PARKS

P1 -   Oak Grove Park
P2 -   Village Green
P3 -   Joint Use Park
P4-   Hillside Mini Park
P5 -   Hillside Heights
P6 -   Mesa Mini Park
P7 -   Mesa Park
P8 -   Summit Mini Park
P9 -   Saddleback Park
P10 - Knoll Mini Park
P11 - Peak's Park
P12 -   Valley Green
P13 - Creekside Park
P14 - Sierra Farms
P15 -   Pocket Parks

LEGEND

	Park
	Overlook
	Proposed Project Area

TRAILS

Multi-use Pathway along Main Road (10' wide) 6.1 mi

Multi-use Pathway along Main Road (8' wide) 0.8 mi

Internal Pathway within Neighborhood (6' wide) 5.7 mi

Secondary Trail within Neighborhood (3' wide) 3.2 mi

Multi-use Trail through Open Space (8' wide) 2.0 mi

Secondary Trail through Open Space (3' wide) 1.5 mi

Sidewalk Connections from Multi-Use Pathway to Parks and a Sidewalk Loop through the Terraces Neighborhood (5' wide)

Offsite Trails (width varies)

Note: Only key sidewalk connections are illustrated. See Road Sections for all sidewalk locations.

LAWRENCE WELK DR

CAMINO MAYOR

TWIN OAKS VALLEY ROAD

SUMMIT

P9

P8

P10

P15

KNOLL

VALLEY

P11

P12

P13

P15

P7

MESA

P15

P6

HILLSIDE

P5

P4

I-15

MESA ROCK ROAD

TERRACES

P3

P2

P1

TOWN CENTER

DEER SPRINGS ROAD

P14

SARVER LANE

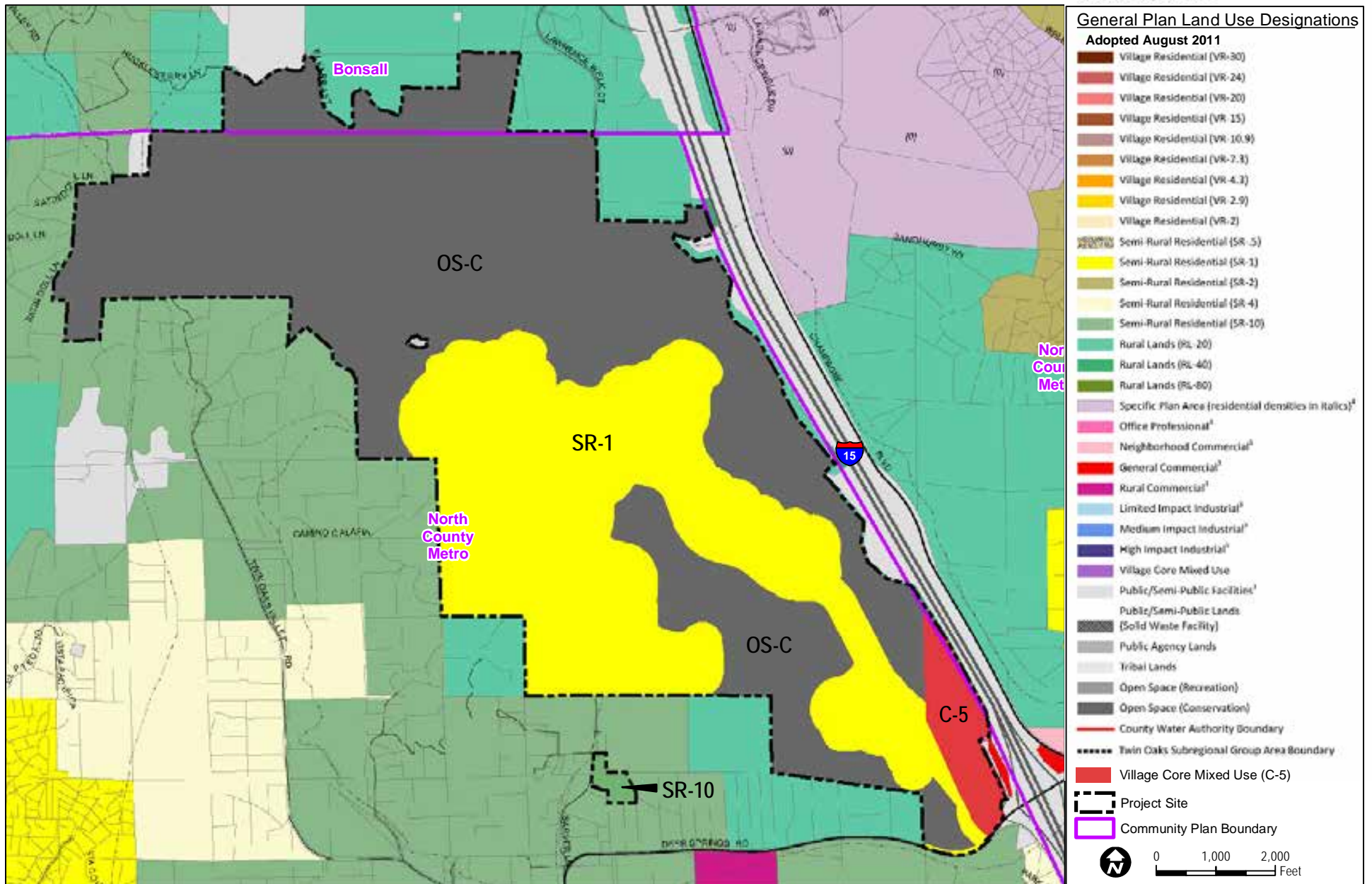SYCAMORE ROAD

MULBERRY DRIVE

WALNUT GROVE PARK

MESA ROCK ROAD

NORTH

DUDEK

FIGURE 7
Park and Trail Plan

Visual Resources Technical Report for the Newland Sierra Project

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General Plan Land Use Designations
Adopted August 2011

- Village Residential (VR-30)
- Village Residential (VR-24)
- Village Residential (VR-20)
- Village Residential (VR-15)
- Village Residential (VR-10.9)
- Village Residential (VR-7.3)
- Village Residential (VR-4.3)
- Village Residential (VR-2.9)
- Village Residential (VR-2)
- Semi-Rural Residential (SR-.5)
- Semi-Rural Residential (SR-1)
- Semi-Rural Residential (SR-2)
- Semi-Rural Residential (SR-4)
- Semi-Rural Residential (SR-10)
- Rural Lands (RL-20)
- Rural Lands (RL-40)
- Rural Lands (RL-80)
- Specific Plan Area (residential densities in italics)[8]
- Office Professional[8]
- Neighborhood Commercial[8]
- General Commercial[8]
- Rural Commercial[8]
- Limited Impact Industrial[8]
- Medium Impact Industrial[8]
- High Impact Industrial[8]
- Village Core Mixed Use
- Public/Semi-Public Facilities[8]
- Public/Semi-Public Lands (Solid Waste Facility)
- Public Agency Lands
- Tribal Lands
- Open Space (Recreation)
- Open Space (Conservation)
- County Water Authority Boundary
- Twin Oaks Subregional Group Area Boundary
- Village Core Mixed Use (C-5)
- Project Site
- Community Plan Boundary

0   1,000   2,000
Feet

SOURCE: Newland Sierra LLC 2016

FIGURE 8

Proposed Community Plan Land Use Designations

Visual Resources Technical Report for the Newland Sierra Project

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Project Proposed Zoning

- Project Site
- Open Space (S80)
- Residential-Single
- General Commercial/ Residentail Use (C34)
- Agriculture (A70)

Zoning Codes

- A70 - Limited Agriculture
- A72 - General Agriculture
- C30 - Office-Professional
- C35 - General Commercial/ Limited Residential
- C36 - General Commercial
- C42 - Visitor Service Commercial
- RMH - Mobilehome Residential
- RR - Rural Residential
- RS - Single Family Residential
- RV - Variable Family Residential
- S80 - Open Space
- S82 - Extractive Use.
- S86 - Parking
- S88 - Specific Plan
- S90 - Holding Area
- S92 - General Rural

