Gopher Canyon RCA (#20). No significant impacts would occur. The Live Oak Park (Fallbrook RCA #7) also is not additionally addressed. As shown on Figure 14, although within the 3 mile viewshed area evaluated, it is outside of any area with views to/from the Project. Similarly, the Mount Gregory RCA (Pala-Pauma RCA Map #15) has only a small area with visibility (its western extent, right up against the 3-mile viewshed boundary), and has been identified for its old growth chaparral, oak woodlands in canyon bottoms and north-facing slopes – none of which would be affected by Project implementation.

As described throughout this VIA, the extensive San Luis Rey/Mission Road RCA (Bonsall RCA Map #12) abuts the Project on its northern boundary. Although identified as an RCA in the study area for riparian woodland habitat (as opposed to visual elements) it is the closest RCA to the Project and will contain trails in the future. As described above, the closest trail would generally trend east-west between the Project's northern boundary and the river, before turning to enter the property to join the Dulin Road alignment in PA 3 before turning east toward a future off-site County park abutting the Project's northeastern-most boundary. Views into the river west of PA 3 would face away from the Project (looking generally northerly), affording visitors to the area who are drawn by the RCA to experience native habitat views, consistent with the RCA stated elements of conservation. Viewers turning on site in this area would be experiencing a new route previously on private property, and a changed condition from an existing view experience. Views would encompass both developed and natural elements, and include both notably rural (the equestrian facilities) and residential uses (potentially portions of PA 2

and the large-lot residential in PA 3 in particular). Views to developed as well as natural uses are similar to views experienced by trail users throughout the community and on planned river trail segments east and west of the Project. As noted above, the routine nature of mixed views, combined with potential focus on the river itself (north of the project) result in Project elements being considered potentially notable, but not a significant impact.

Additional RCAs within the viewshed boundaries include Sage Park (Fallbrook RCA Map #10), Rancho Monserate Creek (Fallbrook RCA Map #11), and Lancaster Mountain/Keys Canyon/Lilac Creek (Fallbrook RCA Map #21). The first two contain existing development within the mapped boundaries. Viewers from these locales would be looking over/between existing homes and along roadways/trails in areas surrounded by development. The immediate surroundings would flavor the visual experience for observers otherwise focused on natural vegetative elements. They also would be located at distance from the Project. The simulation showing view effects from KV 3 is representative of one of the closest views from these two RCAs toward the Project. Project development from these locales comprises elements within an expansive view. As noted, the key view comprises one of the closest views – others would be at greater distance with additional intervening factors. Visual impacts would be less than significant.

Only Lancaster Mountain contains noted visual resources. The mountain itself (approximately 1,260 feet amsl) is identified as a scenic landmark, and a “scenic rock slab” is identified north of Woods Valley Road. The Woods Valley Road location of the scenic slab puts it far outside the viewshed limits of the Project, as well as blocked by intervening topography. The location of this topographic feature to the east of the Project also minimizes potential for visual effect impacts. First, the Project would not be in proximity to the mountain itself, so it would not affect views toward the mountain. Viewers could be looking toward the mountain from SR 76, for instance. The Project would be peripheral to that view, and to the south. Second, it would not be expected to diminish views from the mountain. There are not identified County trails on the mountain (see Figure 11). For viewers who do find their way onto the mountain, the Project would be located along line of sight, to the south of the river for potential viewers looking down the valley. If Project development is perceivable, it would be peripheral, and a smaller element within an expansive view. Visual impacts would be less than significant.

## Conclusion

In sum, although the Project may result in changes to views from specific locales and view orientations within future proposed parks and trails), Project-related impacts to valued scenic vistas would be less than significant under Significance Guideline 3. The same is assessed as true for area RCAs (some of which are in public ownership for open space set-aside) with views to the Project. Where they currently do, or may in the future, contain trails or other viewing locations, the Project would not affect the in-RCA resources identified as sensitive. Impacts to RCAs would be less than significant pursuant to Significance Guideline 3. There would be no substantial detracting, interruption, or obstruction to or of these resources.

### 5.5.4 Significance Guideline 4: Compliance with Applicable Goals, Policies, or Requirements

Applicable local land use plans governing visual character and quality include the County’s General Plan COS Element and the Bonsall Community Plan, as well as the I-15 Scenic Corridor Guidelines. The COS Element and policies within the Community Plan include specific goals and policies directed at visual

quality and community character. These goals and policies are detailed in Section 2.5 of this VIA. Please also see Section 5.5.2, above, regarding compliance with the RPO and Hillside Development Policy.

### **County General Plan**

The Project would be consistent with General Plan policies as follows. COS-11.1 through 11.4 focus on preservation of scenic resources, vistas and corridors, as well as providing connections between them and minimizing on-site impacts. As detailed in discussions under Sections 5.5.1 through 5.5.3 above, the Project would not significantly impact identified scenic resources or corridors. For example, it would not block a specific identified view to a scenic resource, such as an ocean view from an identified scenic viewpoint; nor would it interfere with an identified corridor. As shown on Figure 9, the Project extends slightly into the I-15 scenic corridor boundaries, but would have no effect as all Project built elements would be located outside of that corridor (see additional discussion below). The Project would comply with the provision of connections as it would implement on-site Project trails connecting eastern and western PAs in the site, as well as providing space on site for the County to connect the San Luis Rey River south trail to Dulin Road, continuing to a future County park northeast of the property. The Project has been designed to cluster development to minimize overall disturbance of on-site topography, and has also placed those clustered areas (PAs 1, 2 and 3) generally at lower elevations within the site, so as to preserve views of natural slopes (e.g., the slopes south of PA 2 and PA 3) as well as allowing for approximately 61 percent to be retained in permanent BOS.

The Project currently has General Plan land use designations of Village Residential 4.3, Semi-Rural 10 and Rural 20 and 40. Project implementation would change these designations to Village 2.9 and Semi-Rural 4. It would therefore lower existing Village designation density, as well as maintain semi-rural designations on site, consistent with COS-12.1. The Project generally rises in elevation from north (where it meets the river) to the south, and west to east. The site contains substantial topographic variation, as it has hills and hillocks, drainage areas, etc., but it is always lower than the terrain to the south, which continues to rise. The site does not contain ridgelines proposed for development and is consistent with COS-12.

Utilities would be undergrounded on site, consistent with COS-11.7 and the Project would comply with dark skies policies consistent with COS-13 policies as described in Section 5.5.5, below.

### **Bonsall Community Plan**

The Bonsall Community Plan is clear that the current community contains primarily estate and rural uses outside of the village and that the community aspires to continue a similar mix into the future. The Project site, which is large in size, contains estate and rural residential lot sizes, as well as equestrian uses, and approximately 61 percent of the site would be in permanently preserved open space. Within this large site, some areas are identified for more intensive uses. It is noted that between the broad-brush strokes of the introductory language and specific goals and policies, however, specific anomalies are included within the existing condition. The Project site itself currently contains Village land use designations, and there are multi-family uses in this portion of the community across West Lilac Road from the current (and planned PA 2) entrance onto the property.

The Community Plan provides visual resources guidance in the Land Use, Circulation and Mobility, and Community Open Space Elements; including sections addressing Community Character, Residential Land Use, Community Conservation and Protection, Scenic Routes, Resource Conservation and Management,

and the Community Open Space Plan. Specific design guidelines are addressed further as part of the architectural design review in this section.

LU-1 and LU-2 goals and policies focus on balancing Bonsall topography and community character with land and open space uses, looking for a balance between rural qualities, retention of varied uses, etc. As discussed above, the Project is sensitive to the topography and physical context of the site and surrounding area. The proposed housing styles – a mix of various lot sizes for single-family residential uses – fits well into the overall community, which already contains a mix of apartments and condominiums, tract housing, and estate homes/agricultural properties. Rural elements are expressly retained on site (the equestrian facilities) and are incorporated into project design elements such as decomposed granite walkways and horse rail fencing. The extensive Project open space conserves both natural resources/habitat and topography. Based on all these factors, the Project is consistent with LU-1 and LU-2 policies.

LU-3 policies are consistent with LU-1, focused on retention of a rural atmosphere while providing housing through estate residential uses (which is provided by the Project in PA 3 and Hillside Estate areas), requirement that mitigation occur within the CPA, and preservation of ridgeline/shielding of structures. For this Project, potential impacts to cultural and biological resources would be mitigated on site – within the CPA, consistent with LU-3.1.1. As noted above, the Project is below the highest ridgelines south of the Project, and thus would be consistent with LU-3.1.5 regarding preservation of ridgelines. PAs 2 and 3 would be largely shielded from off-site viewers by intervening topography from the south and intervening river vegetation, topography, and other built uses from the north. Where views are available, they are at distance and part of a much larger viewscape, which would minimize their visual effect. PA 1 development and visibility is detailed in the discussion of KV 1, in Section 5.2.1 of this VIA. As described, visibility to the site from the south is generally severely restricted in both extent and duration, as it is in part set below grade of abutting uses and is shielded by topography to the west, east, and portions of the south. Relative to visibility from the north, the homes set highest on the slope may be visible, but landscaping is planned along both an edging roadway, as well as along the lot lines, consistent with LU-3.1.5.

LU-5.1 policies focus on minimizing grading, retaining topography, use of contour grading, stepping of development to follow topography, and minimizing encroachment into slopes exceeding 20 percent grade. Project grading assumes contouring and blending into natural contours rather than the consistent use of straight grading edges. As described above, approximately 61 percent of the site would be retained in BOS, which also preserves natural landforms, on-site rock outcrops, etc. Project development is clustered in smaller areas, and therefore would minimize spreading the grading footprint over the site as a whole. Consistent with LU-5.1.5, PA 1 grading on the south side of the slope would be slightly stepped up the lower hillside, following the natural increase in elevation south of the road alignment. The west entrance to PA 2 from West Lilac Road would generally follow the existing paved road, thereby minimizing new disturbance areas. Construction of the east entrance to PA 1 from West Lilac Road would require some grading into steep slope areas in order to achieve County road width/safety standards for collector loop roads. The roadway would trend west of an existing dirt access road and alteration of the natural landform would be minimized to the extent feasible. The Project is visually consistent with Goal LU-5.1 policies.

CM-5.1 policies address scenic routes, including maintaining/improving scenic areas, minimization of landform alteration, and preservation of trees and vegetation located within public road rights-of-way. Impacts to vegetation edging West Lilac Road are extremely restricted; and are limited to areas directly



abutting the entrance to PAs 1 and 2. While there are isolated palm or pepper trees and bushes located along the northern side of West Lilac Road (see impact footprint on Figure 4a) most of this area is edged by very low-growing grassland (refer to Figure 10). The landform alteration and vegetation removal would be limited in scope and visual effect in this area. On site, approximately 61 percent of the site would preserve natural landforms and vegetation retained in BOS. Impacts to native vegetation communities would be mitigated in the form of revegetation. Project roadways would be aligned such that the natural landforms would be disturbed to the least amount possible without sacrificing safety or sight distance criteria. Trees are included within the Project landscape plan presented in Figures 8a through 8f. The Project would be consistent with the applicable Circulation and Mobility Element goal and policies.

Goal COS-1.4 and Policy COS-1.4.1 identify the importance of an “astronomical dark sky” that retains the rural setting and facilitates astronomical research, and address street lighting in relation to the County Light Pollution Code. As described in further detail in Section 5.5.5, below, all Project lighting would adhere to the County of San Diego’s Dark Sky Ordinance, consistent with Policy COS-1.4.1.

COS-3.1 policies pertain to the protection of natural resources that contribute to the character and beauty of the Bonsall community, including agricultural and equestrian open spaces and low intensity land use zoning (e.g., agricultural/low-density residential) in undeveloped mapped floodplains. The Proposed Project would develop new and compact residential uses (PAs 1 and 2) on approximately 10 percent of the property, and provide for low intensity large lot/estate uses (allowing for individual equestrian use on private lots) for an additional approximately 13 percent of the site. Even with both types of residential uses combined, only 23 percent of the site would vary from the low intensity uses of continued equestrian focus and BOS. All proposed residential structures would be placed outside of the 100-year floodplain. Thus, the Project would be consistent with COS-3.1 policies.

The Bonsall Design Guidelines cover both general and very specific directives. Although these are advisory in nature, the following text reviews relevant specifics. Many of the elements have previously been addressed in detail in the text above (consistency with the community, consolidation of footprint, retention of native vegetation, rock outcrops, and hillsides/ridgelines, robustness of streetscape, setback of PA 1 residences relative to West Lilac Road, etc.), or are specifically addressed in Section 5.5.5, below (lighting). The Project is assessed as consistent with the advisory Design Guidelines, based on rationale explained in those analyses. Additional specific items are addressed below.

The Project would not encroach into the San Luis Rey River floodplain with new build. Sycamores are part of the Project landscape plan. Specific to West Lilac Road and existing natural features, no mature trees would be removed in the PA 1 entry area (or along the road edge abutting PA 1). Encroachment into the east-facing lower and mid-slopes of a small hill would occur in order to provide access from West Lilac Road into the valley. The road would not be “straight in” but would wind along the side of the hill, and allow for complete retention of a more eastern and larger hill that is more immediately abuts West Lilac Road, consistent with the goal to conform to natural landforms. This route is actually a realignment of an earlier plan to approach PA 1 residences more directly. In addition to better conforming to the existing topography, it also lessens width of grading, cut into the east-facing slope, and use of retaining walls, all of which would have been required under the original plan. West Lilac Road in this area would be slightly realigned to the north, but would follow the existing road format with slight variation in road alignment between the two Project entries and more notable curves to the east of PA 1 and west of PA 2. No notable change to road twists and turns would occur.

A mature tree study was undertaken along the current main access road within the property in order to determine the best layout for utilities. This road currently supports mature trees installed by the ranch, some of which would be removed during Project implementation. In accordance with the advisory guidelines, trees that can be retained would be retained; as many trees would be preserved as feasible. It is also noted that the ranch trees are not primary elements of views from public roadways – they are located primarily on the north side of the notable Project topography that blocks views from the south, and are largely screened by riparian habitat within the river from views on SR 76. Project streets also would have notable tree elements installed as part of Project implementation, as described in this VIA. Project plantings are designed to reflect the Bonsall landscape, be drought tolerant, and incorporate native species as appropriate. Excluding some species (e.g., eucalyptus and pines no longer allowed by the fire authority), the plant palette is consistent with guidelines set forth in Appendix B, Plant Selection List, of the Design Guidelines.

As shown in Figures 5a and 5b, typical architecture would include varied designs not exceeding two stories, with varied roof lines, materials, balconies, porches, and recessed features to provide shading and visual interest, consistent with elements specified in the Architectural Character discussion of the Guidelines. The Project is consistent with each of the elements, as described below.

As described in Section 5.5.2, conceptual architectural design is described in Section 2.2.1 and shown on Figures 5a and 5b. The homes would be two-story in PAs 1 and 2; with projected architectural diversity based on varied structure footprint (floor plan) and detailing relative to structure facing, window style and surrounds, roofs, etc. Landscaping elements would soften structure edges from both at-grade and views down toward the site with shrubbery and tree canopies. Equestrian rail fencing would be visible at both Project entries from the south, referencing the equestrian history of the site and the nature of surrounding uses.

The Project has been reviewed relative to the Bonsall Design Guidelines, including design goals for site layout, architectural design, landscape, signage, and lighting. Consistent with the site layout design goals, the Project would integrate the proposed residential development within the existing landscape and topography of the site. Although the iconic ridgelines and topographic features in this part of the County are largely off site to the north, east, and south, Project elements have been sited to protect notable on-site topographic features from development. Consistent with the objective to preserve the rural Bonsall landscape and protect the undeveloped character of Bonsall's hillsides, the majority of the on-site natural landforms and rock outcroppings would be preserved. Residences would be set back at the appropriate distance from internal roadways, which would feature landscaping and wooden equestrian fencing, consistent with the rural Bonsall character. Internal roadways have been sited to conform as closely as possible to existing grades and minimize slope grading to the extent feasible.

Consistent with the architectural design guidelines, the proposed residential buildings have been designed in consideration of the rural setting of the Bonsall community and reflect the Community Design Objectives. Although at a distance from viewers and therefore not strongly perceptible, building design elements would have similar elements to other residential development in the vicinity and feature architectural elements characteristic of rural buildings, such as pitched roofs, wood and stone elements, columns, and some limited porch elements. Homes would be one and two story buildings in earth tones (tan and gray) with gabled roofs with generous roof overhangs as depicted in Figures 5a and 5b.

Relative to landscape character, proposed landscaping would be drought tolerant and appropriate for Bonsall's climate zone. The plant palette has been selected to respect the existing on-site landscaping, while conforming to the County's Water Efficient Landscape Design Manual. No large expanses of turf grass are proposed.

Monument signage proposed at the two entrances to the Project site would be designed to be consistent with the general sign design criteria. Signage would be appropriately sized and located to integrate into the entry design. Consistent with the site lighting guidelines and as discussed further in Section 5.5.5, Project lighting would comply with the provisions of the LPC and be fully shielded and directed away from adjacent properties.

As the Project is wholly residential and does not include associated commercial or industrial/block business uses, issues associated with consolidated outdoor storage, towers, large outdoor trash containers, utility meters, large blocks of roof-mounted mechanical equipment on flat rooftops), etc. are not anticipated. Neighboring properties would not have views to such elements. Distance from off-site viewers and Project residences/landscaping also would be shield views to individual trash receptacles, small sheds in yards, etc.

The Project does abut the San Luis Rey River, and therefore has some area within floodplain. New equestrian structures are proposed within this area, as well as some portions of new residential lots. These uses would be located within the flood fringe rather than the floodway. Consistent with Section C, Design Guidelines for Special Areas, there would be minimal impacts to riparian and wetland habitat in order to accommodate necessary road crossings (see the Project Biological Resources Technical Report). Apart from the areas immediately adjacent to the road crossings, the Project provides minimum 50- to 100-foot buffers around all RPO wetlands, and the conserved wetlands and their buffers are completely contained within the limits of proposed BOS. Buildings also have been clustered outside the floodplain, to the maximum extent feasible.

Relative to the Scenic Roads and Trails guidelines, although the Project proposes minor improvements to West Lilac Road at the new entrance roadway to PA 1, the Project would not affect the rural character of the roadway. The road leading onto the site from West Lilac would be edged by streetscape and three-rail fencing, consistent with rural by-ways.

Existing on-site elements retained as part of the Project include the cluster of historic structures in the equestrian portion of the project, as well as equestrian facilities (paddocks and barn/shade structures with red roofs) that are visible from off-site locales to the north.

Overall, the Project would construct or retain structures that would be compatible with the existing varied visual character and would be consistent with the visual quality of the neighborhood.

On-site historic structures associated with early ranch activities in the heart of the site north of PA 1 would be retained, consistent with recommendations under Historic Preservation.

The Project does not propose parking lots, and no sidewalks are proposed along West Lilac Road. Excluding the access cuts onto the property and the minor realignment to the north of a short segment of West Lilac Road described above, a road-edge zone far exceeding the recommended 20 feet would be maintained along Project frontage (refer to Figure 4a for general setback of Project consolidated development from West Lilac Road). Other roads identified in the Design Guidelines as scenic (and not addressed above, such as SR 76, Camino del Rey, Old River Road and Olive Hill Road) include Gopher

Canyon Road, Ormsby Street, East Vista Way, and Twin Oaks Valley Road. A number of these are in the more developed and distant portions of the community of Vista, and all of them are further south than the other roads discussed above, with additional intervening topography and built uses blocking views toward the Project.

In summary, the Project would be consistent with applicable goals and policies related to aesthetics contained within the above-discussed applicable local land use plans and advisory guidelines, and no significant visual impacts would occur under Significance Guideline 4.

### **I-15 Scenic Corridor Guidelines**

The I-15 Scenic Corridor Guidelines are divided into the following general categories:

- Site Design, which includes standards for site planning, parking and circulation design, site lighting, landscaping design, public utilities and safety, and steep topography and natural features; and
- Architectural Design, which includes standards related to the materials, colors, and scale of building forms, and signage.