S80

RS

S80

C34

A70

15

0   1,000   2,000
Feet

DUDEK

FIGURE 9

Proposed Zoning

Visual Resources Technical Report for the Newland Sierra Project

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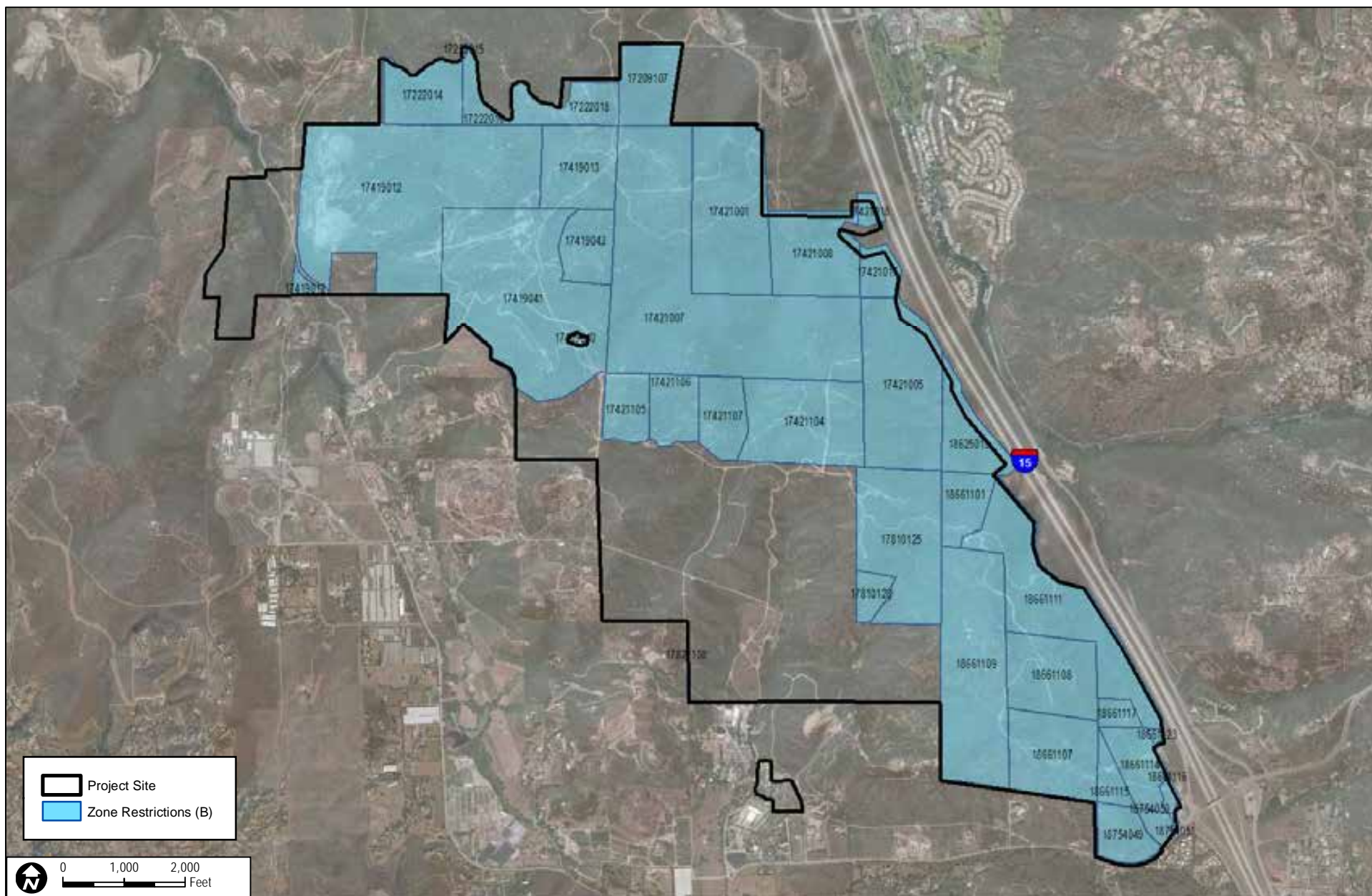
0   1,000   2,000
Feet

FIGURE 10

Existing North County Metropolitan I-15 Design Corridor

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Visual Resources Technical Report for the Newland Sierra Project

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Wildlife Species

- △ Coastal California gnatcatcher
- △ Nuttall's woodpecker
- △ Oak titmouse
- △ Red-shouldered hawk
- △ Sharp-shinned hawk
- △ Yellow warbler
- ✚ Desert woodrat (midden)
- ■ Blainville's horned lizard
- ■ Blainville's horned lizard (scat)
- ■ Coast patch-nosed snake
- ■ Coastal whiptail
- ■ Red diamond rattlesnake

Plant Species
- ● Engelmann oak
- ● Munz's sage
- ● Ramona horkelia
- ● Summer holly
- ● ashy spike-moss
- ● chaparral rein orchid

☐ Project Site
☐ Oak Root Zones
☐ Las Posas Soil Series

Vegetation Communities

- CLOW, Coast live oak woodland
- CSS, Diegan coastal sage scrub
- CSS-CHP, Coastal sage - chaparral transition
- CSSB, Coastal sage scrub - Baccharis dominated
- DEV, Urban/developed
- DH, Disturbed habitat
- EUC, Eucalyptus woodland
- FWM, Freshwater marsh
- IA, Intensive agriculture
- MFS, Mulefat scrub
- NNG, Non-native grassland
- ORC, Orchard and vineyards
- ORF, Southern coast live oak riparian forest
- SMX, Southern mixed chaparral
- SOC, Scrub oak chaparral
- SWS, Southern willow scrub
- SWS/TS, Southern willow scrub/tamarisk scrub
- dBSC, Flat-topped buckwheat - disturbed
- dCSS, Diegan coastal sage scrub - disturbed
- dCSSB, Coastal sage scrub - Baccharis dominated - disturbed
- dSMX, Southern mixed chaparral - disturbed

0   1,000   2,000
Feet

SOURCE: Bing 2014; Fuscoe 2016

DUDEK

FIGURE 11

Biological Resources

Visual Resources Technical Report for the Newland Sierra Project

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Legend

Project Site

City Limits

Development Component

Fuel Modification Zone on Manufactured Slope

Fuel Modification Zone - Vegetation Thinning Only

FMZ Special Management Area - Vegetation Thinning Only

Hardline Grading

Development - Graded Pads/Roads/Slopes

Connecting Access Roads

Viewshed Analysis

Visible Areas - Open Space

0   2,000   4,000 Feet

LAWRENCE WELK VILLAGE

HIDDEN MEADOWS

VISTA

SAN MARCOS

ESCONDIDO

TWIN OAKS VALLEY

DEER SPRINGS RD

N TWIN OAKS VALLEY RD

CHAMPAGNE BLVD (OLD HWY 395)

MTN MEADOW RD

N CENTRE CITY PKWY
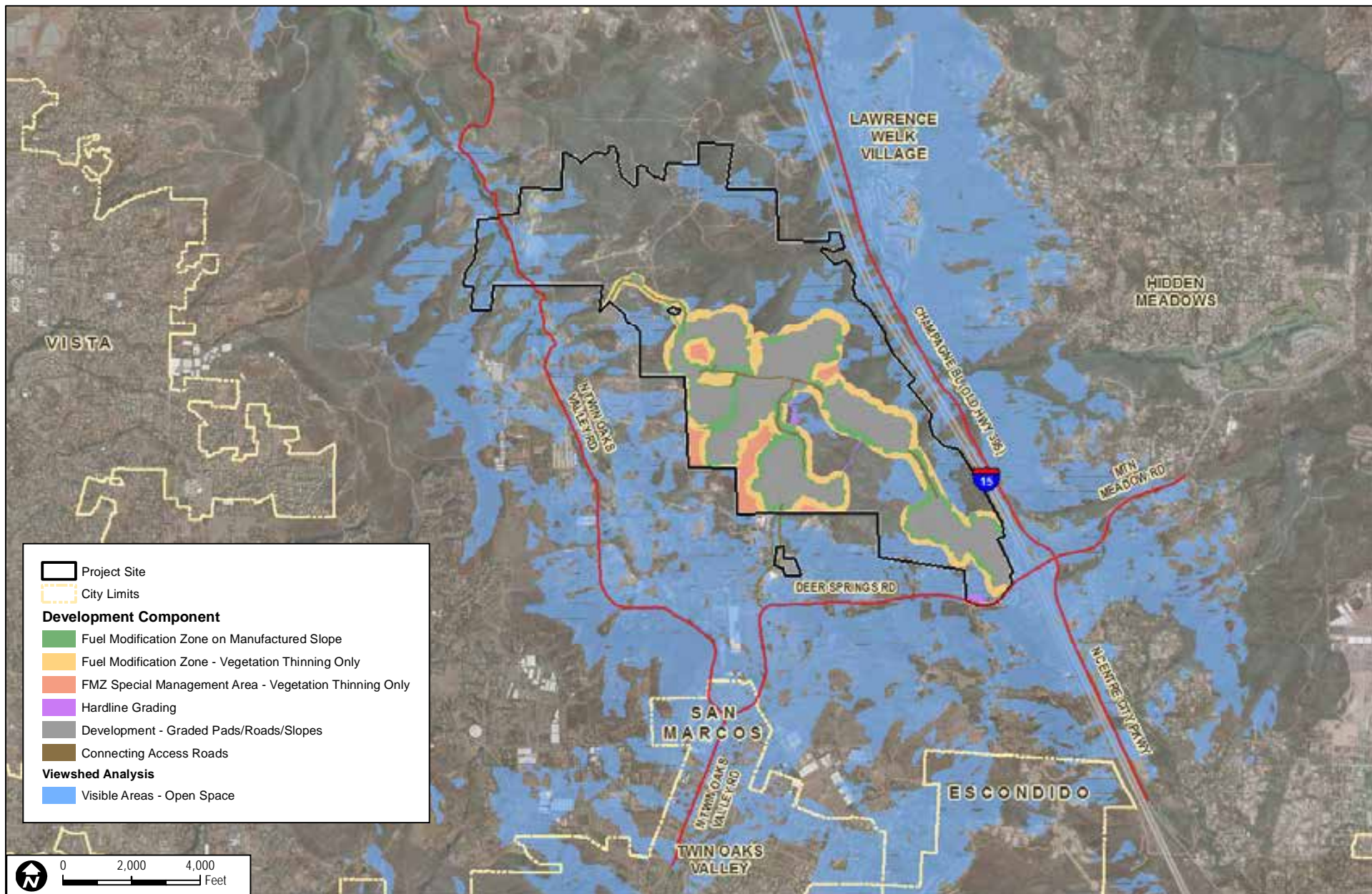
SOURCE: Bing Maps 2014

FIGURE 12

Project Viewshed

Visual Resources Technical Report for the Newland Sierra Project

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Twin Oaks Valley Landscape Unit
I-15 Corridor Landscape Unit
Project Site

0   3,500   7,000
Feet

SOURCE: Bing 2014
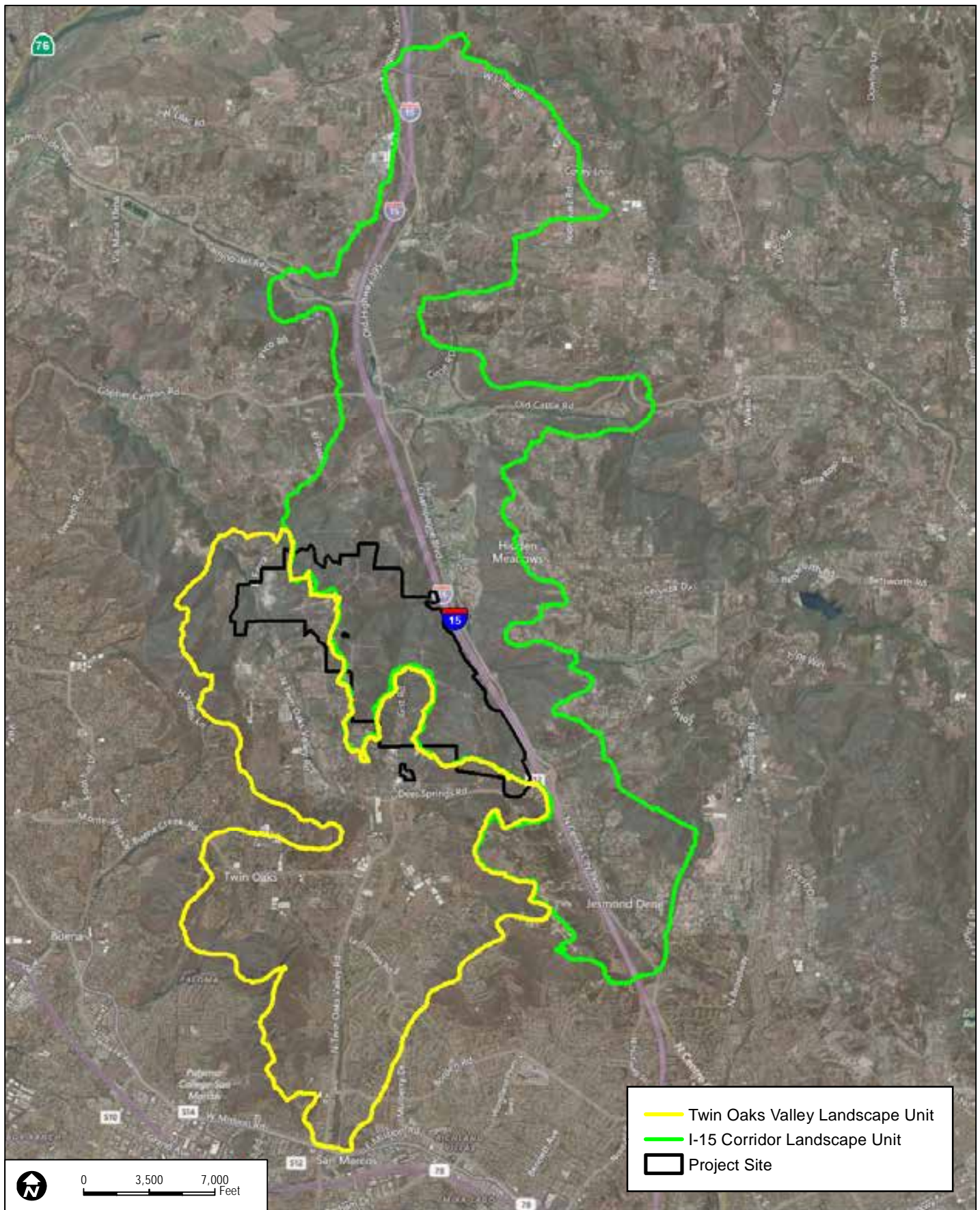
FIGURE 13
Landscape Units

DUDEK

Visual Resources Technical Report for the Newland Sierra Project

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FIGURE 13b
Existing Conditions–Twin Oaks Valley Landscape Unit

Visual Resources Technical Report for the Newland Sierra Project

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Key
View 4

Key
View 10

Key
View 2

Key
View 1

Key
View 5

Key
View 3

Key
View 6

Key
View 7

Key
View 8

Key
View 9

Key Views

○ Key Views

●▬► Sierra Key Observation Point (KOP)

Development Component

■ Fuel Modification Zone on Manufactured Slope
■ Fuel Modification Zone - Vegetation Thinning Only
■ FMZ Special Management Area - Vegetation Thinning Only
■ Hardline Grading
■ Development - Graded Pads/Roads/Slopes
■ Connecting Access Roads
☐ Project Site

0   1,500   3,000
⊢─────┴─────┤
                      Feet

FIGURE 14

Key Views

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Visual Resources Technical Report for the Newland Sierra Project

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Key View 1: Existing

Key View 1: Proposed (with mature landscaping)

DUDEK

FIGURE 15
Key View 1 - Deer Springs Road at I-15 NB On-Ramps

Visual Resources Technical Report for the Newland Sierra Project

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Key View 1: Existing

Key View 1: Proposed (with newly installed landscaping)

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Key View 2: Existing

Key View 2: Proposed

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Key View 3: Existing

Key View 3: Proposed

FIGURE 17
Key View 3 - North Centre City Parkway/I-15 NB

Visual Resources Technical Report for the Newland Sierra Project

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Key View 4: Existing
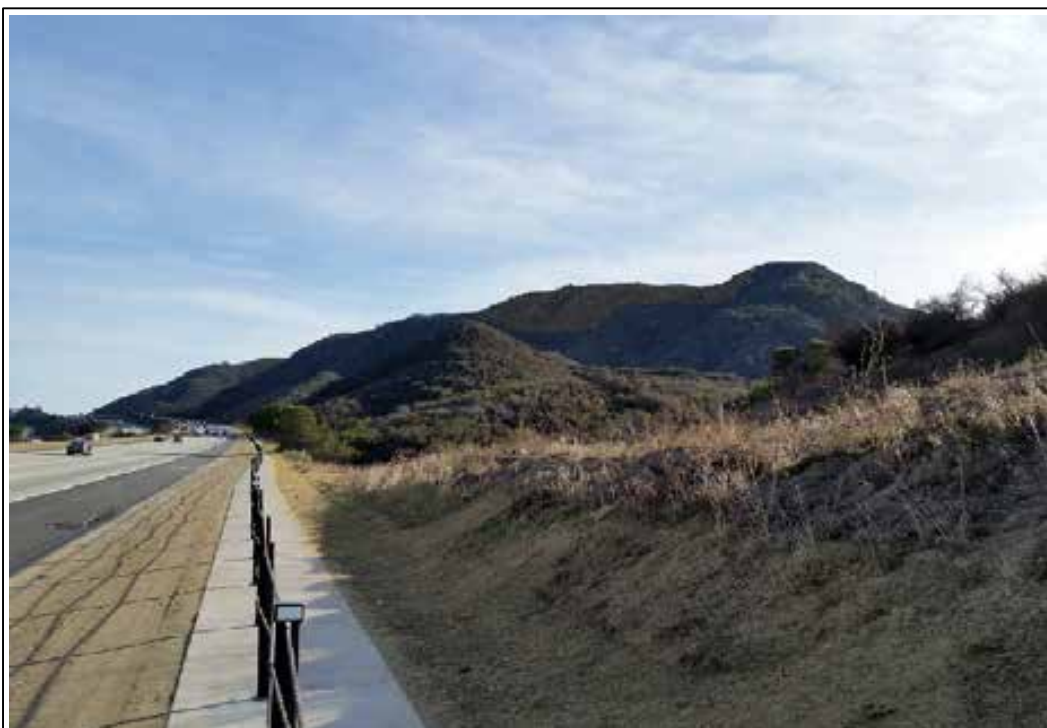
Key View 4: Proposed

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Key View 5 (Option A): Existing

Key View 5 (Option A): Proposed

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Key View 5 (Option B): Existing

Key View 5 (Option B): Proposed

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Key View 6 (Option A): Existing

Key View 6 (Option A): Proposed

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Key View 6 - Deer Springs Road near Deer Springs Place (Option A)

Visual Resources Technical Report for the Newland Sierra Project

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Key View 6 (Option B): Existing