As shown in Figure 9, only a small portion of the Project site falls within the I-15 Design Review Corridor – at the easternmost tip of PA 3 and a small portion of the northern extent of the Hillside Estate parcel. These areas would feature low-density, large lot/estate uses, with 14 minimum 5-acre lots (average lot size of 8.9 acres) in PA 3, and a single approximately 24-acre hillside estate lot. Project encroachment into the designated I-15 Design Corridor would only include limited building zone areas, which do not allow habitable structures. It is fully anticipated that development in these areas would occur in compliance with the applicable I-15 Corridor Scenic Preservation Guidelines related to site, landscaping, and architectural design.

As called for in the Site Planning Standards, the low-density residential development would reinforce the character of the Project site and surrounding properties and preserve existing viewsheds; approximately 61 percent of the site would preserve natural landforms and vegetation retained in BOS. As discussed in Section 5.5.5 below, the Project would adhere to the I-15 Corridor Scenic Preservation Guidelines Site Lighting Standards, as well as the County of San Diego’s Dark Sky Ordinance, by limiting lighting to that necessary for security, safety, and identification. Project landscaping along the PA 3 access road extending east-west across the site would comply with the Landscape Design Standards by utilizing native and drought-tolerant plant species (where applicable) that complement adjacent landforms and plant materials. Trees and plantings would be grouped and located to enhance the human scale and provide visual screening where necessary. Private lots would be landscaped in accordance with the owner’s plans, which would be consistent with other large lot/estate development in the area. In accordance with the Public Utilities and Safety Standards, the Project would implement appropriate fire prevention and suppression design and install utilities to lot edge such that disruption of natural features within viewshed areas is minimized (i.e., underground utilities and alignment of utility infrastructure with linear Project features such as roadways). Regarding Architectural Design, a restrictive covenant would be recorded against the specific, affected lots, which would run with the land, requiring that – if construction occurs within the small area identified as within the I-15 Scenic Corridor – owner-implemented non-residential building forms, materials and colors would need to complement adjacent topography, landscape, and buildings in the area and integrate into the existing

topography, consistent with I-15 Corridor Scenic Preservation Guidelines (i.e., “radical” architecture and bold colors would be prohibited in these areas). No significant visual impacts would occur under Significance Guideline 4 related to consistency with these guidelines.

### **5.5.5 Effects of Lighting and Glare**

Currently, the Project site and immediately abutting area are not lit with streetlights. Visible night lighting in the area is associated with private homes.

#### **Installation of Outdoor Light Fixtures Inconsistent with the County Light Pollution Code**

As described in Section 2.2.7, the Project would be designed to use the least amount of lighting possible while remaining in compliance with state and local regulations for safety. The use of streetlights along the collector loop roads and neighborhood streets is expected to be consistent with the existing surrounding area and County standards, where streetlights are placed at intersections (and in the fewest possible additional locations) in order to meet County requirements for safety and directional purposes. Streetlights would be appropriately shielded to prevent illumination of the adjacent land uses/areas. This includes main Project road areas associated with equestrian facility access where those uses would share Project roads. Additionally, proposed houses would be illuminated from interior lights or individual outdoor safety lighting. Project parks would have only the amount of night lighting required by the County for safety purposes.

Although Project lighting would be expected to produce light levels brighter than currently exists on the Project site, all lighting (both for residential and equestrian uses) would adhere to the County of San Diego’s Dark Sky Ordinance. Exterior lighting design would include the use of full cut off light fixtures and glare louvers, ensuring that light rays are projected downward and that glare and spillage into the sky or onto adjacent property are restricted to levels permitted by ordinance. Existing lighting within the equestrian MUP area is expected to remain the same (safety lighting for night-visits to barn areas as necessary). The limited new uses would conform to this pattern and would not result in a substantial new source of light or adverse effects compared to existing conditions. In the event that new lighting is introduced or lighting is replaced in the future, it would be in accordance with state and local regulations as required by the LPC.

The Project site is located approximately 18 miles from Palomar Observatory, in Zone B as identified by the LPC (all areas beyond 15 miles). Project lighting would not adversely affect nighttime views or astronomical observations because it would conform to the lamp type and shielding requirements as well as the hours of operation detailed in the LPC. Project-related impacts would be less than significant pursuant to Guideline 5.

#### **Use of Nighttime Lighting Inconsistent with the County Light Pollution Code or Extending onto Adjacent Property and Exceeding Code Limits**

Class I lighting refers to outdoor lighting uses to illuminate outdoor areas used for business (outdoor sales or eating area), vehicle fueling areas, billboards or other signs, recreational facilities or other similar applications where color rendition is important for commercial or safety purposes. Class II lights are used within commercial, industrial, and residential areas for safety purposes; i.e., walkways, roadways and parking lots, equipment yards, outdoor security, and residential entrance lighting. Class III lighting refers to outdoor lighting used for decorative effects such as architectural illumination, flag and monument lighting, and landscape lighting.

The majority of Project (residential and equestrian areas) lighting would consist of Class II and Class III lighting. Project streetlights (Class II) and outdoor decorative architectural lighting (Class III) would be designed in accordance with Section 59.204 of the LPC. Project trails and recreational areas would be posted for use from dawn to dusk. As these facilities would not be illuminated, there would be no issue relative to night-lighting. Based on compliance with the County's Dark Sky Ordinance, visual impacts associated with Project-related Class II and III nighttime lighting would be less than significant pursuant to Guideline 6.

### **Use of Nighttime Lighting Extending onto Adjacent Property and Exceeding Light Pollution Code Limits**

Light spill, or "trespass" is an important issue for the County. This is where light is cast beyond the area requiring lighting and enters the adjacent property. Project lighting at both residential/residentially related and equestrian-related uses, is also subject to substantial restriction in terms of light spill per County ordinance; conformance is mandatory. The standard is stated as light exceeding 0.2 foot-candle more than 5 feet onto the adjacent property. As part of final mapping for the Project, all lighting must be defined in detail and approved by staff to demonstrate conformance with the ordinance. This plan will be provided.

Street pole spacing would be coordinated with street-tree spacing, and proposed street trees are anticipated to exceed light pole height upon maturity and would help shield light from all but the immediate area. Lighting design would include the use of full cut off light fixtures and glare louvers, ensuring that light rays are projected downward and that glare and spillage into the sky or onto adjacent property are limited. Each light would provide the lowest light level necessary and would be limited to less than 4,050 lumens output, maintaining compliance with state and local safety regulations. Additional lights may be used to illuminate vertical planes such as signs and walls, or highlight trees and other features. Up-lights provided to define a sense of place and highlight landscape features would be turned off between 11:00 p.m. and sunrise, per the specifications identified in the County's Dark Sky Ordinance.

Although Project lighting would produce light levels brighter than currently exist, all lighting would adhere to the County of San Diego's Dark Sky Ordinance. Less than significant adverse visual impacts relating to night lighting would occur over the long-term (see also the discussion of short-term visual effects, below). Specific locations where light spill could be anticipated to occur are addressed below.

It is anticipated that with the exception of decorative lighting at the entrances to the Project site and street lighting at roadway intersections and where otherwise required for safety and directional purposes, Project-provided lighting would be located within the site interior. Safety lights would be housed in a lamp that covers the entire bulb. Given the height of the fixtures, light would spread from the lamp in a circular pattern onto the ground surrounding the light post, and beyond.

The closest fixtures to the Project perimeter would be the lights at the Project entries. The entry lights would likely consist of ground-mounted up-lights directed toward signage and isolated Project landscaping foci. These lights would be restricted to the entries and would be directed toward the Project and away from the West Lilac Road and adjacent properties. No adverse impact would occur to adjacent properties based on Project lighting of Project entries.

Other Project lights would be interrupted by Project structures and landscaping, including trees, sited between the light and Project boundary. Light would be more focused in direction—toward the path, and being lower, would be even more limited in terms of spill. Due to the orientation of the proposed PAs within the interior of the Project site, there would be no potential for light spill onto adjacent properties.

Project street lighting that would be located adjacent to BOS would be specifically oriented to illuminate only the road in a “toward development” orientation; no spill would occur toward proposed BOS. Visual impacts associated with light spill/trespass would be less than significant pursuant to Guideline 7.

### **Installation of Highly Reflective Building Materials**

Substantial glare is generally not anticipated from residential units; large expanses of glass are not proposed for the Project residential uses, and do not exist/would not be installed at potential future equestrian-related structures. Project landscaping also would play a role in shielding residential glass windowpanes from reflective rays.

It is noted that California Government Code Section 65850.5 states that in order to promote and encourage the use of solar energy systems and to limit obstacles to their use, solar energy systems are not required to undergo design review for aesthetics purposes. Nonetheless, the County had a preceding threshold, and in the interests of providing a conservative analysis, information is provided here for the interested reader. Project structures would be designed to incorporate solar panels to generate electrical energy in accordance with California state law. Photovoltaic panels are typically constructed of primarily dark absorptive material that is designed to capture as much light energy as possible. Because they would be most likely placed on roofs, they may be visible to viewers from off-site elevated viewpoints. Current technology results in these panels being less reflective than prior models, and some even look like ceramic tiling. To be conservative, however, it is noted that sun may be reflected during some times of the day when the panel is located at a particular view angle. If this should occur, there is a chance that glare may be experienced by a viewer. This may occur only for a short duration per day under worst-case conditions (i.e., reflection 365 days per year, assuming no diffusion related to cloud cover or atmospheric conditions).

Therefore, although exempted from review by state law, it is noted that although potentially occurring to a limited extent, visual impacts related to glare from solar/ photovoltaic panels would be less than significant pursuant to Guideline 8.

### **Conformance with Light Pollution Code**

Considering the above analysis relative to Project lighting type, location, and hours of operation, as well as potential for spill onto adjacent properties, the Project residential- and equestrian-related uses would be in compliance with the County LPC. No significant impact would occur pursuant to Guideline 9. The reader is referred to the discussion of short-term/construction period visual effects, in Section 5.3.1, however, for discussion of nuisance visual effects prior to maturity of Project-installed landscaping.

## **5.6 CUMULATIVE IMPACT ANALYSIS**

As stated in CEQA Guidelines Definitions and Section 15130, cumulative impacts are those resulting from Proposed Project effects combined with those of past, present or probable future projects producing

related or cumulative effects. For visual issues, Projects within the above-described Project viewshed (including the Proposed Project) would contribute to regionally cumulative visual effects, and are evaluated in this discussion. The viewshed includes areas with views to, or from, any single point on the Project, and therefore includes those projects that could be seen in concert with the Proposed Project. Although these projects are all within the Project viewshed, they would not all be visible at any one time or from one point; they are not concentrated in one portion of the viewshed, and local topography, vegetation, intervening structures and land uses often block views of the projects.

Cumulative projects within the Project viewshed are presented in Table 1, *Cumulative Projects*, and Figure 19, *Cumulative Projects for Visual Analysis*. The projects within the viewshed include 10 residential development projects ranging in size from 7.38 to 469 acres, an aggregate rock quarry, a fire station, and a roadway improvement project. Implementation of all the cumulative projects within the viewshed (including the Proposed Project) would result in approximately 752 new residences (including the 396 residences proposed by the Project), as well as one commercial/retail business location. With the exception of the Lake Rancho Viejo residential development, which is an existing residential development located east of I-15 and south of the San Luis Rey River that developed 16 additional lots, all of the proposed residential projects are located north, west, or southwest of the Project site. Five of the 10 residential projects involve lot splits of four lots or fewer on existing lots ranging from 7.38 to 24.5 acres. These projects, as well as the fire station that was recently constructed southwest of the Project, are generally located within existing neighborhoods surrounded by existing residential development. Visual changes associated with these cumulative projects would be minor, since the proposed structures would be located within existing neighborhoods and would visually blend with similar surrounding uses, with anticipated ornamental landscaping, and, where required, project-specific mitigation.

Five of the cumulative projects propose larger residential developments, including the construction of 16 lots within an existing single-family residential development (Lake Rancho Viejo), 37 half-acre lots on approximately 45.8 acres (Olive Hill Tentative Map), 94 residential lots on 29.4 acres (Golf Greens), and 109 residential lots on 281.3 acres (Brookhills Tentative Map). Lake Rancho Viejo in particular is not expected to be seen in concert with the Project. Views encompassing both projects would require a line of sight west to east, and the berm supporting I-15 would break that line of sight. Similarly, the majority of the remaining projects would not be highly visible in conjunction with the Proposed Project due to distance from the Project site and intervening topography, built uses, and landscaping. These projects also are expected to include landscaping and visually blend in with surrounding uses.

The proposed Rosemary's Mountain Palomar Aggregates rock quarry and concrete and asphalt processing plants are located east of I-15 at the edge of the Project viewshed. Due to distance from the Project site and intervening topography, built uses, and landscaping, the Rosemary Mountain project would not be highly visible in conjunction with the Proposed Project.

The SR 76 South Mission Road to Interstate 15 Highway Improvement project, which included realignment and widening of the roadway and improvements to northbound I-15 on- and off-ramps, has recently been completed. Travelers along SR 76 only experience peek views toward the Project site and, thus, visual effects from the combination of the completed highway improvement project with the proposed Project would not be substantial.

Each of the remaining proposed cumulative projects and the Proposed Project has introduced or would introduce a large number of buildings and suburban elements into areas that are currently undeveloped



and/or used for agriculture. Some or all of the largest cumulative projects and the Project site are visible from public roads within the vicinity of the Project; from the proposed San Luis Rey River trail; and from County-designated Scenic Highways I-15 and SR 76. Seen in combination, these projects and the Proposed Project would not create a major change in visual character or conflict with the visual quality of the area since locations that share views to the cumulative project sites as well as the Proposed Project from public roads, recreational trails, scenic highways, and recreational areas are extremely limited and constantly shifting in focus.

There is the potential for trail users along the proposed San Luis Rey River Trail in the San Luis Rey/ Mission Road RCA to see both the Project site and the proposed Golf Green Estates, which are located south of West Lilac Road, southwest of the Project; however, as discussed in detail above, viewers are not expected to be particularly sensitive to the proposed changes as they would not be walking immediately adjacent to the project features nor would they be able to see both sites from the same location. Based on these considerations, the Project’s contribution to cumulative visual effects associated with Bonsall development would be less than significant.

**Table 1  
CUMULATIVE PROJECTS**

Map No.	Project Numbers Issued by Agency	Project Name	Area (acres)	Location	Proposed Improvements
A	PDS2006-3281-20494	Arkeder TPM Time Extension	10.38	3923 La Canada Road, Fallbrook	Time extension for TPM to subdivide 10.38 acres into four parcels of SFR
B	PDS2004-3100-4908	Brookhills TM Time Extension	281.3	1652 Via Monserate, Fallbrook	Major subdivision and MUP to subdivide 281.3 acres into 109 estate residential lots, 3 open space lots, etc.
C	PDS2007-3200-21075	Dimitri, Diffendale, and Kirk TPM	10.4	Monserate Hill Road/ Monserate Place, Fallbrook	Minor subdivision into four SFR
D	PDS2007-3200-21057	Emerald Hill TPM	19.39	30860 Mission Road, Bonsall	Minor subdivision into four SFR parcels and designated remainder parcel
E	PDS2006-3100-5498, PDS2007-3500-07-011, PDS2014-LDGRMJ-00014, PDS2014-LDMJIP-00011	Golf Green Estates TM	29.4	Camino Del Rey/Old River Road, Bonsall	Subdivision to create 94 SFR lots in two phases
F	PDS2013-TPM-21203 PDS2013-ER-13-01-001	Jackson Ranch TPM	24.5	West of Sunnycrest Lane and north of Winterhaven Road, Fallbrook	Four-lot SFR TPM and one Remainder Parcel
G	PDS1999-3100-4249, PDS2006-3000-06-050, PDS2002-3300-81-023, PDS2007-3813-07-001	Lake Rancho Viejo SP	469	4075 Lake Circle Drive, Fallbrook (east of I-15 and southeast of the San Luis Rey River and Pala Mesa Drive)	16 SFR as part of previously approved SFR development (816-unit residential community developed around a lake; completed)
H	PDS2011-3500-11-003	North County Fire Protection District Site Plan	1.9	5906 Olive Hill Road, Bonsall	8,831 SF single-story, three-bay fire station (constructed)

**Table 1 (cont.)  
CUMULATIVE PROJECTS**

Map No.	Project Numbers Issued by Agency	Project Name	Area (acres)	Location	Proposed Improvements
I	PDS2003-3800-03-001, PDS2003-3100-4976, PDS2006-2700-15060	Olive Hill GPA, TM	45.8	700 feet west of SR 76 on Olive Hill Road, Bonsall	37 half-acre SFR lots
J	MUP 87-021 RPL2 REZ P87-001 RPL2	Rosemary's Mountain/ Palomar Aggregates Quarry	96.4	North side of SR 76, 1.25 miles east of I-15	Aggregate rock quarry and processing plants for concrete and asphalt (~22 million tons of rock to be mined over 20 years). Realignment of SR 76 from project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.
K	PDS2004-3200-20503	Yew Tree Spring Water TPM	7.38	3524 Gird Road	Time extension to allow the completion of the final map for the division of a 7.38 (gross) acre parcel into two parcels of 4.3 and 2.0 net acres
L	MUP74-165WI	Monserate Winery	116	2757 Gird Road	Winery and passive open space and/or SPA facilities totaling 24.8 of 116 acres with the remainder in an open space/agricultural easement to prohibit future development. Portions to be planted as vineyards, with use of developed portions for events/weddings.
M	--	SR 76 South Mission Road to Interstate 15 Highway Improvement	--	From Melrose Drive to Mission Road and Mission Road to the SR 76/I-15 interchange	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.

MUP = Major Use Permit; REZ = Rezone; SFR = single-family residential; SP = Specific Plan; SPA = Specific Plan Amendment; TM = Tentative Map; TPM = Tentative Parcel Map; -- = Information Not Available or Not Applicable

## 5.7 SUMMARY OF PROJECT IMPACTS AND SIGNIFICANCE AND CONCLUSIONS

Project visual effects are identified as notable but less than significant.

As detailed in discussions throughout Section 5.5, above, the Project would result in less than significant visual impacts related to conceptual residential design and massing, privacy walls, retaining walls, and lighting as a result of:

1. the relative number of viewers and orientation to the Project, combined with
2. the consolidated nature of the Project, and

3. the dominant nature of the surrounding topography and attenuative measures built into Project design and detailed in Section 6.0 of this VIA, as well as
4. ordinance compliance relative to steep slopes through strict compliance, exemption within the ordinance for specified roads/utilities, and approval of additional encroachment in accordance with ordinance standards, and
5. ordinance compliance relative to night-lighting.

## 6.0 VISUAL MITIGATION AND DESIGN CONSIDERATIONS

### 6.1 MITIGATION MEASURES

Short- and long-term adverse visual impacts associated with the Project are identified as less than significant. No impacts were identified that require mitigation over Project design.

### 6.2 DESIGN CONSIDERATIONS

A number of Project design features for both construction and operational phases will be incorporated into the Project. These considerations will become Project Conditions to ensure their implementation, if the Project is approved.

1. The Project shall retain a minimum of 60 percent of Project acreage in biological open space (and shall retain on-site equestrian uses).
2. In compliance with the approved conceptual landscape plans, the Landscape Plans shall require:
  - Final landscape at entries, along Project streets, and on manufactured slopes, shall be installed immediately following completion of grading and installation of irrigation.
3. Project grading shall be implemented in accordance with the approved Preliminary Grading Plan, designed to consolidate most residential uses.
4. Construction of the Project shall comply with the Project's visual study through approved building and construction plans. Specific Project conditions of approval and approved building plans should include:
  - Incorporation of open space corridors and parks. A minimum of approximately 60 percent of the Project shall be in biological open space set-aside or landscaped space.
  - Trails/pathways with equestrian fencing and/or landscaping shall be sited along major Project roadways.
  - Where distinguishable, roof-top equipment will be screened from view from adjacent roads, properties, and pedestrian areas. This equipment may include HVAC, etc. Where shielding of routine roof equipment may not be possible, equipment would be organized in an orderly,

uncluttered fashion and painted to match the roof color. Rooftop equipment screening would be identified on site plans.