Key View 6 (Option B): Proposed

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Key View 7: Existing

Key View 7: Proposed

FIGURE 21
Key View 7 - Deer Springs Road near Sarver Lane

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Visual Resources Technical Report for the Newland Sierra Project

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Key View 8: Existing

Key View 8: Proposed

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Key View 9: Existing

Key View 9: Proposed

INTENTIONALLY LEFT BLANK

Key View 10: Existing

Key View 10: Proposed

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64

148

164
129

15

157

119
117
123

102
151

191

76

78

| | Cumulative Project Points |
| | Project Site |

Development Component

	Fuel Modification Zone on Manufactured Slope
	Fuel Modification Zone - Vegetation Thinning Only
	FMZ Special Management Area - Vegetation Thinning Only
	Hardline Grading
	Development - Graded Pads/Roads/Slopes
	Connecting Access Roads
	Visible Areas - Open Space

0   1   2
Miles

N
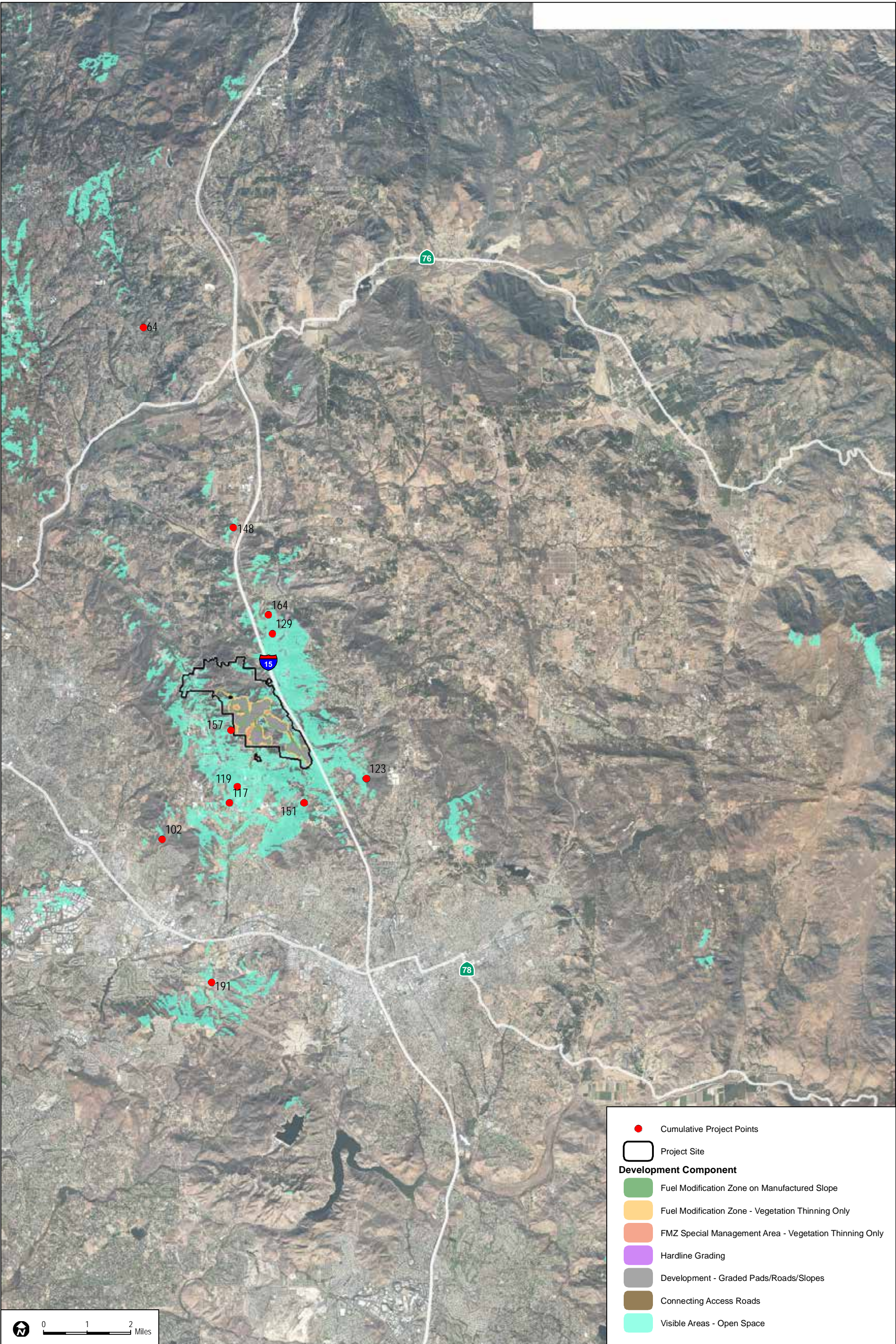
FIGURE 25
Cumulative Projects Map

Visual Resources Technical Report for the Newland Sierra Project

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APPENDIX A
Viewshed Analysis
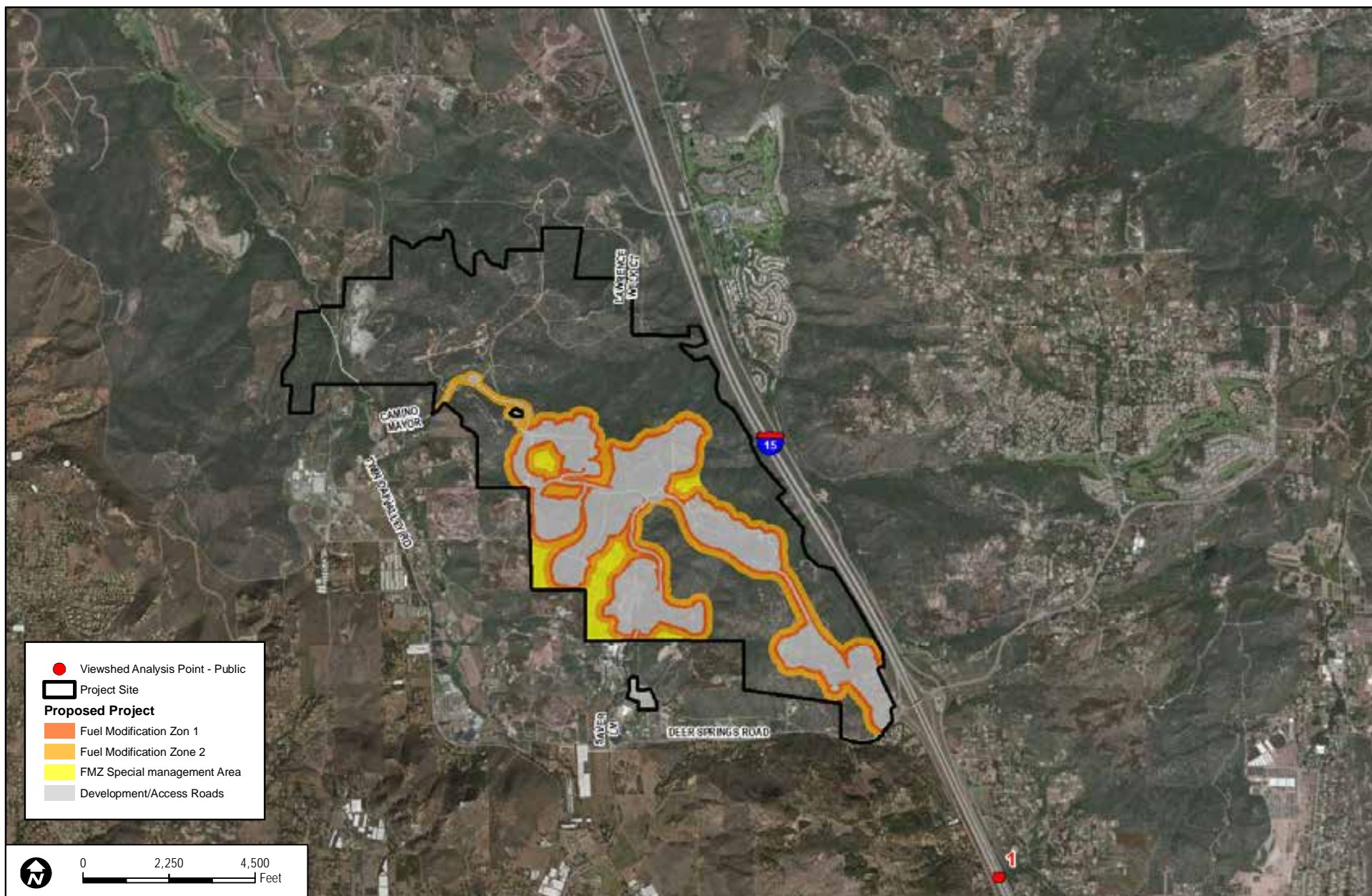
Viewshed Analysis Point - Public
Project Site
Proposed Project
Fuel Modification Zon 1
Fuel Modification Zone 2
FMZ Special management Area
Development/Access Roads