5. Steep slope areas to be preserved within PA 3 and the Hillside Estate Lot shall be protected by deed restrictions recorded against applicable lots, to excluded grading of those areas.
6. Lighting shall be oriented downward, and shall not spill onto open space or off-site areas in both residential and equestrian use areas, in compliance with the County LPC. Additional specific conditions include:
  - Full cutoff fixtures, low-reflective surfaces (matte surfaces that do not reflect glare) and low-angle spotlights (to focus light on specific features and not allow “spill”) shall be used.
  - No lighting shall blink, flash, or be of unusually high intensity or brightness.
7. Project identification signage will incorporate small scale landscape up-lighting and will not include internally lighted letters.

### **6.3 OVERALL CONCLUSIONS**

The Project proposes new and compact residential lot uses on approximately 23 percent of the site to be developed with residential uses. As noted above, approximately 13 percent would be developed with new residential structures, which would be visibly different from native habitat, other landscaped areas such as parks, or ground-level improvements such as roads. The latter uses comprise more natural or low-laying elements of the view. The large lot/estate uses (almost 70 percent of the residential acreage) would be very low density, with 14 minimum 5-acre lots, and a single approximately 24-acre hillside estate parcel. The Project would retain approximately 61 percent of Project acreage in biological open space and approximately 15 percent in equestrian uses. Excluding the on-site equestrian elements and BOS, the Project site would develop less than one percent of the viewshed.

Although the site is shielded from many viewpoints due to the variation of terrain within the Bonsall community, as well as the presence of intervening structures and mature vegetation; Project structures would be visible from some surrounding roadways, trails, and residential uses.

On-site residences would include varied (i.e., not repetitive and monotonous) structural styles that incorporate a variety of traditional and modern design elements. The Project would retain large amounts of open space and the existing equestrian areas would remain, with improvements to facilities. Existing pastures would be used for similar purposes, and would include limited-use easements to preserve the associated pastoral character. The landscape design concept would reflect the natural setting in and around the site, as well as the dense riparian corridor that edges the northern Project boundary. All landscaping and irrigation would conform to the County Landscape Regulations and Standards, Fire Protection Plan for Fuel Modification, and Water Conservation Ordinance 10032; as well as the Bonsall Community Plan. All residential lots would encompass typical ornamental landscaping, as well as opportunities for transitional uses including small orchards, vineyards and gardens. In addition, “screen fence” and “buffer plantings” would be installed along applicable planning area and Project site boundary locations, and street/edge plantings would be used throughout the developed portions of the site.

Although the visual character of the site would change from existing conditions, Project development would be generally consistent with the relative scale of development in the area and would not result in new dominant visual elements within the larger viewshed. Proposed residential uses would generally be developed within lower elevations of the property. A substantial amount of the site would remain in a visual condition similar to existing conditions, or have elements continued (e.g., on-site equestrian uses would be retained and the landscaped road trending through the heart of the equestrian uses would continue to the east). Due to the minimization of the footprint of new elements, retention of existing elements, and the overall diverse nature of the Bonsall community in this area in general, the Project would not substantially contrast with the existing character and quality of the Project vicinity. Moreover, the scale and contrast between the proposed development and the overall surrounding area would not be dominant in views toward the Project site as: (1) the greatest number of viewers would either be looking toward the Project from the north (across the river valley, toward an expansive view of which the Project provides only a part, and with substantial intervening uses), or (2) from the south, from which vantage points along a large part of the southern project boundary would remain exactly the same.

Overall, the Project would extend visual patterns associated with development in the surrounding area onto the Project site. Taking the retention of substantial existing view elements into consideration, as well as the limited visual accessibility from the south, and the distance and competing view elements in views from the north, Project development overall would be visually consistent with the existing surrounding viewshed. Proposed Project elements would result in less than significant effects on area character or quality following Project buildout and vegetation maturity and would, therefore, result in less than significant impacts under Guideline 1.

Short-term visual impacts (raw soil, graded building pads, cut or filled slopes, construction equipment and materials, and new vertical construction) would be adverse. Viewers in the surrounding area may have views of these construction elements, although existing vegetation and intervening topography would block many views. The short-term nature of these impacts, as well as the limited extent of their footprint relative to the Project overall, result in a similar less than significant conclusion.

Approximately 96 percent of all on-site RPO steep slopes would not be affected by Project development and/or comply strictly with the RPO. Although Project design would successfully avoid the great majority of areas with steep slopes, it is not feasible to completely avoid all areas. Within the Project's areas classified as steep slopes, the proposed site plan would require grading of approximately 4 percent of the on-site RPO steep slopes, including areas associated with road/utility placement and residential lot encroachment.

Each of the roads is necessary to provide access to the residential lots in less than 25 percent slope, and would support daily resident use as well as emergency response services to the proposed homes, as well as incorporating utilities. In general, Project roads have been planned to (1) replace existing on-site paved or dirt road disturbance where possible, (2) take the shortest path with the smallest width of footprint elsewhere (e.g., in the short stretch from West Lilac Road to PA 1), and (3) otherwise to "hug" the development perimeter. Following construction, impacted road-adjacent areas would be revegetated/landscaped, and upon landscape maturity would be expected to not significantly visually differentiate from other on-site areas with vegetated slopes.

Relative to lots, areas within the impact footprint where on-site steep slopes have been identified through detailed engineering review are generally isolated, and visually minimized by adjacent and

on-site acreage of steep slopes which would not be removed or changed by the Proposed Project. The prominent hills surrounding the site would remain as they currently are. Project design results in the development being both efficient and the least impactful design option relative to overall site retention of cultural, biological, and unique visual resources. As a result, no significant impacts are identified relative to encroachment into RPO steep slopes pursuant to Guideline 2. (The reader is also referred to the Project Resource Protection Study Focused Steep Slopes Analysis, provided under separate cover.)

No Scenic Highways designated by Caltrans (consisting of segments of SR 52, SR 75, SR 78, SR 163 and SR 175) are in proximity to the Project. Relative to views from designated County Scenic Highways, no direct views to the Project site are available from South Mission Road or Gird Road due to constraining intervening topography, structures, and landscaping. The thick vegetation along the designated segment of I-15 obscures most of the visibility to the site such that only peek views to the existing northern portion of the parcels are intermittently available. Similarly, although some peek views from certain areas along SR 76 would be available where vegetation thins, the visible built elements of the Project would generally be consistent in character with other development near the Project, as well as the development pattern visible in Bonsall overall. The Project would not affect views of nearby natural habitat or topography or obstruct valued focal or panoramic vistas from designated County Scenic Highways.

Although there are brief sections of other public roadways (including West Lilac Road just west of Via Ararat Drive and east of Redondo Drive) with views to the Project site, the majority of views are similarly obstructed by portions of the Project site not proposed for development, intervening topography, screening vegetation, and/or abutting residences. In the isolated areas where potential views are identified, the Project site generally comprises a small portion of a more expansive panorama that may include the river valley, undeveloped hillsides, agricultural areas, and/or existing development of varying densities. This is particularly true for vistas that are at a distance from the site, where Project features would not represent a substantial view element and competing visual factors would draw the viewer's attention in other directions. Additionally, while there are areas along existing pathways/equestrian trails where site features would be visible within expansive views to the south, the addition of built elements would not substantially affect existing panoramic vistas from these areas since the foreground and background (i.e., horizon) view elements would remain unchanged, and would not be obstructed or interrupted. This is also largely true of future trail locations. Where future trails would immediately abut the Project, there would not be a changed visual condition as there is no current viewpoint for the viewer to compare to, and Project development would be generally consistent with surrounding development in this portion of Bonsall. Thus, the Project would not result in substantially noticeable changes to resources that compose the views, or otherwise distract from or obstruct valued focal and/or panoramic vistas. Project-related impacts to valued scenic vistas from County-designated scenic highways, public roadways, trails, RCAs, and recreational facilities would be less than significant pursuant to Guideline 3.

Although the Project is not subject to a GPA or zoning change, this conservative analysis also addressed private views from homes within the Project viewshed. The severity of the overall change resulting from Project development for most private viewers would be relatively low due to several factors, including the combination of open space retained by the Project, the distance between the viewer and the Proposed Project, and/or the nature of intervening topography, development, and/or private lot vegetation. Where homes are closer and may have more direct views onto the Project, the small number of such homes contributes to a less than significant finding under CEQA.

The Project would be consistent with applicable goals and policies related to aesthetics contained within applicable local land use plans, including the Conservation and Open Space Element of the County of San Diego General Plan, the Bonsall Community Plan, and the I-15 Scenic Corridor Guidelines. No associated significant visual impacts would occur under Guideline 4 related to consistency with these guidelines.

The County of San Diego's Dark Sky Ordinance/Light Pollution Code effectively addresses and minimizes the impacts of new light pollution sources. Through conformance with applicable regulations, the Project, including both new residentially related and the continued/slightly expanded equestrian uses, would not adversely affect day or nighttime views or astronomical observations. Project-related impacts would be less than significant pursuant to Guidelines 5, 6, 7, and 9. Regarding glare effects, substantial glare is generally not anticipated from the residential units as large expanses of glass are not proposed for the Project. Although exempted from visual review pursuant to California Government Code Section 65850.5, it is also noted that visual impacts related to glare from solar/photovoltaic panels could potential occur to a limited extent, but would be less than significant pursuant to Guideline 8.

Finally, the Project's contribution to regional visual change based on Bonsall development would be less than cumulatively considerable, and therefore less than significant.

## 7.0 REFERENCES

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HELIX Environmental Planning, Inc. (HELIX)

- 2019a Agricultural Resources Report, Ocean Breeze Ranch Project. May.
- 2019b Ocean Breeze Ranch Project Biological Resources Technical Report. May.
- 2019c Ocean Breeze Ranch Resource Protection Study Focused Steep Slopes Analysis. May.



MS+MEGT

2019 Conceptual Landscape Plan. May.

Project Design Consultants (PDC)

2019a Ocean Breeze Ranch Site Plan Exhibit. May 15.

2019b Ocean Breeze Ranch Steep Slope Exhibit. May 15.

2018a Ocean Breeze Ranch Preliminary Grading Plans. December 5.

2018b Ocean Breeze Ranch Pathway/Trail Exhibit. January 23.

## 8.0 REPORT PREPARERS

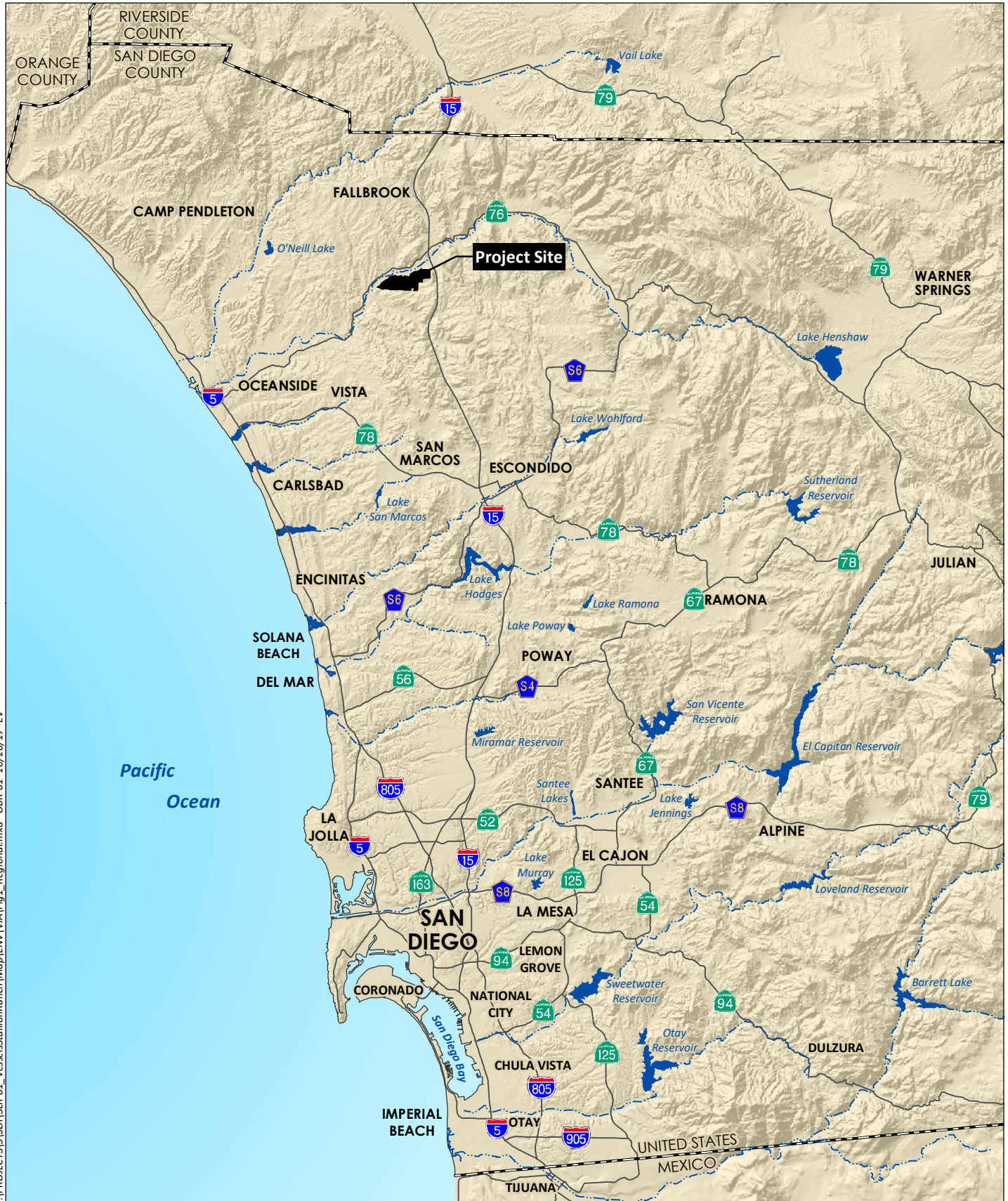
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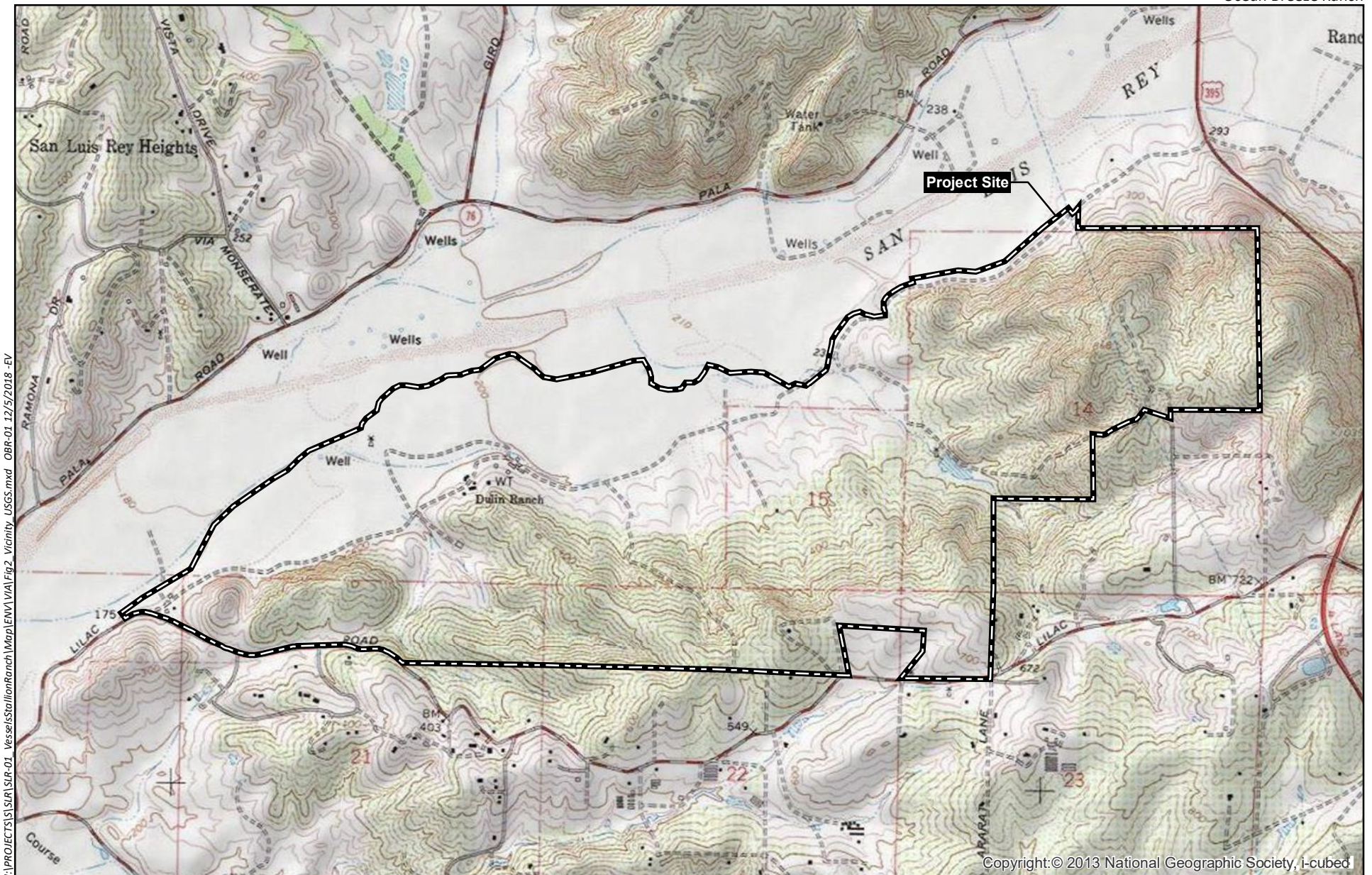
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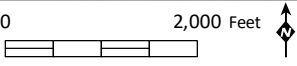