0   2,250   4,500
Feet

SOURCE: Bing 2014; Fuscoe 2014

FIGURE 1

Viewshed Analysis - Public Point 1
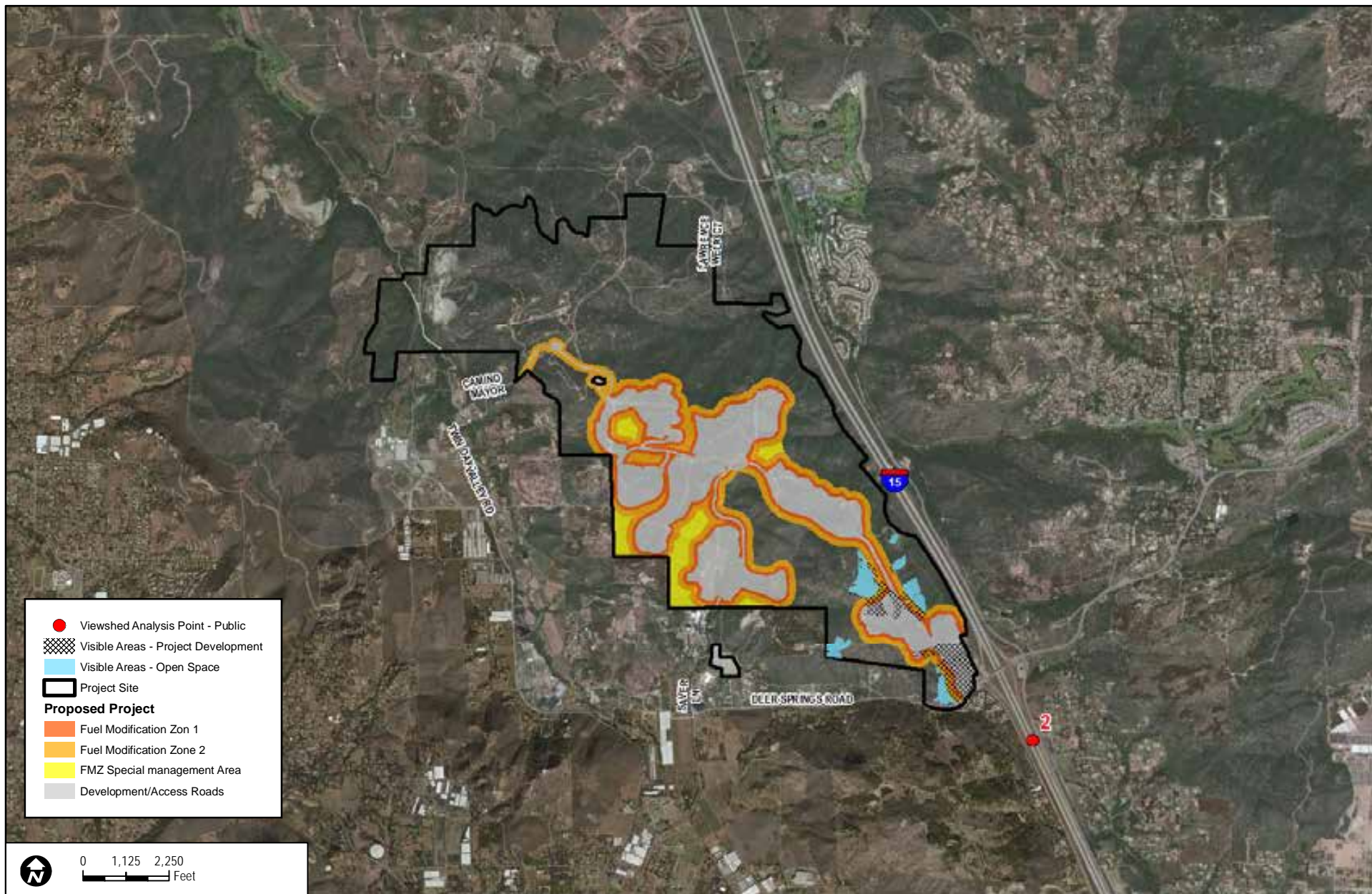
DUDEK

Newland Sierra Visual Resources Technical Report - Appendix A

Legend:

- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
⊢———⊢———⊢ Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 2

Viewshed Analysis - Public Point 2
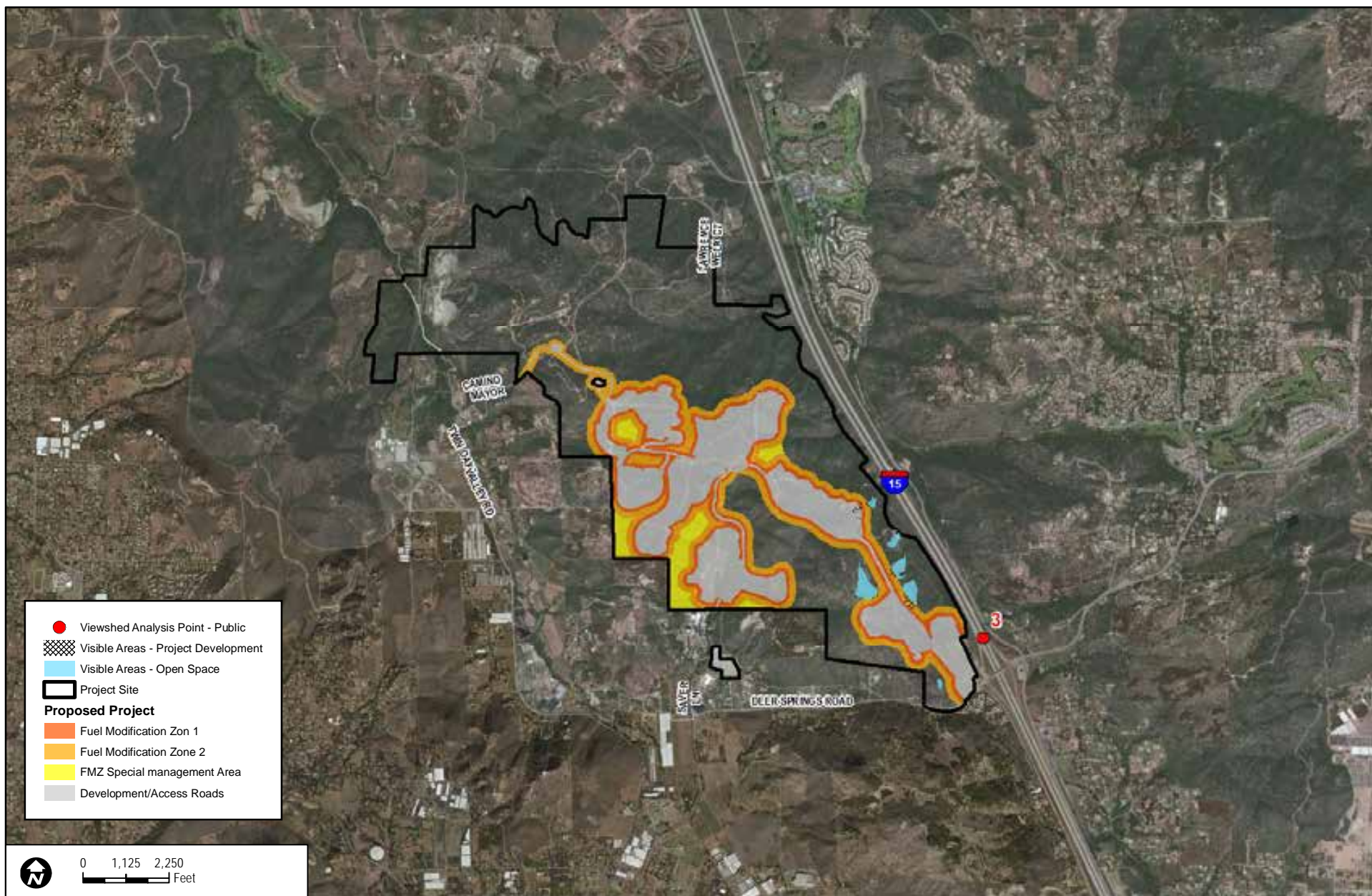
Newland Sierra Visual Resources Technical Report - Appendix A

Legend:

● Viewshed Analysis Point - Public

▨ Visible Areas - Project Development

Visible Areas - Open Space

▭ Project Site

Proposed Project

Fuel Modification Zon 1

Fuel Modification Zone 2

FMZ Special management Area

Development/Access Roads

0   1,125   2,250 Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 3

Viewshed Analysis - Public Point 3
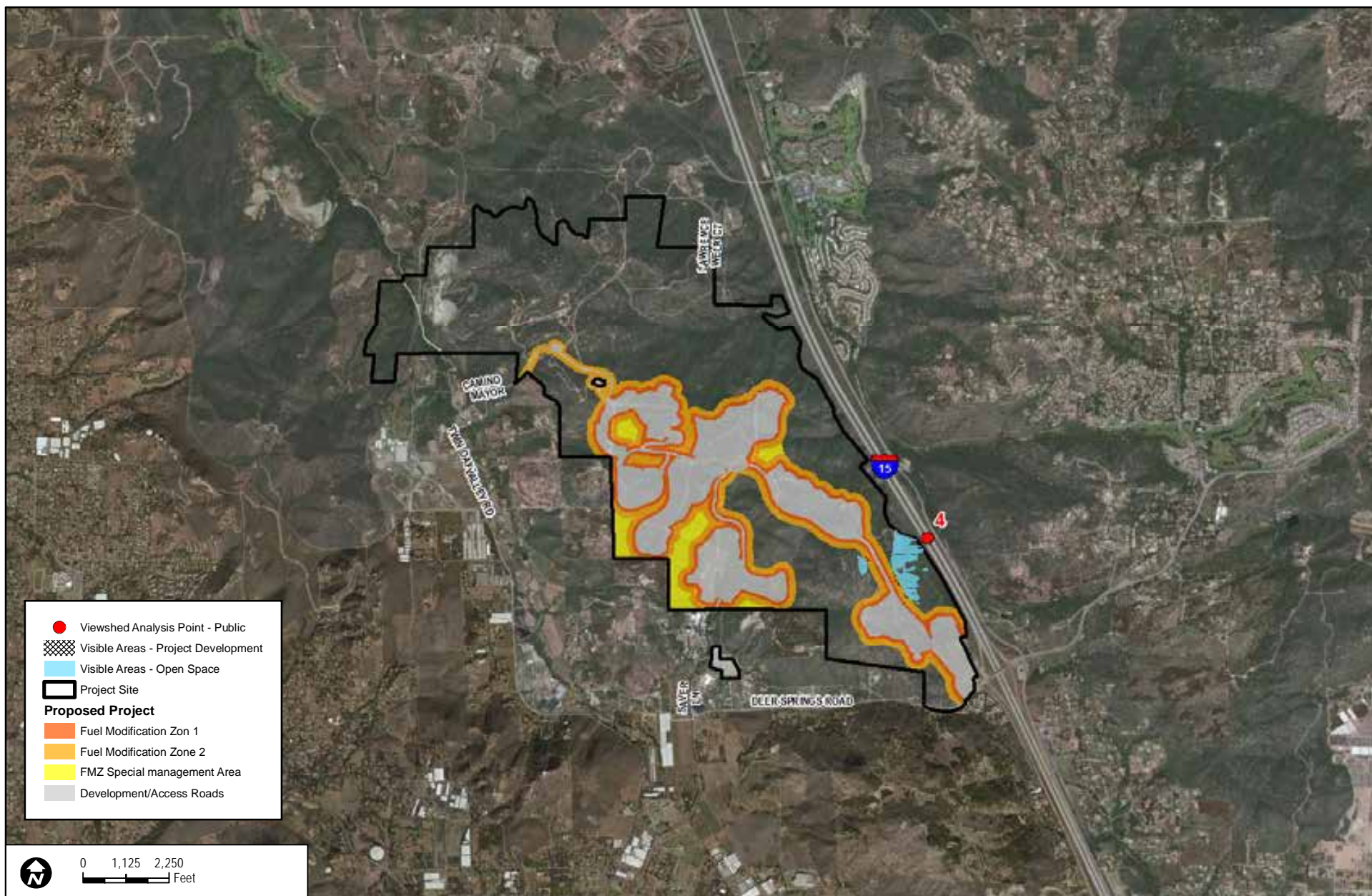
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ▢ Project Site

Proposed Project

- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 4

Viewshed Analysis - Public Point 4
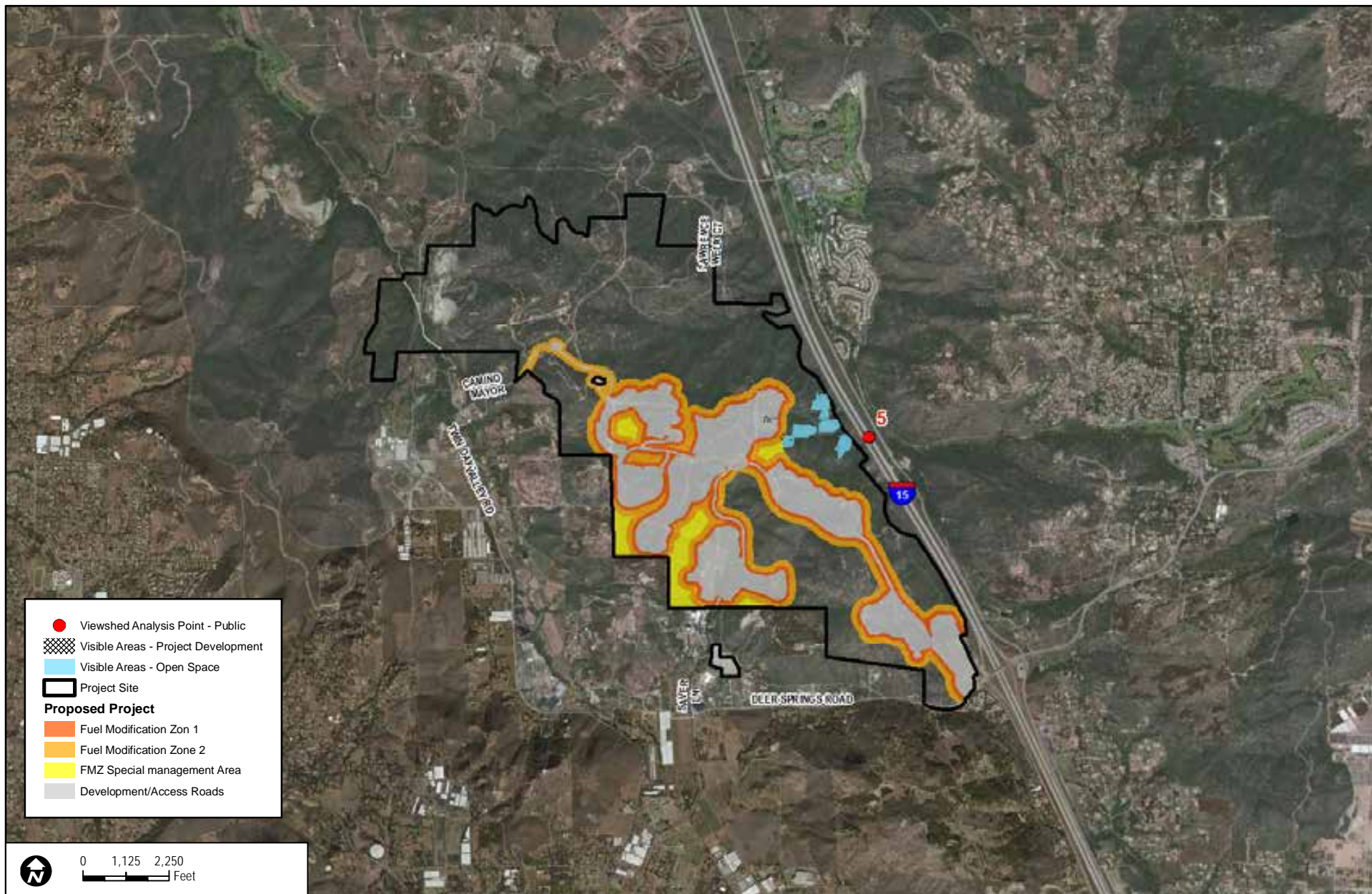
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▦ Visible Areas - Project Development
- Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

FIGURE 5

Viewshed Analysis - Public Point 5

DUDEK

Newland Sierra Visual Resources Technical Report - Appendix A

Legend:
- Viewshed Analysis Point - Public
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet
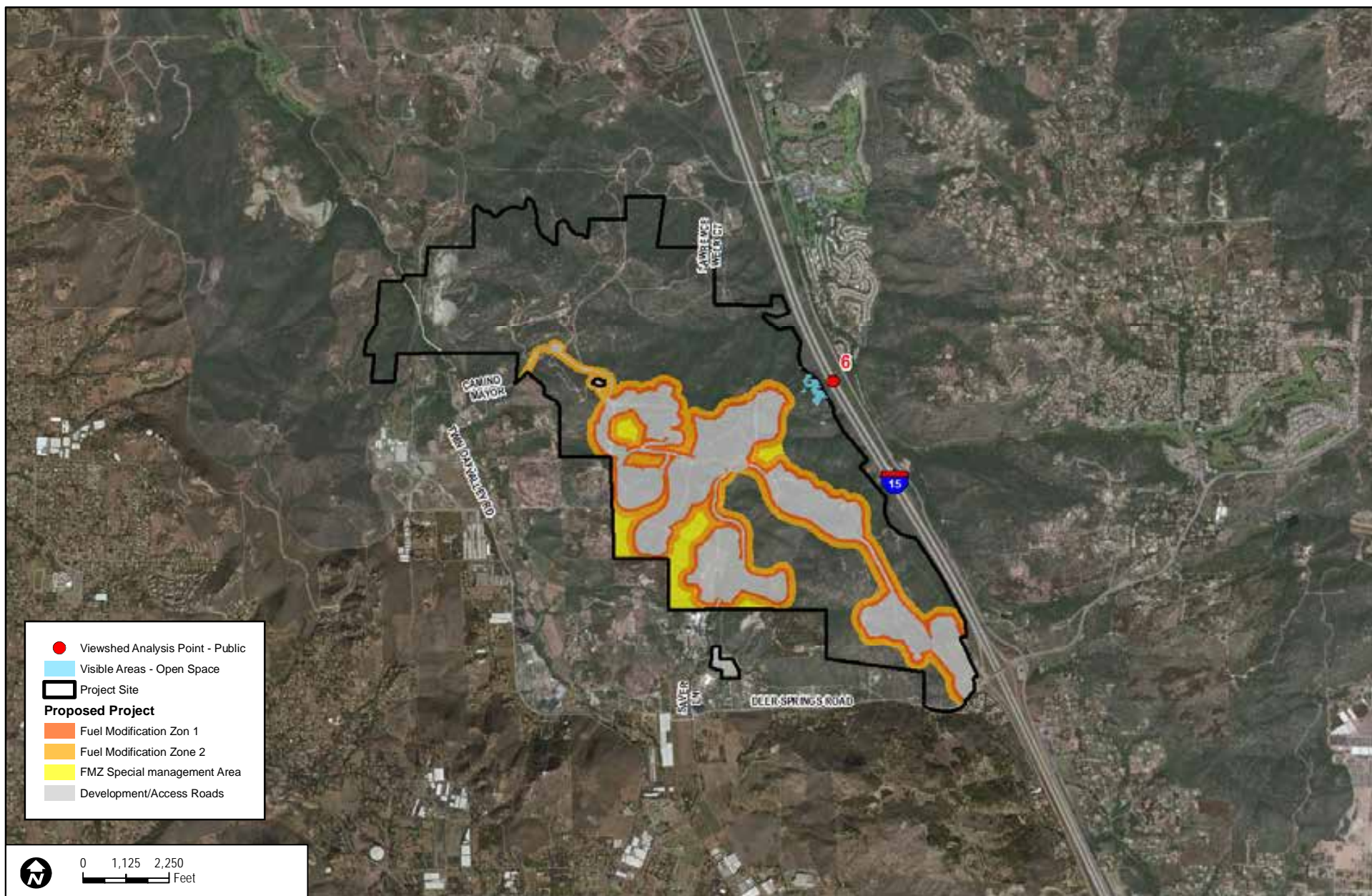
SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 6

Viewshed Analysis - Public Point 6
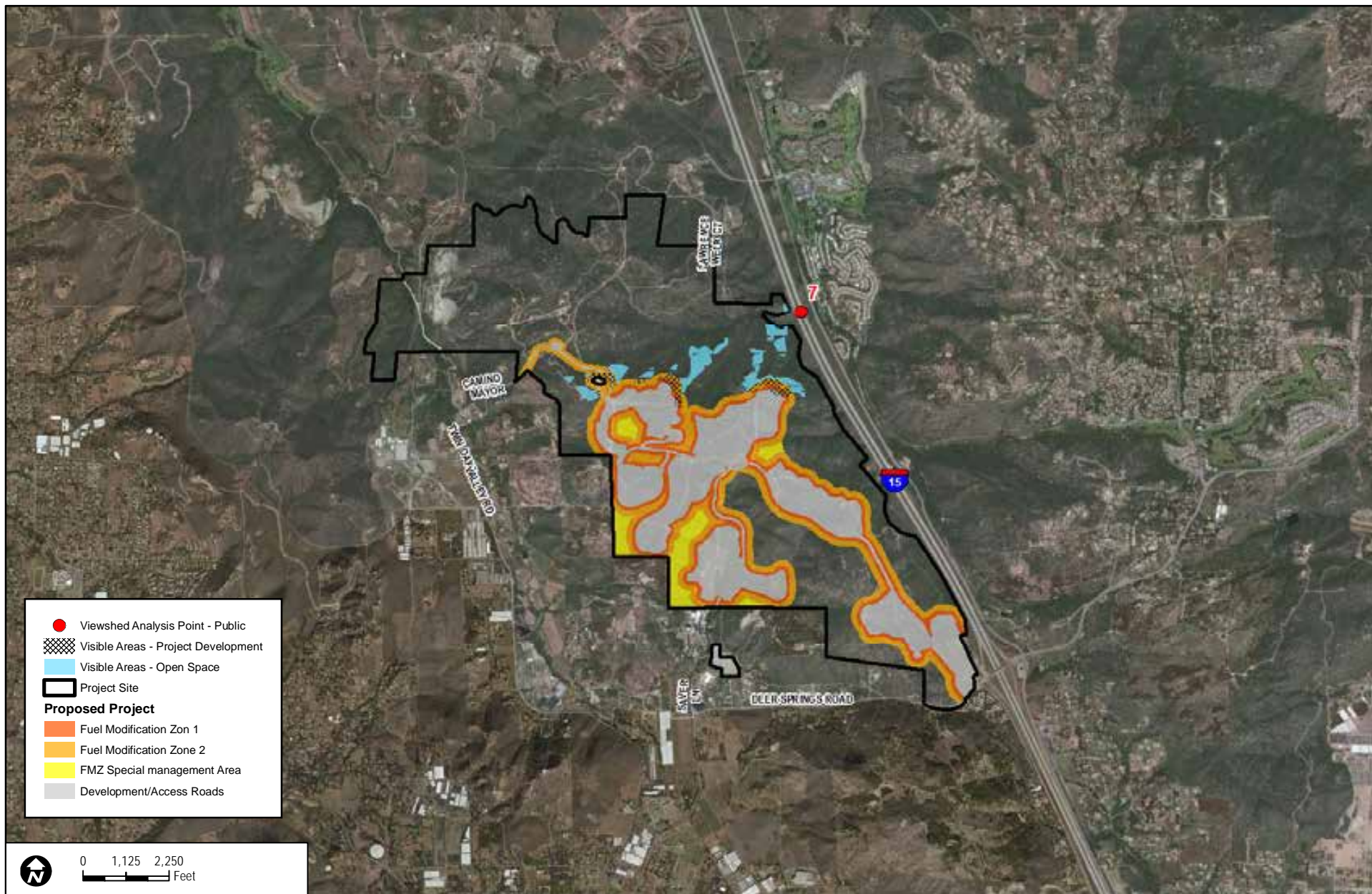
Newland Sierra Visual Resources Technical Report - Appendix A

Legend:

- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

FIGURE 7

DUDEK

Viewshed Analysis - Public Point 7

Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet
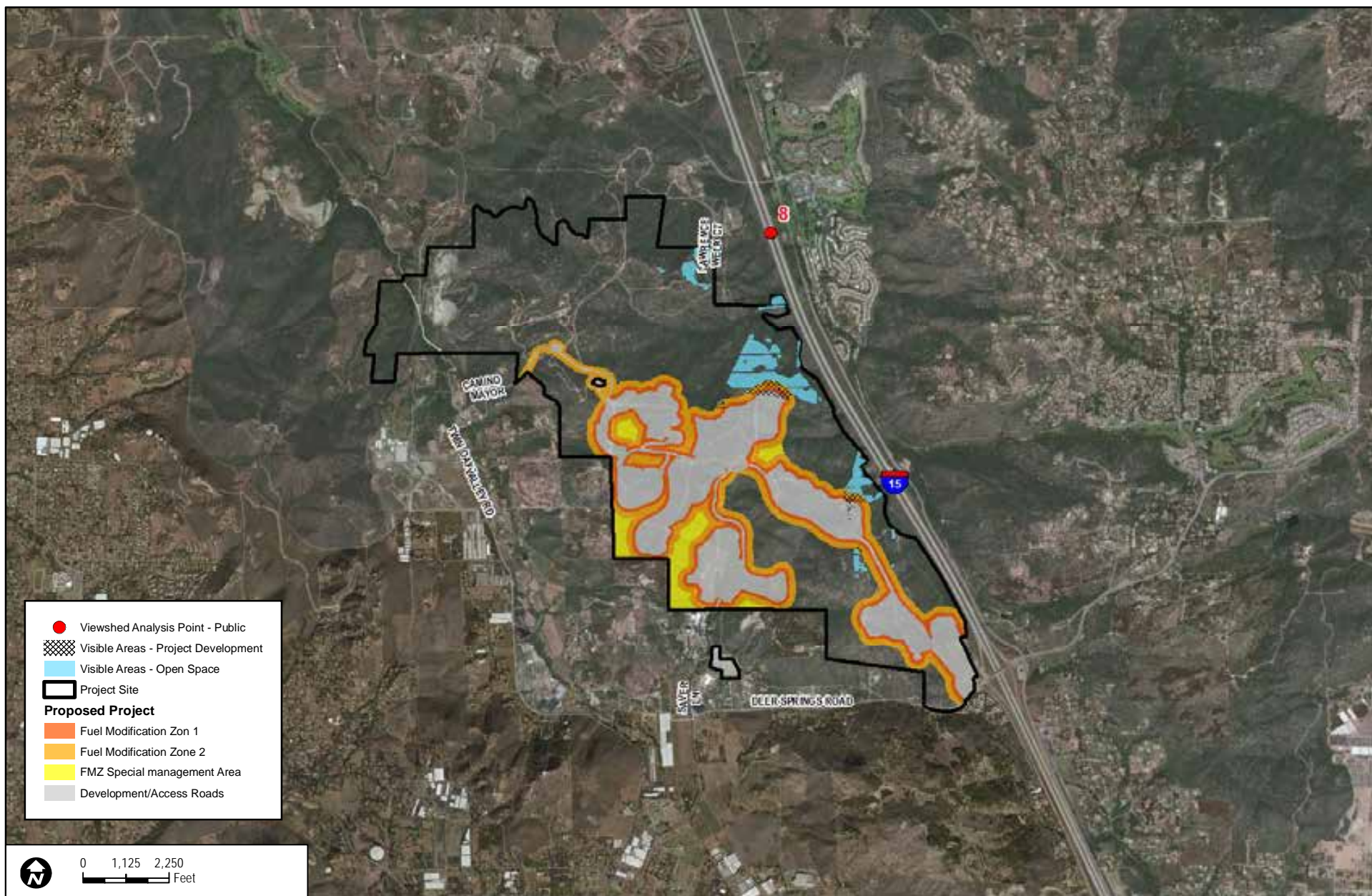
SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 8