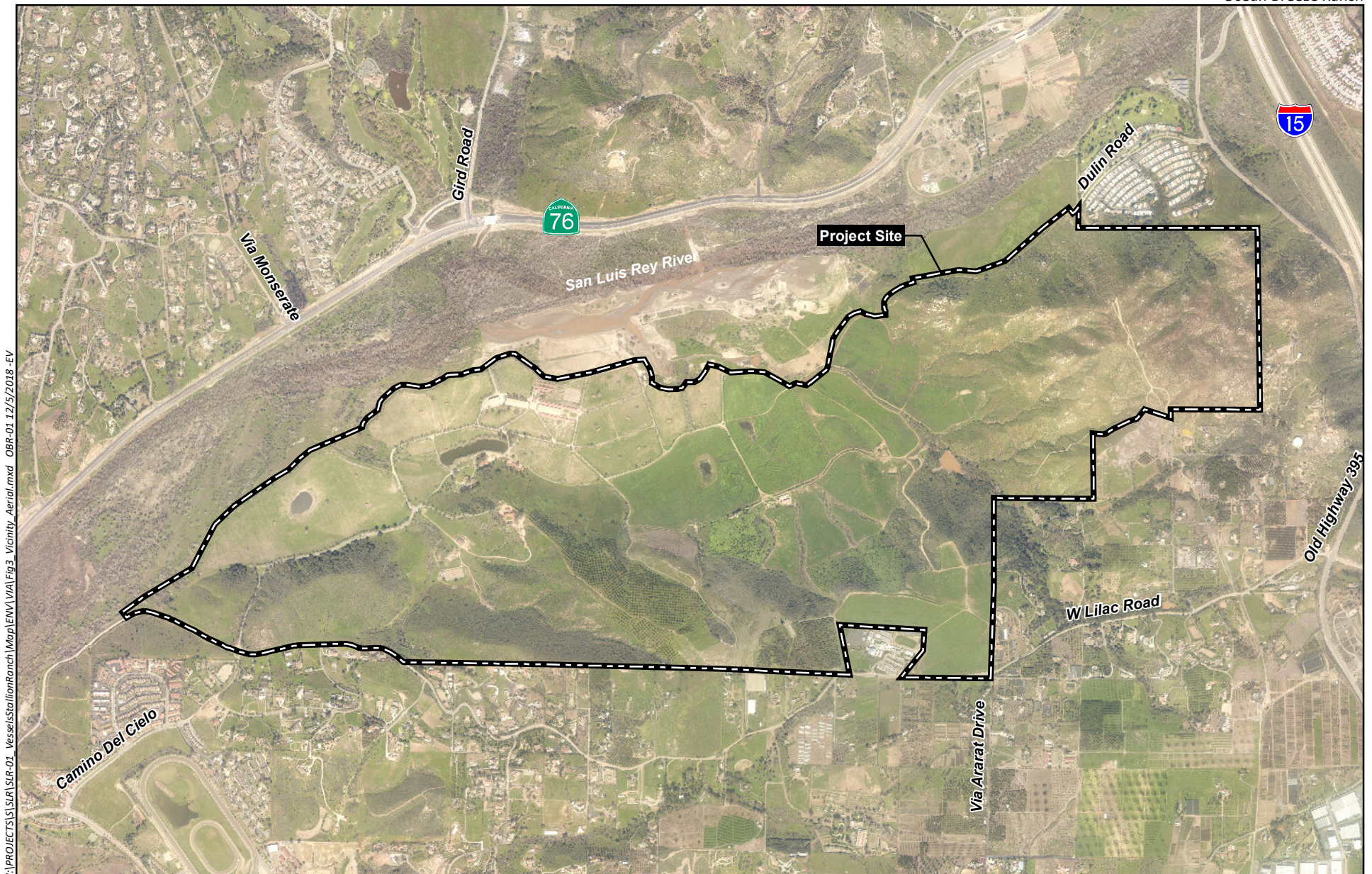
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Source: Base Map Layers (SanGIS, 2016)



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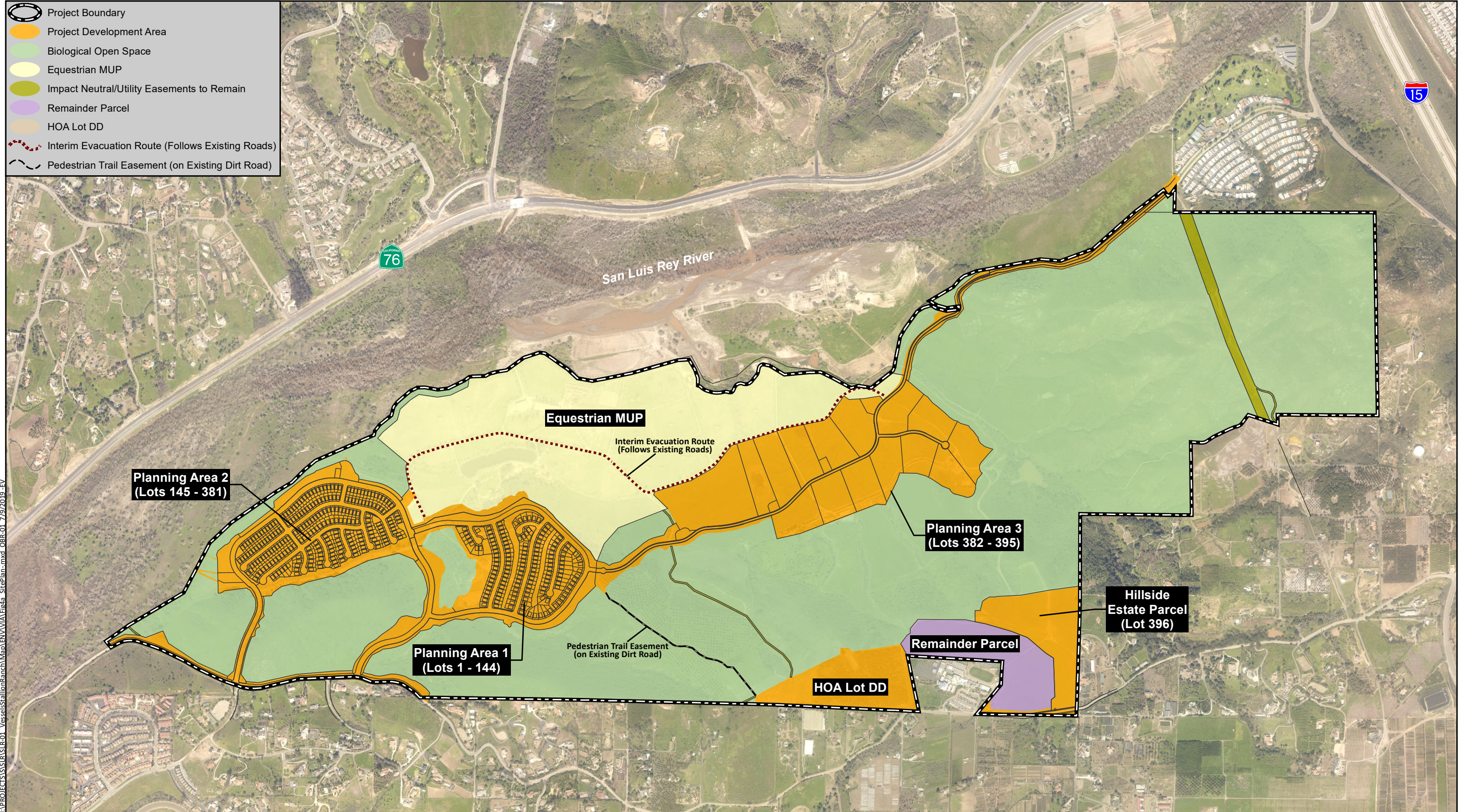


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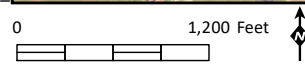


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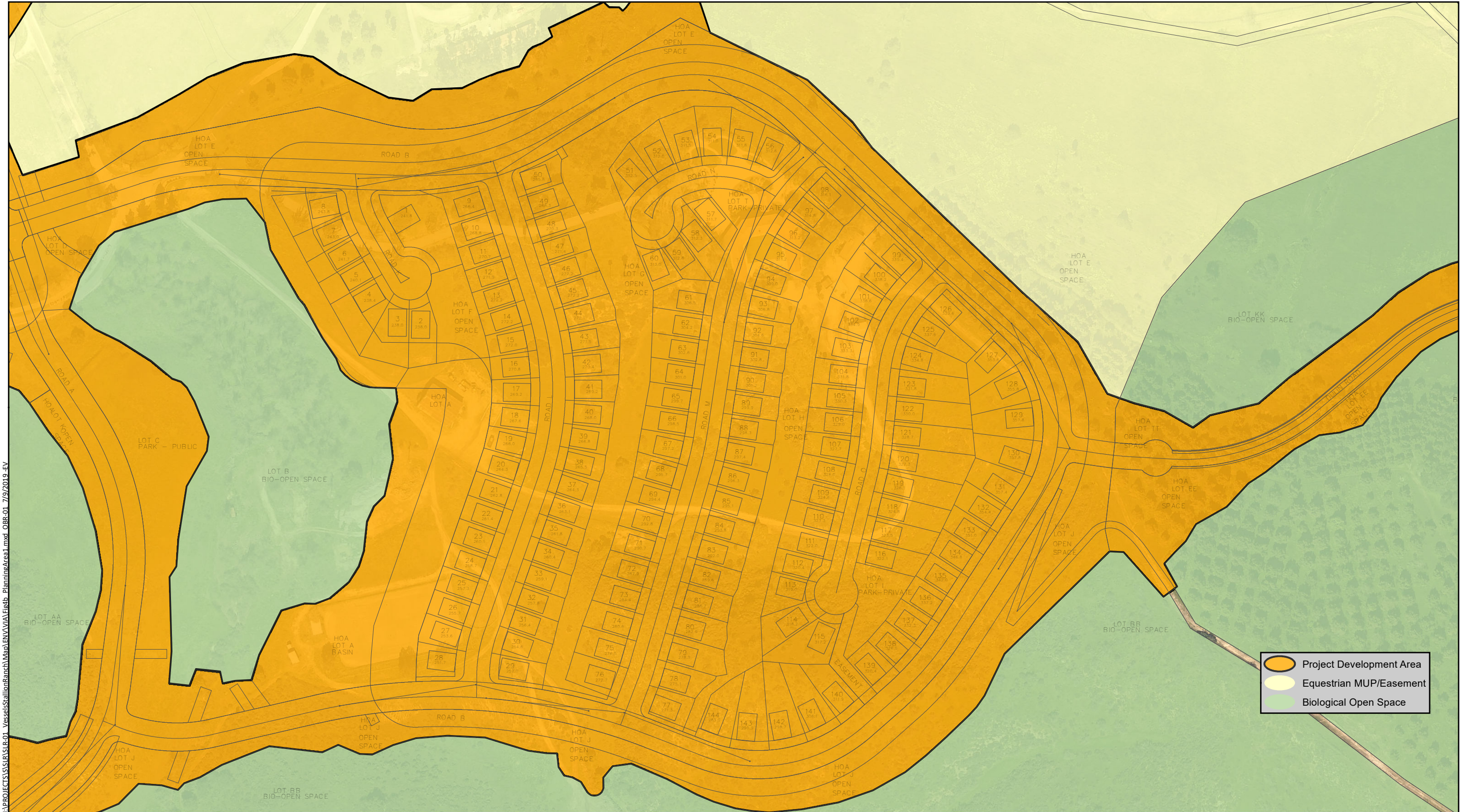
-  Project Boundary
-  Project Development Area
-  Biological Open Space
-  Equestrian MUP
-  Impact Neutral/Utility Easements to Remain
-  Remainder Parcel
-  HOA Lot DD
-  Interim Evacuation Route (Follows Existing Roads)
-  Pedestrian Trail Easement (on Existing Dirt Road)






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Source: Aerial (SanGIS, 2017)

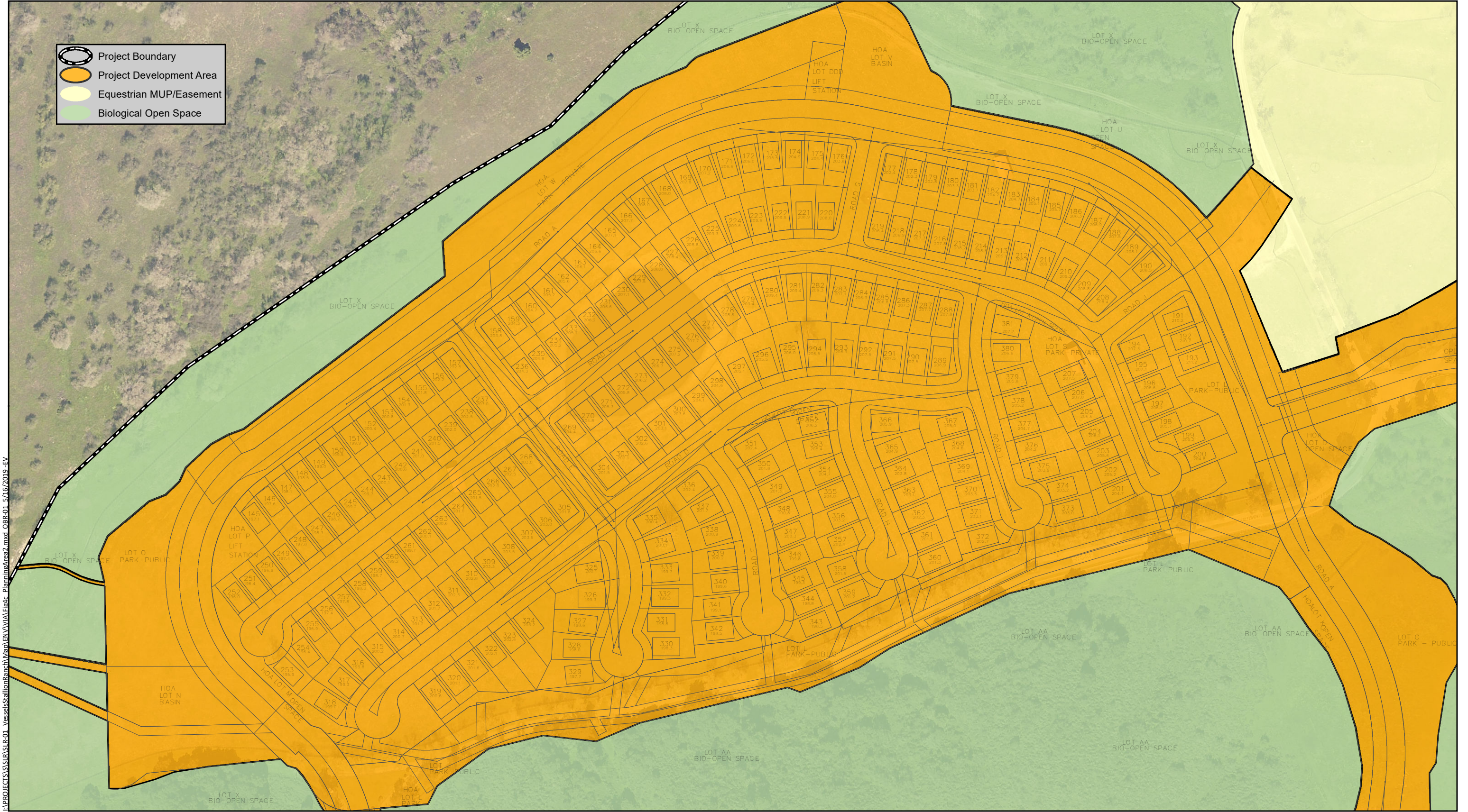


-  Project Development Area
-  Equestrian MUP/Easement
-  Biological Open Space



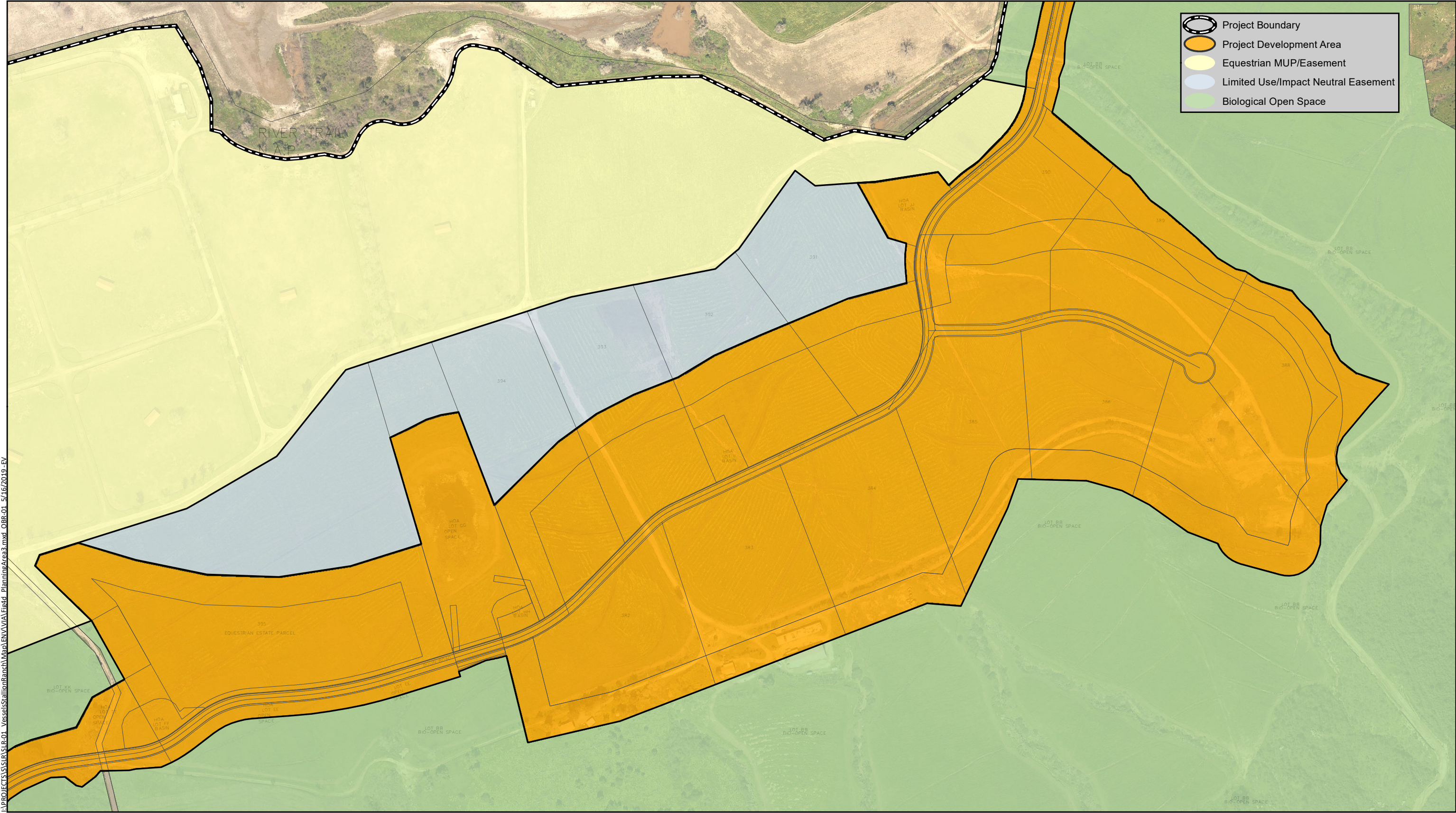
Sources: Aerial (SanGIS, 2017), Project Plans (Project Design Consultants 2019)

-  Project Boundary
-  Project Development Area
-  Equestrian MUP/Easement
-  Biological Open Space



Sources: Aerial (SanGIS, 2017), Project Plans (Project Design Consultants 2019)





Project Boundary  
 Project Development Area  
 Equestrian MUP/Easement  
 Limited Use/Impact Neutral Easement  
 Biological Open Space

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Sources: Aerial (SanGIS, 2017), Project Plans (Project Design Consultants 2019)



PLAN 2A - COTTAGE

PLAN 3A - CRAFTSMAN

PLAN 1B - RANCH



PLAN 2B - MONTEREY

PLAN 3B - SPANISH

PLAN 1A - FARMHOUSE



PLAN 3B - SPANISH

PLAN 1A FARMHOUSE

PLAN 2A COTTAGE

Source: Summa Architecture, June 21, 2018

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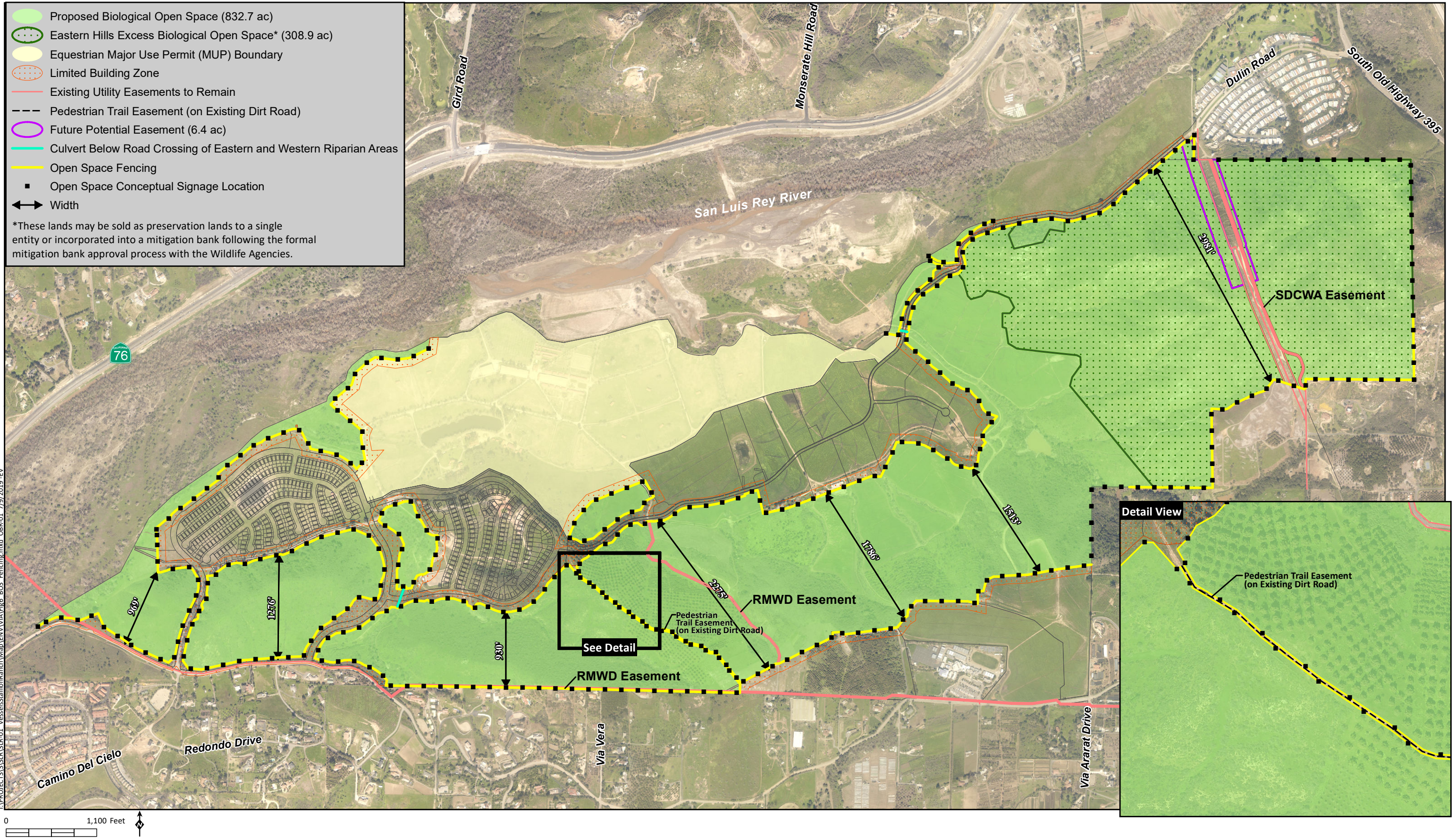
STREET PERSPECTIVE 2



STREET PERSPECTIVE 1

Source: Summa Architecture, June 21, 2018

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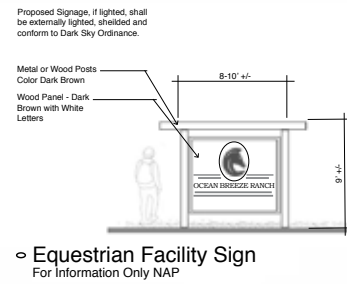
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Wall and Fence Legend

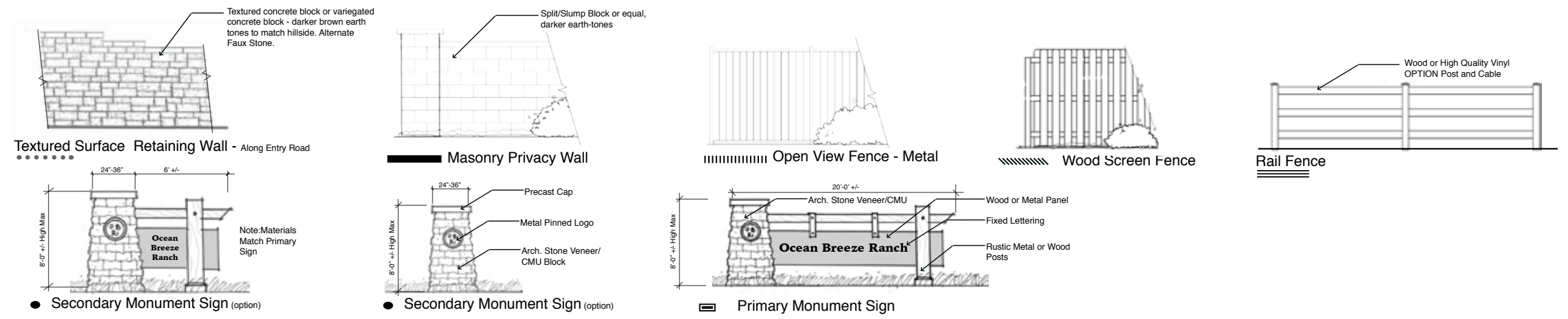
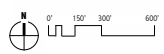
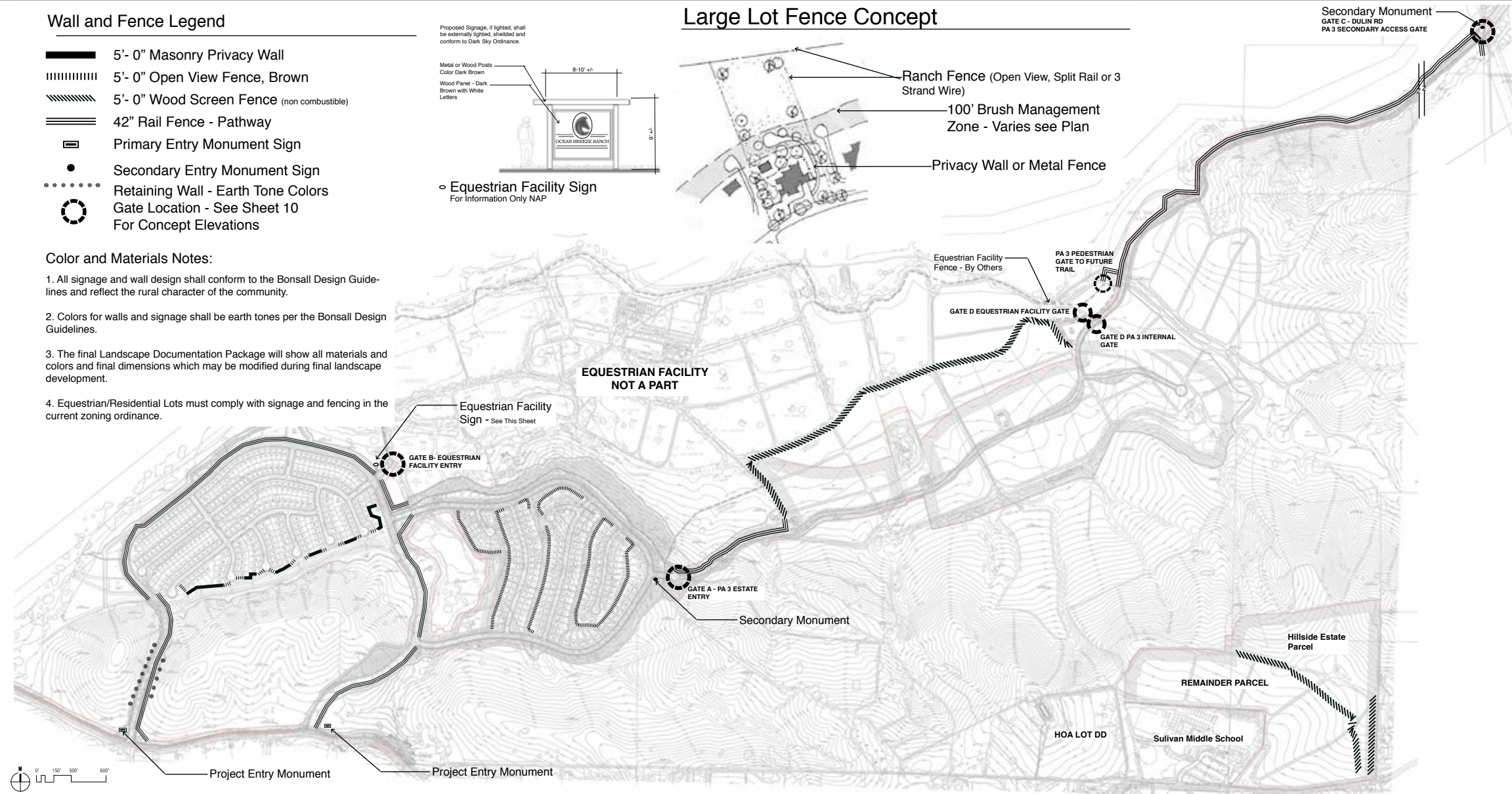
- 5'-0" Masonry Privacy Wall
- 5'-0" Open View Fence, Brown
- 5'-0" Wood Screen Fence (non combustible)
- 42" Rail Fence - Pathway
- Primary Entry Monument Sign
- Secondary Entry Monument Sign
- Retaining Wall - Earth Tone Colors
- Gate Location - See Sheet 10 For Concept Elevations

Color and Materials Notes:

1. All signage and wall design shall conform to the Bonsall Design Guidelines and reflect the rural character of the community.
2. Colors for walls and signage shall be earth tones per the Bonsall Design Guidelines.
3. The final Landscape Documentation Package will show all materials and colors and final dimensions which may be modified during final landscape development.
4. Equestrian/Residential Lots must comply with signage and fencing in the current zoning ordinance.



Large Lot Fence Concept

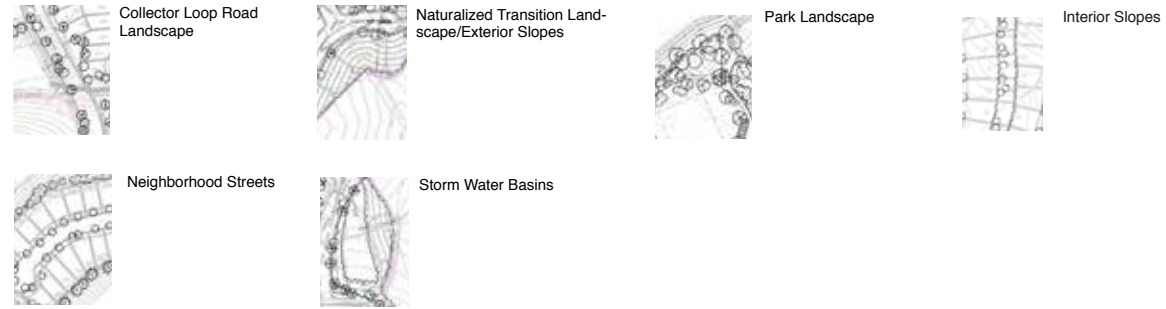


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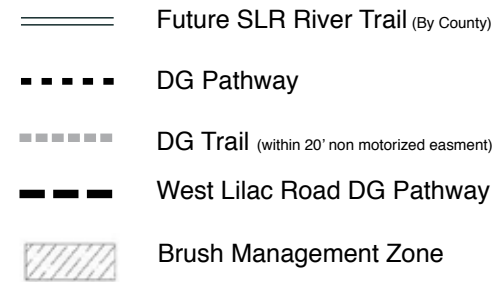
Source: MS+MEGT, May 17, 2019

**LANDSCAPE CONCEPT LEGEND**

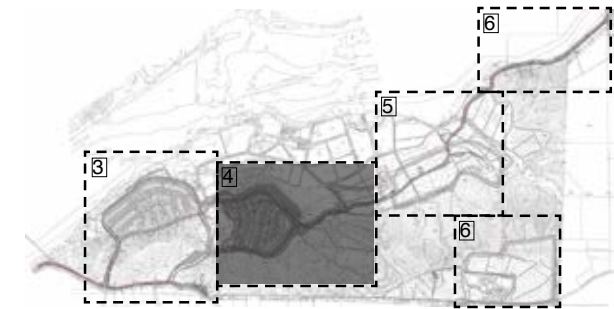
See Sheet 2 for Plant List



**Legend**



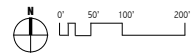
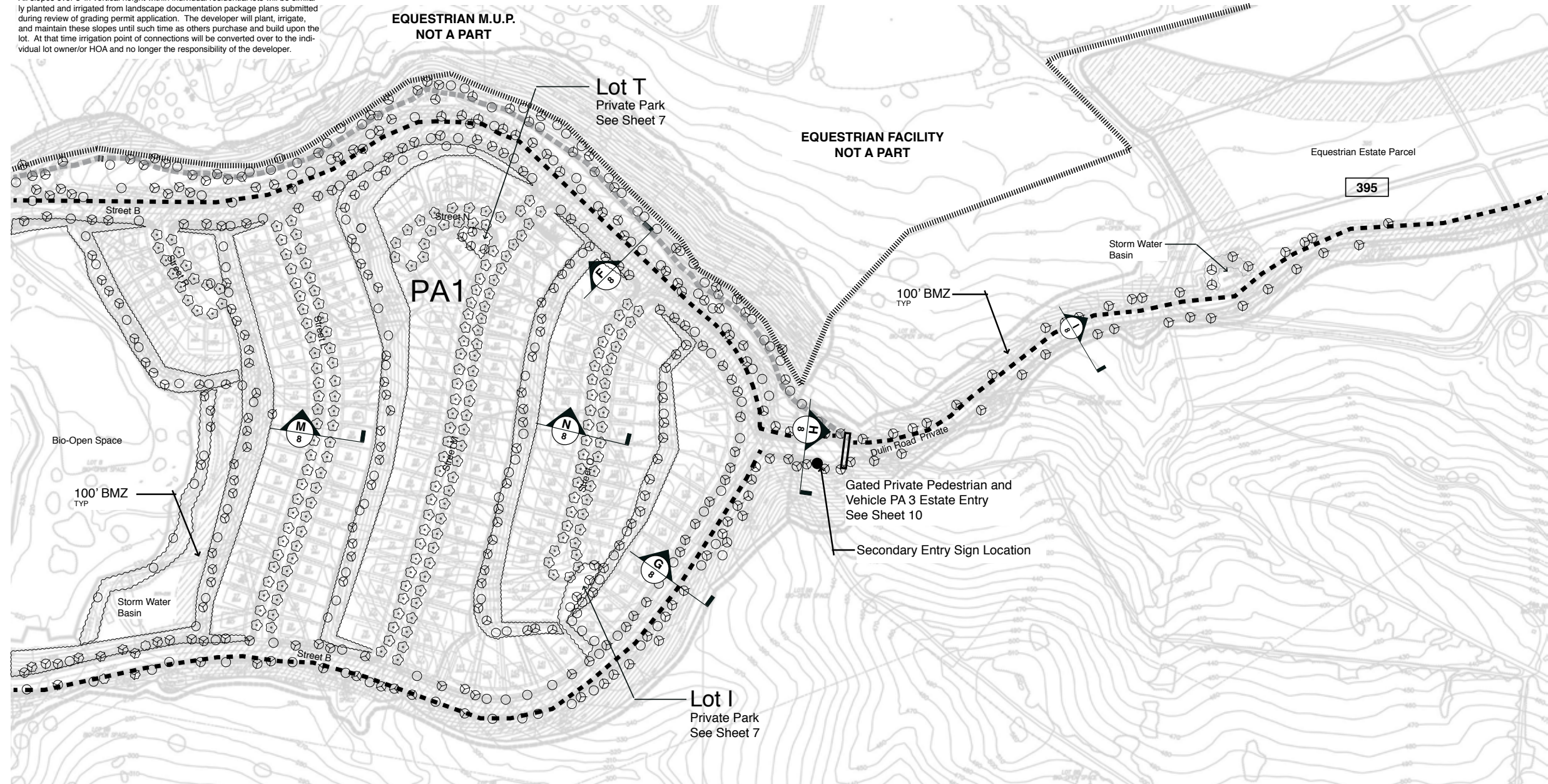
See Sections - Sheet 8 for Pathway and Trail widths



Sheet Index

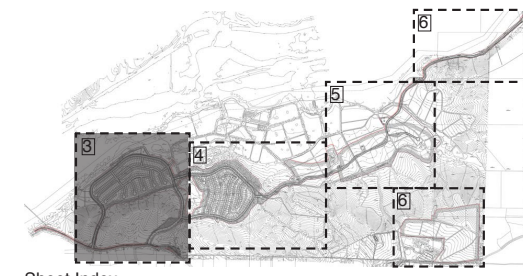
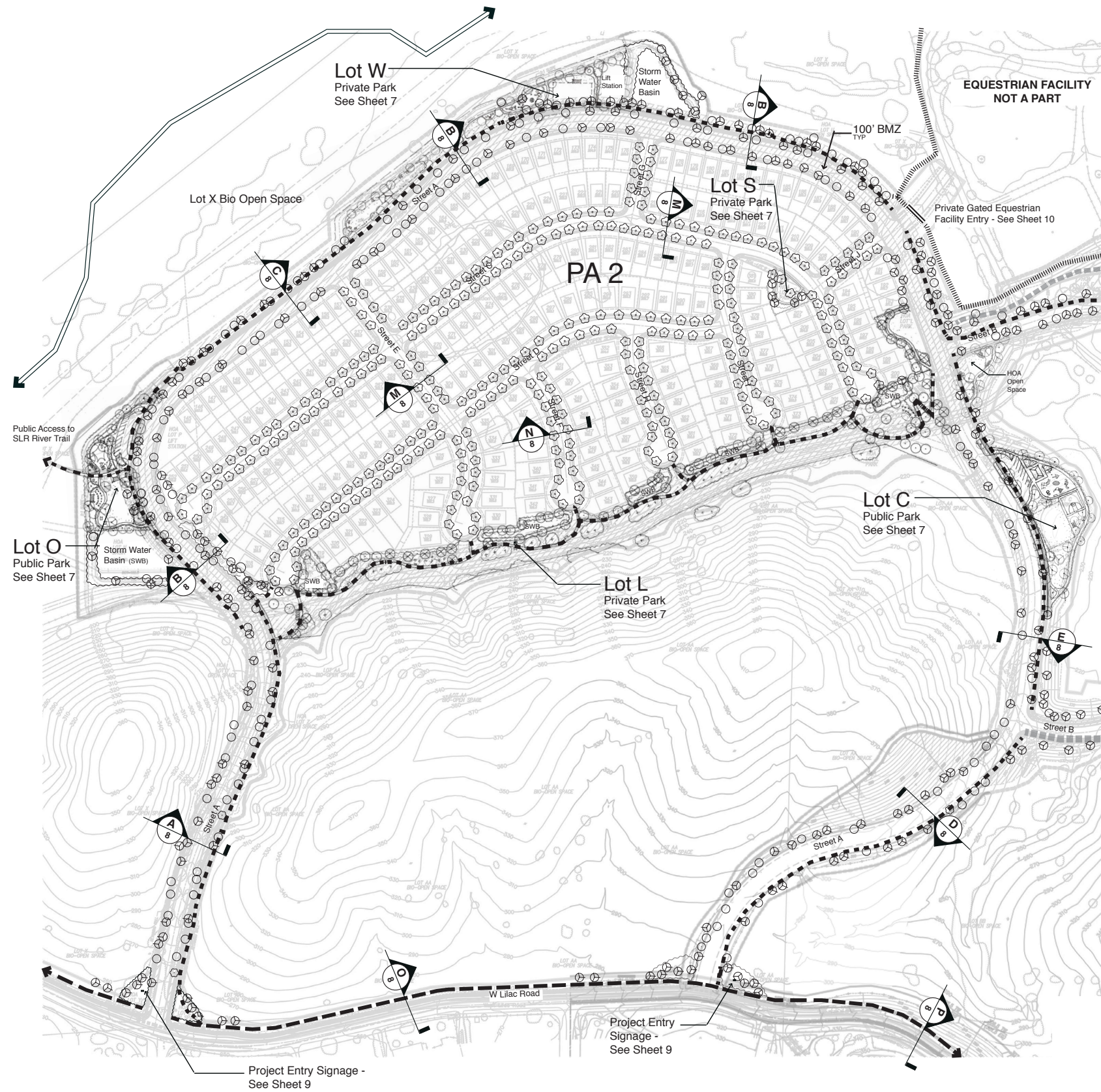
**NOTES**

All slopes over 3' in vertical height within individual residential lots will be similarly planted and irrigated from landscape documentation package plans submitted during review of grading permit application. The developer will plant, irrigate, and maintain these slopes until such time as others purchase and build upon the lot. At that time irrigation point of connections will be converted over to the individual lot owner/HOA and no longer the responsibility of the developer.



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Source: MS-ASLA, May 17, 2019



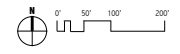
- Legend**
- Future SLR River Trail (By County)
  - DG Pathway
  - DG Trail (within 20' non motorized easment)
  - West Lilac Road DG Pathway
  - Brush Management Zone
- See Sections - Sheet 8 for Pathway and Trail widths

- LANDSCAPE CONCEPT LEGEND**
- See Sheet 2 for Plant List
- |                               |  |
|-------------------------------|--|
| Collector Loop Road Landscape | Naturalized Transition Landscape/Exterior Slopes |
| Neighborhood Streets          | Storm Water Basins (SWB)                         |
| Park Landscape                | Interior Slopes                                  |






**NOTES**

All slopes over 3' in vertical height within individual residential lots will be similarly planted and irrigated from landscape documentation package plans submitted during review of grading permit application. The developer will plant, irrigate, and maintain these slopes until such time as others purchase and build upon the lot. At that time irrigation point of connections will be converted over to the individual lot owner/HOA and no longer the responsibility of the developer.

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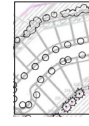

Legend

-  Future SLR River Trail (By County)
-  DG Pathway
-  DG Trail (within 20' non motorized easment)
-  West Lilac Road DG Pathway
-  Brush Management Zone

See Sections - Sheet 8 for Pathway and Trail widths

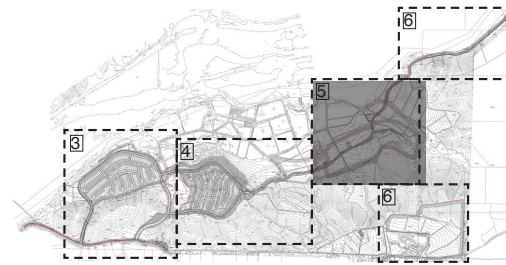
LANDSCAPE CONCEPT LEGEND

See Sheet 2 for Plant List

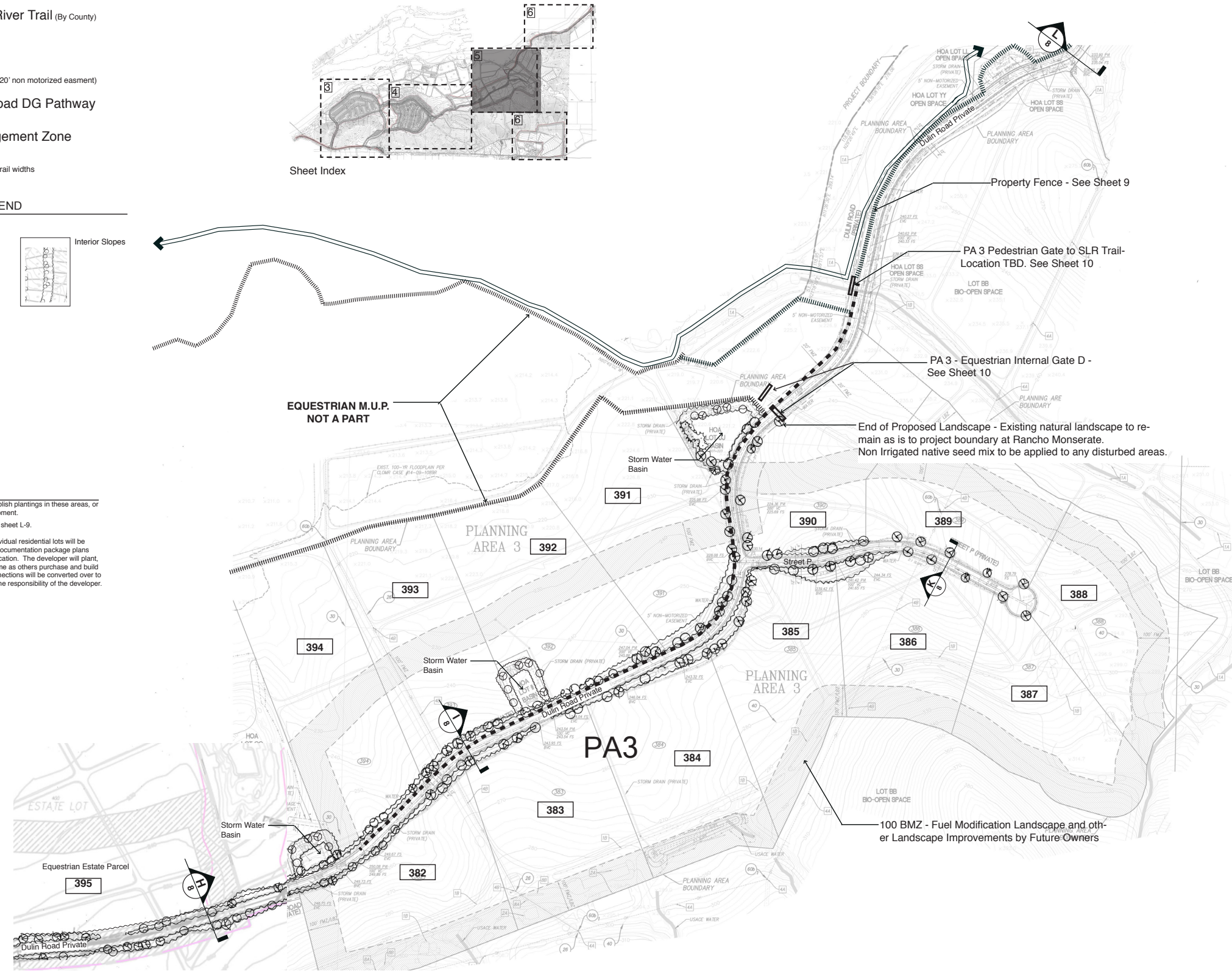
-  Naturalized Transition Landscape/Exterior Slopes
-  Interior Slopes
-  Neighborhood Streets
-  Storm Water Basins SWB

NOTES

1. Temporary irrigation may be required to establish plantings in these areas, or any areas that may be disturbed during development.
2. For typical Estate Lot layout and fencing see sheet L-9.
3. All slopes over 3' in vertical height within individual residential lots will be similarly planted and irrigated from landscape documentation package plans submitted during review of grading permit application. The developer will plant, irrigate, and maintain these slopes until such time as others purchase and build upon the lot. At that time irrigation point of connections will be converted over to the individual lot owner/HOA and no longer the responsibility of the developer.








Sheet Index



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Legend

-  Future SLR River Trail (By County)
-  DG Pathway
-  DG Trail (within 20' non motorized easment)
-  West Lilac Road DG Pathway
-  Brush Management Zone



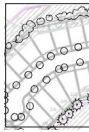

See Sections - Sheet 8 for Pathway and Trail widths

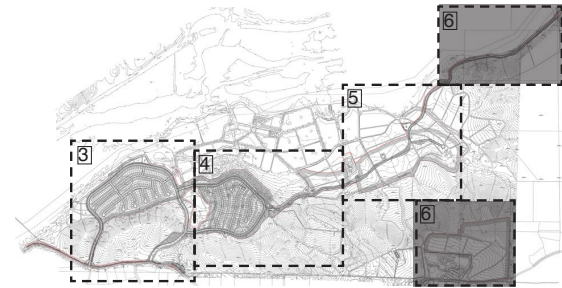
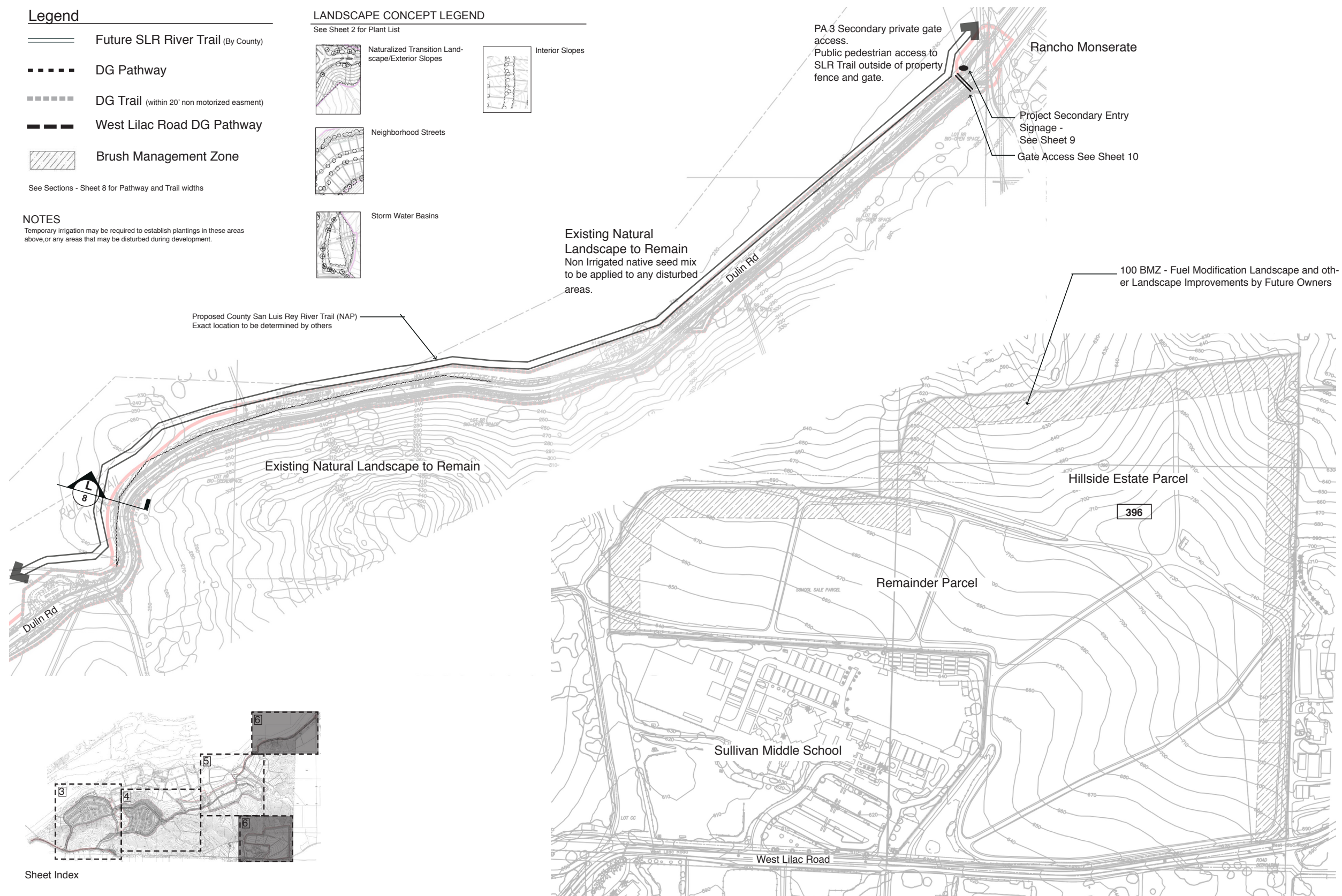
NOTES

Temporary irrigation may be required to establish plantings in these areas above, or any areas that may be disturbed during development.

LANDSCAPE CONCEPT LEGEND

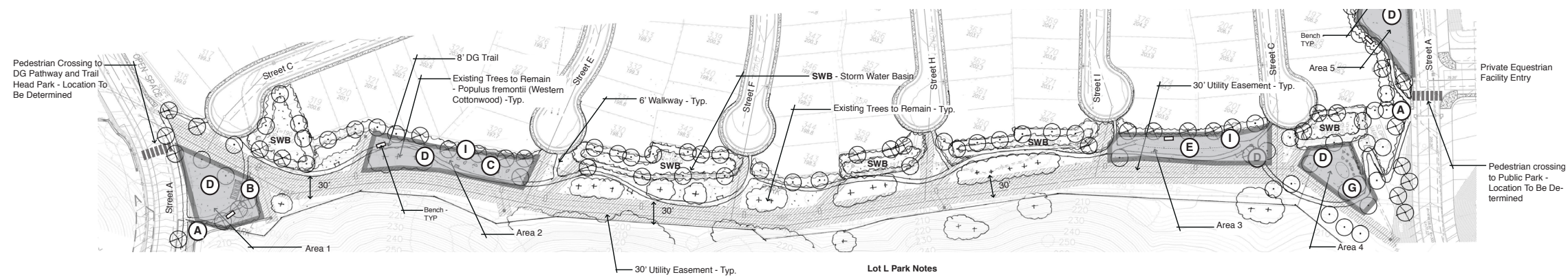
See Sheet 2 for Plant List

-  Naturalized Transition Landscape/Exterior Slopes
-  Interior Slopes
-  Neighborhood Streets
-  Storm Water Basins

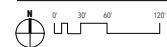


Sheet Index

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### Lot L - Private Linear Park



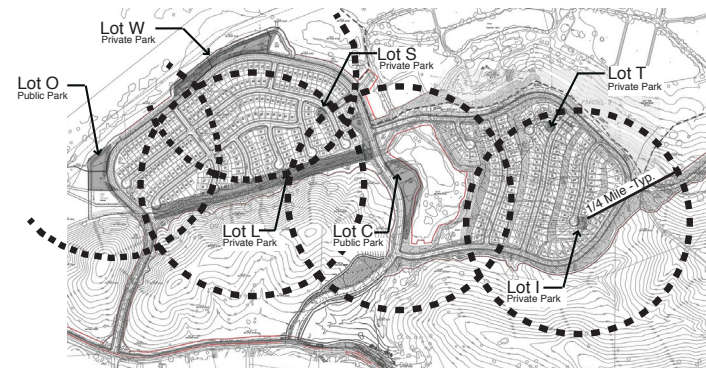
### Linear Park - PLDO Active Rec Use Areas

Area	Area Size
Area 1	10,000 sf
Area 2	15,000 sf
Area 3	11,700 sf
Area 4	5,600 sf
Area 5	9,000 sf
<b>Total</b>	<b>51,300sf +/-</b>

Areas of Active Recreational Uses - Excludes Utility Easements

### Lot L Park Notes

1. For Existing Trees to Remain - see landscape notes sheet L-2 for notes on development of a tree protection plan that will be required to protect trees during construction on Final Landscape Development Plans.
2. Storm drain will be maintained by HOA.
3. Existing Overhead Lines within the Residential MUP will be removed and service will be provided via new underground systems.



KEYMAP - Park Distance Diagram (1/4 Mile Radius)



### Park Plan Notes

1. Park planting shall avoid/reduce using plant types that drop plant material (seeds, flowers, pods) that may impede or limit ADA path of travel.
2. Parks shall incorporate ADA component(s) to the proposed play equipment structure.
3. Wood Chips/Rubberized surfacing (or a combination of) shall be used at all play equipment.
4. All County Public Parks will require DPR themed monument sign(s) to be located at park entrances. Final type and location will need to be approved by DPR during the Final Landscape Documentation package.
5. Roadway crossings are desired between parks where feasible. PDS and DPW to work together to access optimum locations for crossings to connect parks.
6. Tree species with known surface roots shall be restricted form areas of public use.
7. All plant species for parks shall be drought tolerant and resilient to local pests.
8. Buffer Planting along park edges adjacent to Lot X open space shall consist of locally native species to avoid the spread of non native and invasive species into the San Luis Rey River Park and Corridor.
9. San Diego County DPR recommends locally native Quercus species to avoid hybridization along the San Luis Rey River Corridor.

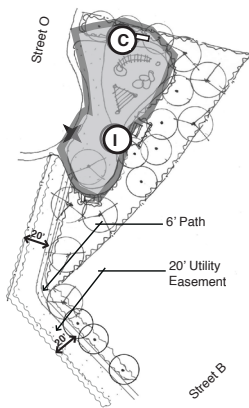
### Park Plan Legend

- (A) Park Monument Entry Sign - typ.
- (B) Picnic/Seating Area w/ Trellis
- (C) Play Area (Age Separated)
- (D) Open Turf Area\*
- (E) Fenced Dog Run
- (F) Half Court Basketball
- (G) Grass Amphitheater\*
- (H) Restroom/Maintenance  
With Park Information Sign
- (I) Picnic Table
- (Rect) Bench - Typical
- (X) Mini Monument Sign

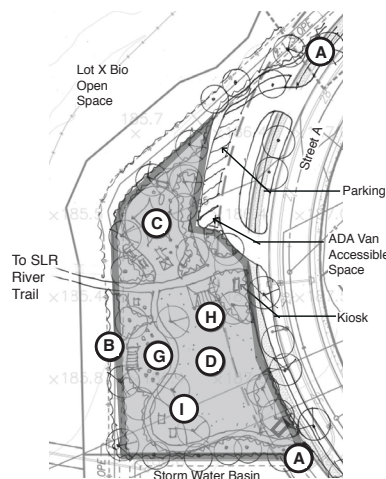
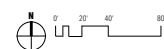
### Summary Park Acreage Type And Credits

SUMMARY PARK ACREAGE TYPE AND CREDIT		Required Units	Required sf/du	Required Acres
<b>Required</b>	<b>Bonsall LPPA</b>	396	352.84	3.2
<b>Provided</b>				
Lot Number - Park Name	Public or Private	Gross Acres	Net Acres (Per PLDO)	Eligible Recreational Uses
<b>Lot L - Linear Park</b>	Private	7.02	.58	50% Informal Open Lawn Area, One Group Shade Structure, Three Picnic Tables, Multi Age Play Area, Seating areas, Trails, Dog Run, Amphitheater
<b>Lot C - Neighborhood Park</b>	Public	2.81	0.96	100% Informal Open Lawn usable for youth soccer, Half Court Basketball, Shade Structure, Three Picnic Tables, Multi Age Children's Play Areas, Seating areas, Trails
<b>Lot O - Trail Head Park</b>	Public	1.68	0.90	100% Shade Structure, Four Picnic Tables, Multi Age Children's Play Areas, Seating areas, amphitheater, Trails, Kiosk, Open Lawn Area
<b>Lot I - Pocket Park</b>	Private	0.51	0.14	50% Multi Age Children's Play Areas, Seating areas, Informal Lawn Area
<b>Lot S / T - Pocket Parks</b>	Private	0.34	0.16	50% Seating areas, Open Lawn
<b>Lot W - Neighborhood Park</b>	Private	3.35	0.60	50% Multi Age Children's Play Areas, Shade structure, Three Picnic Tables, Seating areas, Open Lawn, Dog run or Free Leash Area, View Overlooks
<b>TOTALS</b>		<b>15.71</b>	<b>3.34</b>	

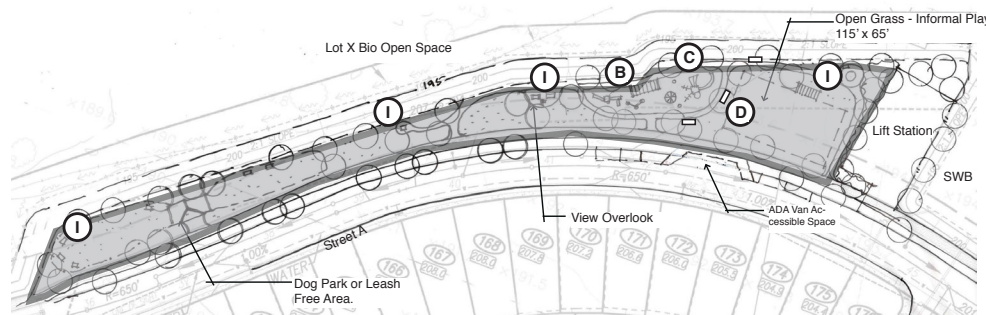
\* Net Acres listed for PLDO Credit reflect the 50% reduction.



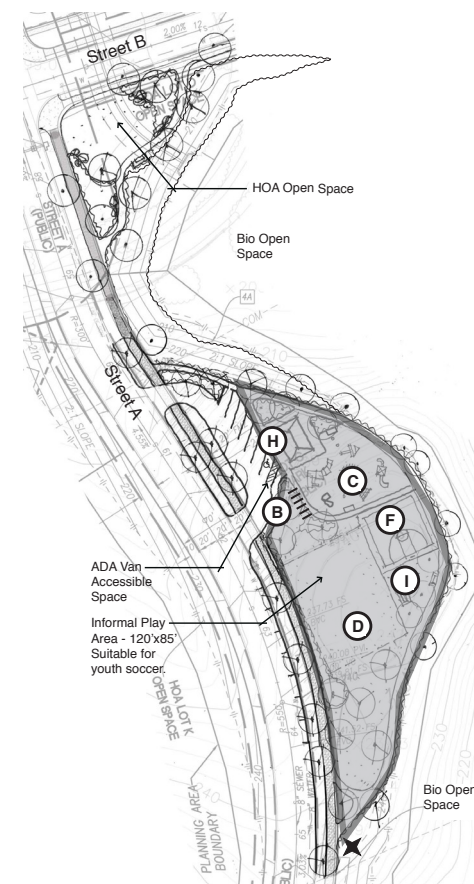
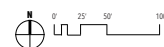
### Lot I - Private Pocket Park



### Lot O - Public Trail Head Park



### Lot W Private Park



### Lot C Public Neighborhood Park



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The plant material listed below is not intended to be a complete list, but rather offer a representation of the plants suitable for the project. Final plant selection and container sizes will be submitted during the final Landscape Documentation Package process. No non-native invasive plant species shall be used, per Appendix H and J in the County Water Efficient Landscape Manual and California Exotic Pest Plant Council List A-1, and the California Invasive Plant Council (Cal-IPC).



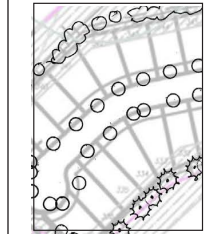
**Collector Loop Road Landscape**

**Trees** - 75% 24" Box, 25% 15 gallon

Arbutus menziesii	Madrone
Olea europea - "Fruitless"	Fruitless Olive
Platanus racemosa	California Sycamore
Quercus agrifolia	Coast Live Oak
Umbellularia californica	Bay Laurel

**Shrubs and Ground Covers** - 40% 1 Gallon, 30% 5 Gallon, 30% Flats

Aloe species*	Aloe
Arctostaphylos species*	Manzanita
Baccharis species*	Baccharis
Callistemon "little john"	NCN
Ceanothus species*	California Lilac
Cistus purpurpureus	Orchid Rockrose
Muhlenbergia rigens	Deer Grass
Nolina species*	Nolina
Opuntia species*	Cactus
Rosmarinus species*	Rosemary
Salvia species	Sage



**Neighborhood Streets**

**Trees** - 100% 24" Box

Agonis flexuosa	Peppermint Willow
Arbutus unedo 'marina'	Marina Strawberry Tree
Geijera parviflora	Australian Willow
Pistacia chinensis	Chinese Pistache
Pittosporum undulatum	Victorian Box
Quercus ilex	Holly Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac

**Shrubs and Ground Covers** - 100% Flats

Aloe species*	Aloe
Arctostaphylos species*	Manzanita
Baccharis species*	Baccharis
Ceanothus g. horizontalis	Carmel Creeper
Dymondia margaretae	Silver Carpet
Festuca glauca 'Elijah Blue'	Elijah Blue Fescue
Sedum species and hybrids	Stonecrop

**Hydroseed Mix for Slopes** (Final mix to be determined by location and soil)

Baccharis pilularis	Coyote Bush
Eriophyllum confertiflorum	Golden Yarrow
Encelia californica	Bush Sunflower
Eschscholzia californicus	California Poppy
Lupinus succulentus	Arroyo Lupine
Mimulus sp.	Monkeyflower
Nassella pulchra	Purple Needlegrass
Plantago erecta	California Plantain
Salvia apiana	White Sage
Vulpia microstachys	Three Week Fescue



**Storm Water Basins (SWB) - Native Species**

**Trees** - 20% 24" Box, 80% 15 gallon

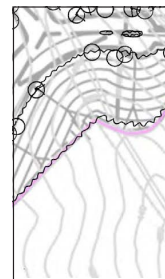
Aesculus californica	California Buckeye
Platanus racemosa	California Sycamore
Salix species*	Willow
Sambucus mexicana	Blue Elderberry
Umbellularia californica	California Bay

**Shrubs/ Ground Covers** - 20% 1 Gallon, 80% Flats

Baccharis species*	Baccharis
Rhamnus californica	Coffeeberry
Ribes species	Currant/Gooseberry
Rosa californica	California Rose
Salvia species*	Sage

**Grasses** - 100% Flats or Seed

Carex spp*	Sedge
Elymus spp*	NCN
Festuca californica	California Fescue
Festuca mairei	Atlas Fescue
Iris douglasiana	Douglas Iris
Juncus patens	Common Rush
Juncus textilis	Basket Rush
Muhlenbergia rigens	Deer Grass



**Naturalized Transition Landscape/Exterior Slopes**

**Trees and Shrubs** - Trees 100% 15 gallon, Shrubs 100% 1 Gallon

Arbutus unedo 'Marina'	Strawberry Tree
Heteromeles arbutifolia	Toyon
Lophostemon confertus	Brisbane Box
Platanus racemosa	California Sycamore
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Mesa Oak
Rhus ovata	Sugar Bush
Rhus integrifolia	Lemonade Berry



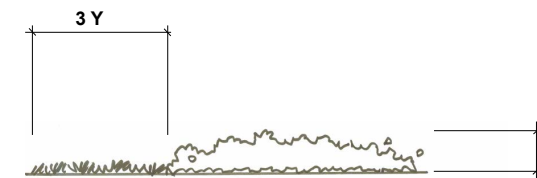
**Park Landscape**

**Trees** - 10% 36" Box, 70% 24" Box, 20% 15 Gallon

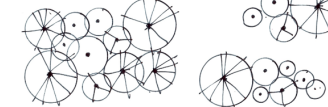
Alnus rhombifolia	White Alder
Cercis occidentalis	Western Redbud
Chitalpa tashkentensis	Chitalpa
Cinnamomum camphora	Camphor Tree
Fraxinus species	Evergreen Ash
Lagerstroemia indica	Crape Myrtle
Platanus racemosa	California Sycamore
Quercus species	Oak
Umbellularia californica	Bay Laurel

**Shrubs and Ground Covers** - 40% 1 Gallon, 30% 5 Gallon, 30% Flats

Aloe species*	Aloe
Arctostaphylos species*	Manzanita
Baccharis species*	Baccharis
Callistemon "little john"	NCN
Cistus purpurpureus	Orchid Rockrose
Muhlenbergia rigens	Deer Grass
Nolina species	Nolina
Opuntia species	Cactus
Rosmarinus species	Rosemary
Salvia species	Sage

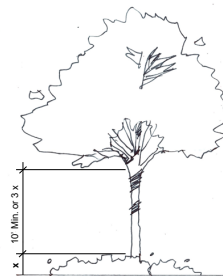


100% CANOPY COVERAGE: SOLID FOLIAGE MASS WITH NO SPACE BETWEEN PLANTS

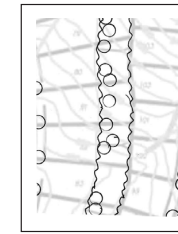


NATIVE OR ORNAMENTAL TREES (PER APPROVED LIST) IN ZONE A. INDIVIDUAL TREES OR SMALL MASSINGS OF 2-3 WITH PROPER SEPARATION DISTANCES

REDUCED BY 50% BY COMBINATION OF CLEARING AND THINNING CANOPY COVERAGE, INCLUDING REMOVAL OF UNDERSIRABLE SPECIES



**Pruning and Thinning**



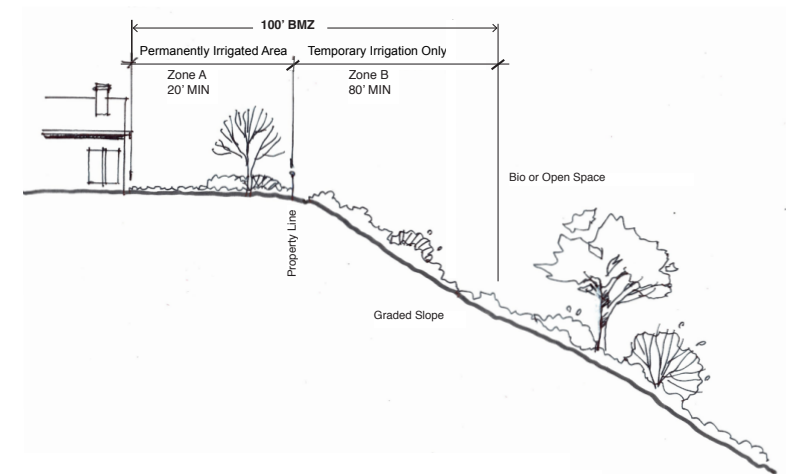
**Interior Slopes**

**Trees** - 50% 24" Box, 50% 15 gallon

Aesculus californica	California Buckeye
Arbutus unedo 'Marina'	Strawberry Tree
Cercis occidentalis	Western redbud
Sambucus mexicana	Blue Elderberry
Arctostaphylos spp*	Manzanita
Quercus engelmannii	Engelmann Oak

**Shrubs/ Ground Covers** - 20% 1 Gallon, 80% Flats

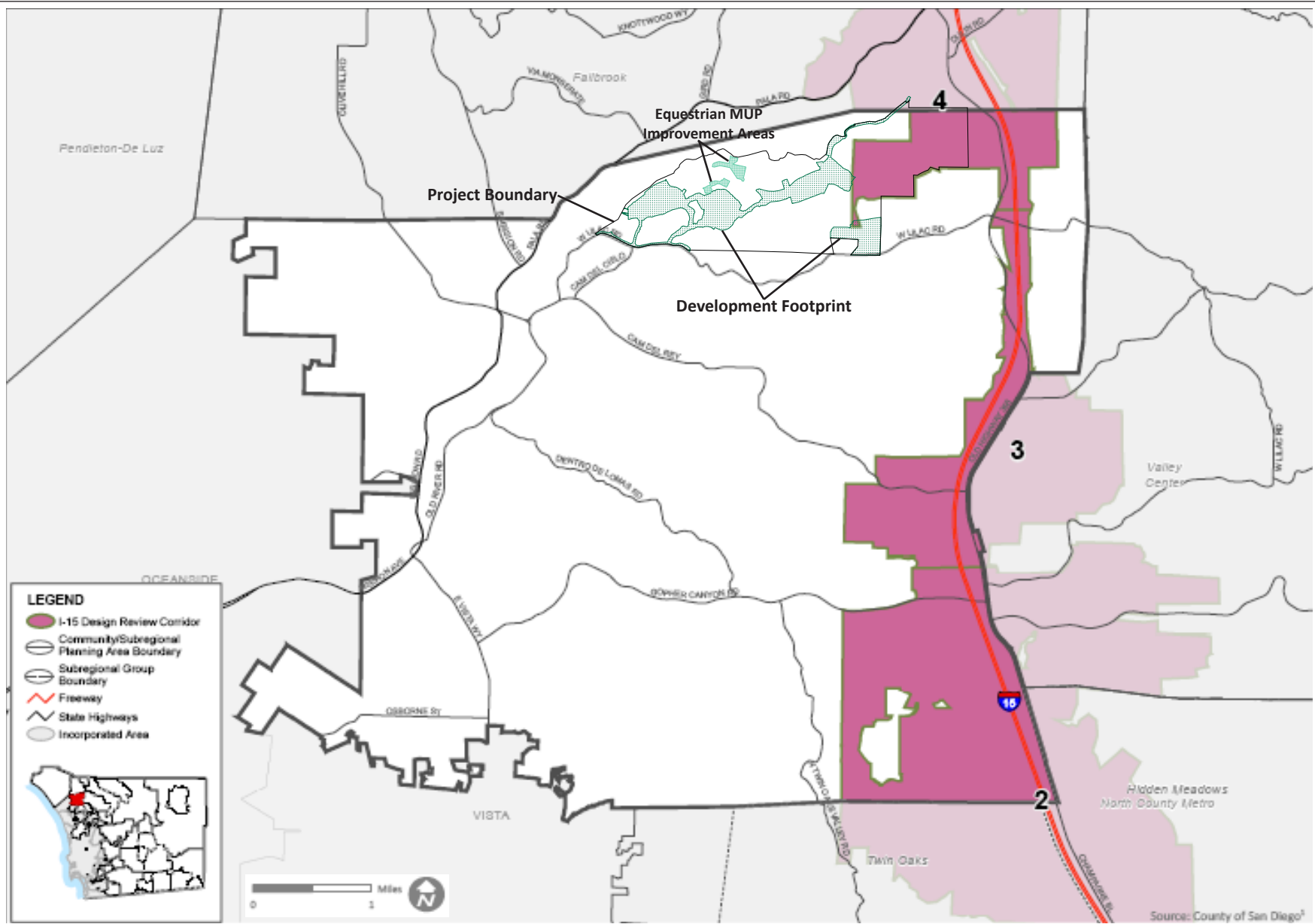
Baccharis species*	Baccharis
Ceanothus species*	California Lilac
Dendromecon Harfordii	Bush Poppy
Feijoa sellowiana	Pineapple Guava
Garrya elliptica	Silk Tassel Bush
Heteromeles arbutifolia	Toyon
Rosmarinus species*	Rosemary
Rhamnus californica	Coffeeberry
Ribes species*	Currant/Gooseberry
Rosa californica	California Rose
Rhus integrifolia	Lemonade Berry
Salvia species*	Sage



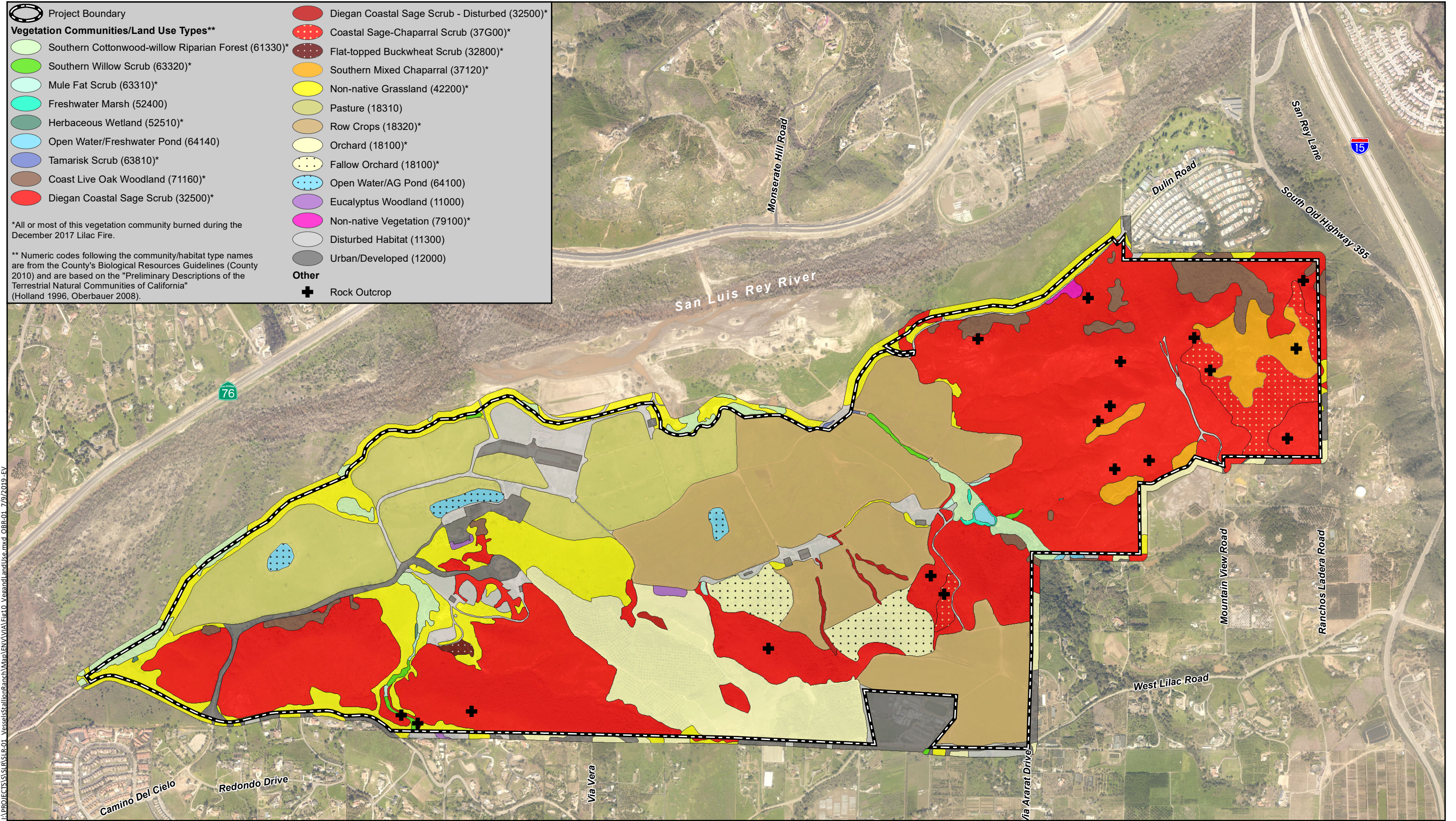
**Brush Management with Setback Zone**

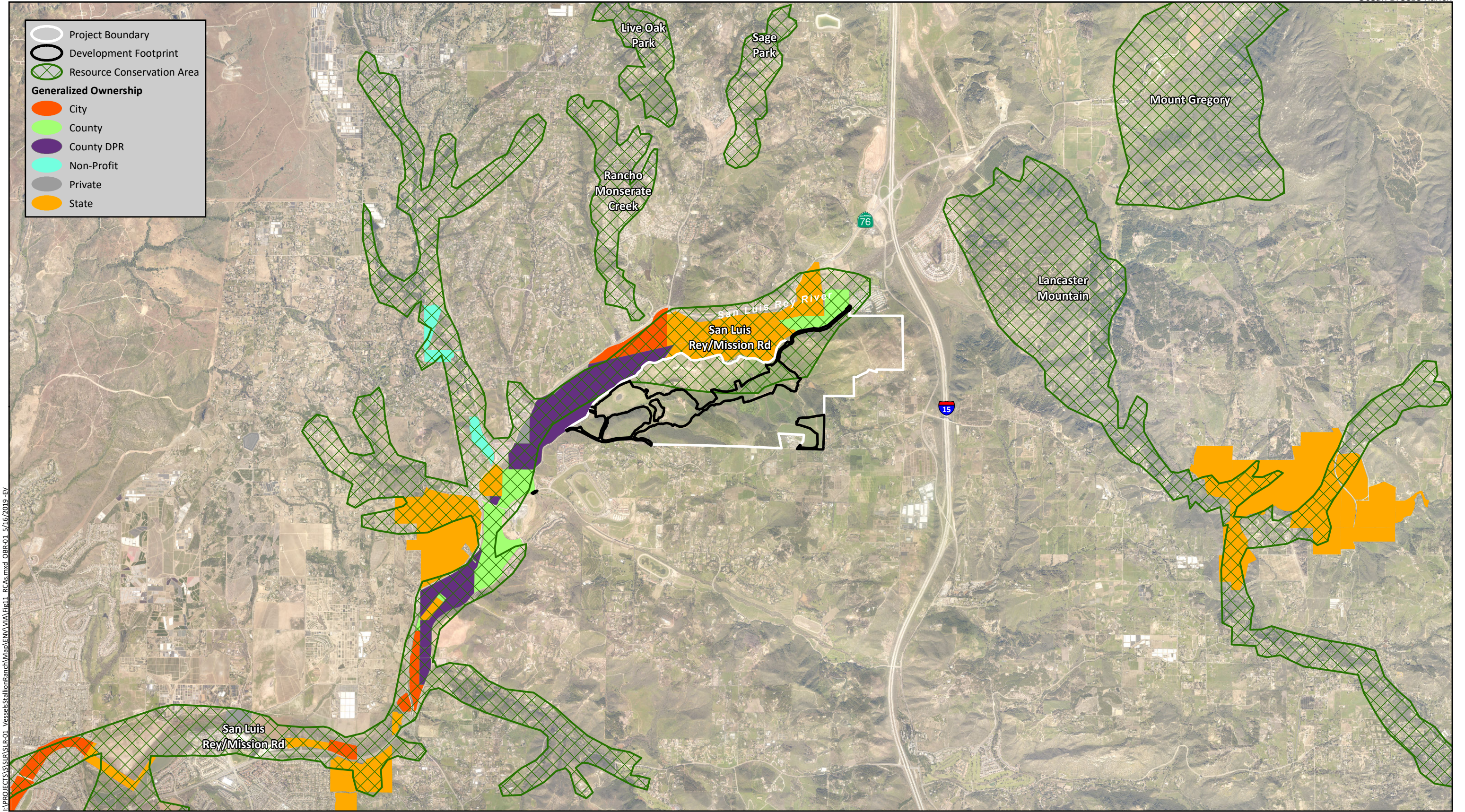
\* There are many native/drought tolerant plants with multiple species available that will do well here. Rather than list multiple plants, the variety should be appropriate for use in the region and the specific micro-climate and landscape use. Selections should be based on fuel mod criteria, locally available, and resistant to pest and disease prevalent in the area.

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Source: County of San Diego General Plan










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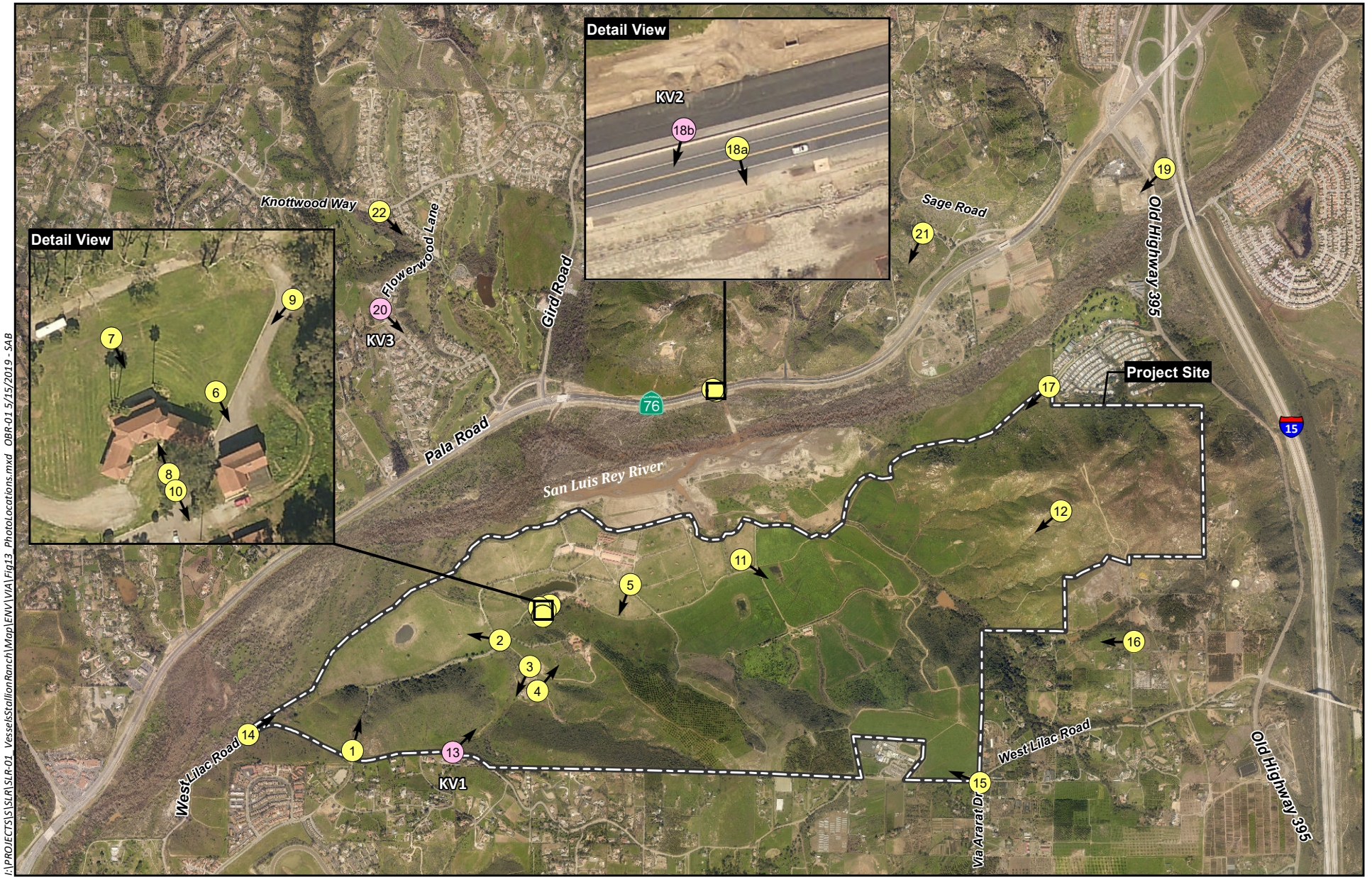
Source: Aerial (SanGIS, 2017)

-  Project Boundary
-  Community Planning Area Boundary
-  Existing Community Trail
-  Proposed Community Trail
-  Proposed Community Pathway



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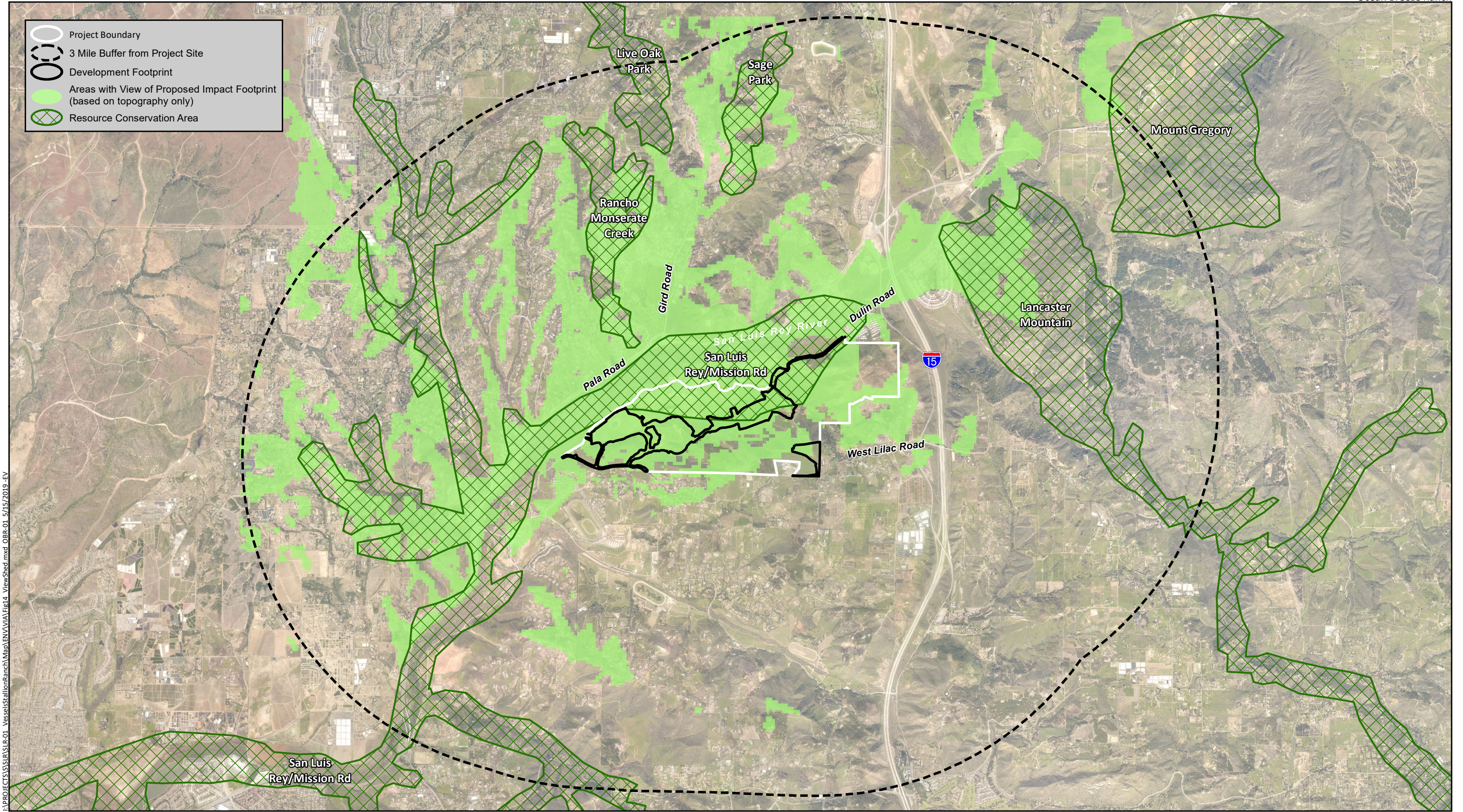
Source: Aerial (SanGIS, 2017)








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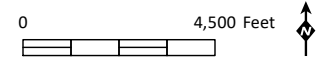
Source: Aerial (SanGIS, 2017)





-  Project Boundary
-  3 Mile Buffer from Project Site
-  Development Footprint
-  Areas with View of Proposed Impact Footprint (based on topography only)
-  Resource Conservation Area

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Source: Aerial (SanGIS, 2017)

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Source: Digital Preview 2019

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Source: Digital Preview 2019

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Source: Digital Preview 2019

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Source: Digital Preview 2019

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Source: Digital Preview 2019

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Source: Digital Preview 2019

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Source: Digital Preview 2019

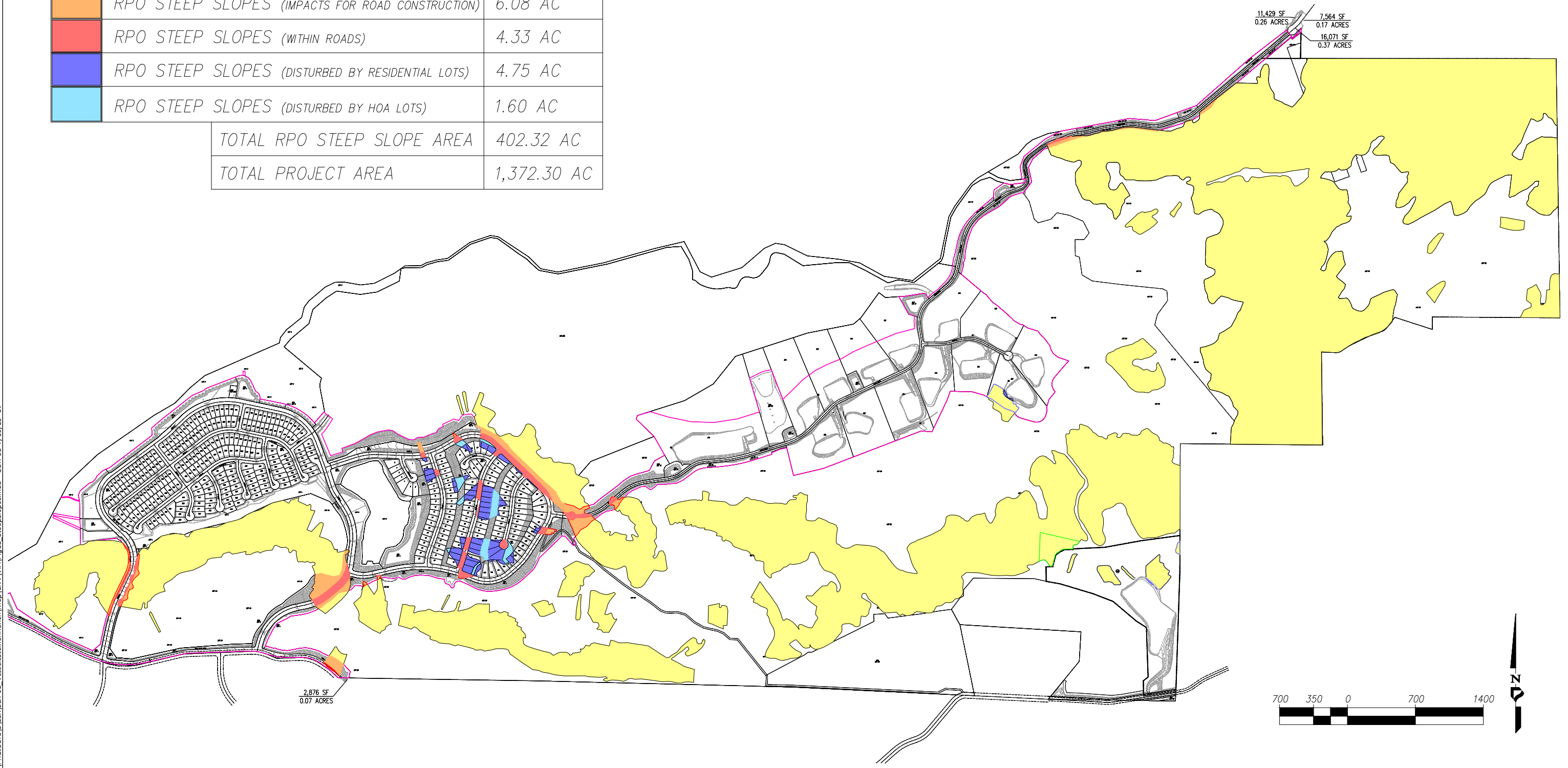


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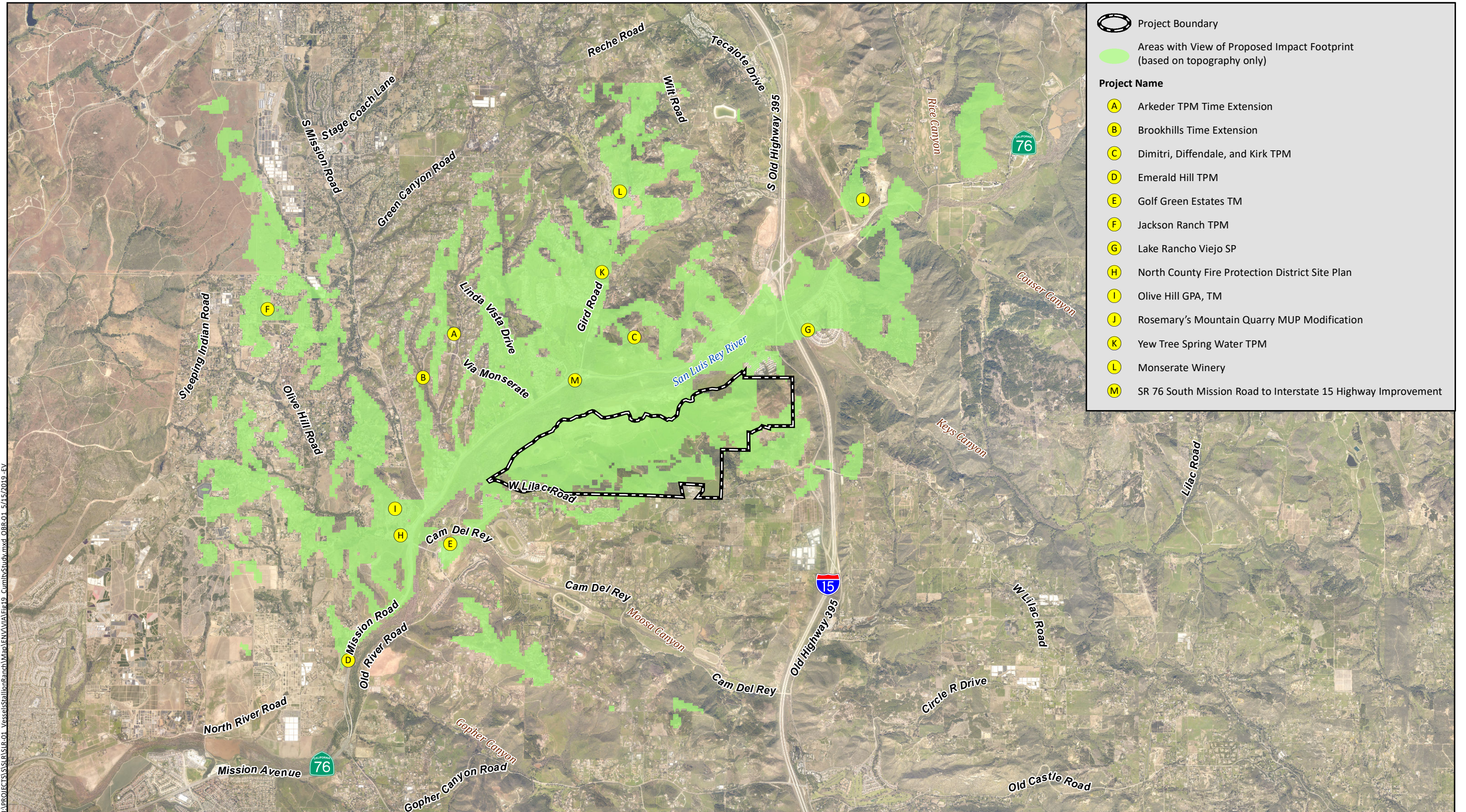
Source: Digital Preview 2019

<b>RPO STEEP SLOPE ANALYSIS LEGEND</b>		ACRES
	RPO STEEP SLOPES (UNDISTURBED)	385.56 AC
	RPO STEEP SLOPES (IMPACTS FOR ROAD CONSTRUCTION)	6.08 AC
	RPO STEEP SLOPES (WITHIN ROADS)	4.33 AC
	RPO STEEP SLOPES (DISTURBED BY RESIDENTIAL LOTS)	4.75 AC
	RPO STEEP SLOPES (DISTURBED BY HOA LOTS)	1.60 AC
TOTAL RPO STEEP SLOPE AREA		402.32 AC
TOTAL PROJECT AREA		1,372.30 AC



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Source: Project Design Consultants 2019



**Project Name**

- (A) Arkeder TPM Time Extension
- (B) Brookhills Time Extension
- (C) Dimitri, Diffendale, and Kirk TPM
- (D) Emerald Hill TPM
- (E) Golf Green Estates TM
- (F) Jackson Ranch TPM
- (G) Lake Rancho Viejo SP
- (H) North County Fire Protection District Site Plan
- (I) Olive Hill GPA, TM
- (J) Rosemary's Mountain Quarry MUP Modification
- (K) Yew Tree Spring Water TPM
- (L) Monserate Winery
- (M) SR 76 South Mission Road to Interstate 15 Highway Improvement

I:\PROJECTS\SR\SR-01\_Vessels\StallionRanch\Map\ENV\Map\Fig19\_Cumulative.mxd OBR-01\_5/15/2019 -EV



Source: Aerial (SanGIS, 2017)