Viewshed Analysis - Public Point 8
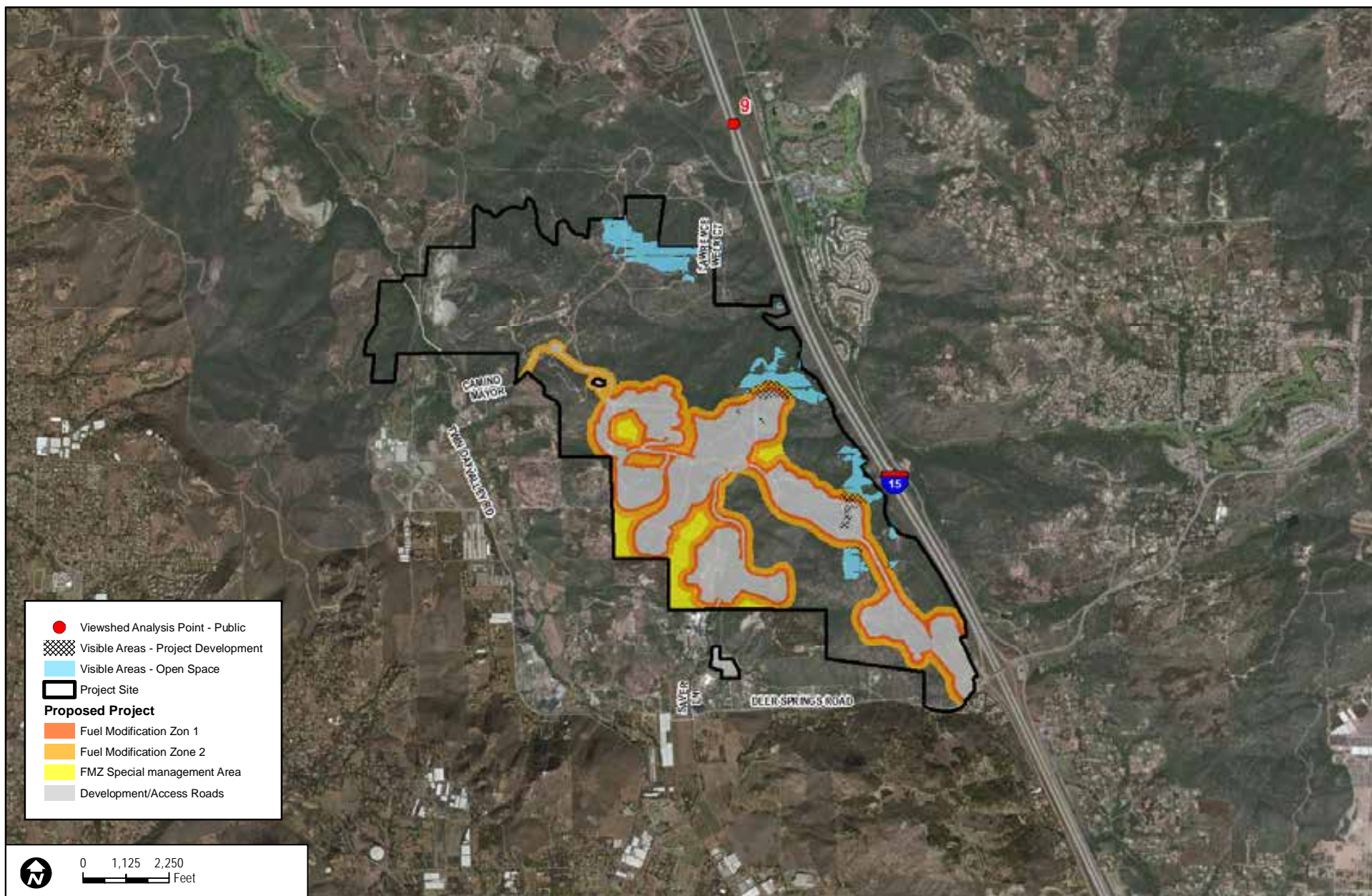
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- 🔴 Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- Visible Areas - Open Space
- ▭ Project Site

Proposed Project

- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

FIGURE 9

Viewshed Analysis - Public Point 9
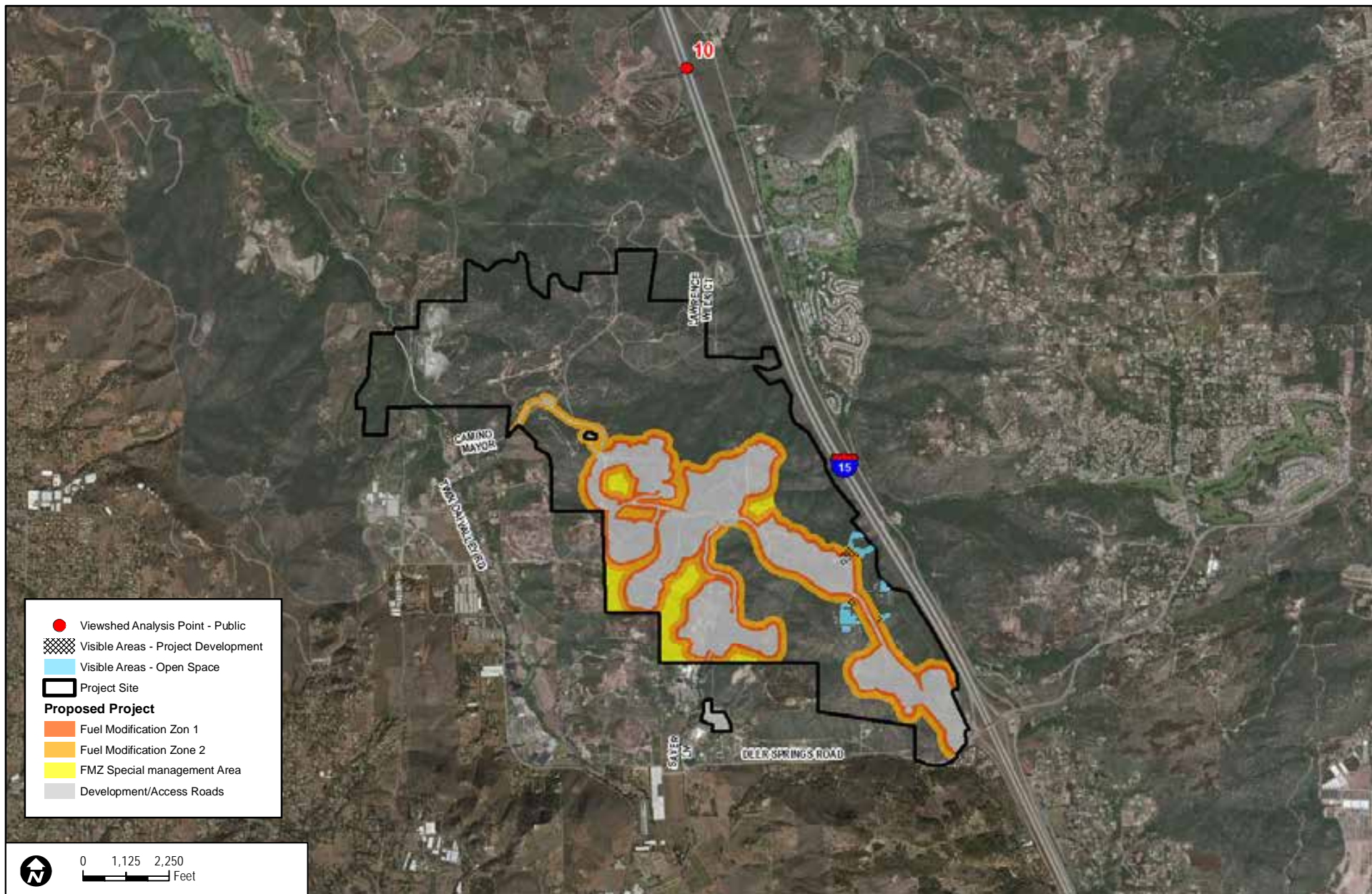
DUDEK

Newland Sierra Visual Resources Technical Report - Appendix A

Legend:
- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

SOURCE: Bing 2014; Fuscoe 2014

FIGURE 10

Viewshed Analysis - Public Point 10
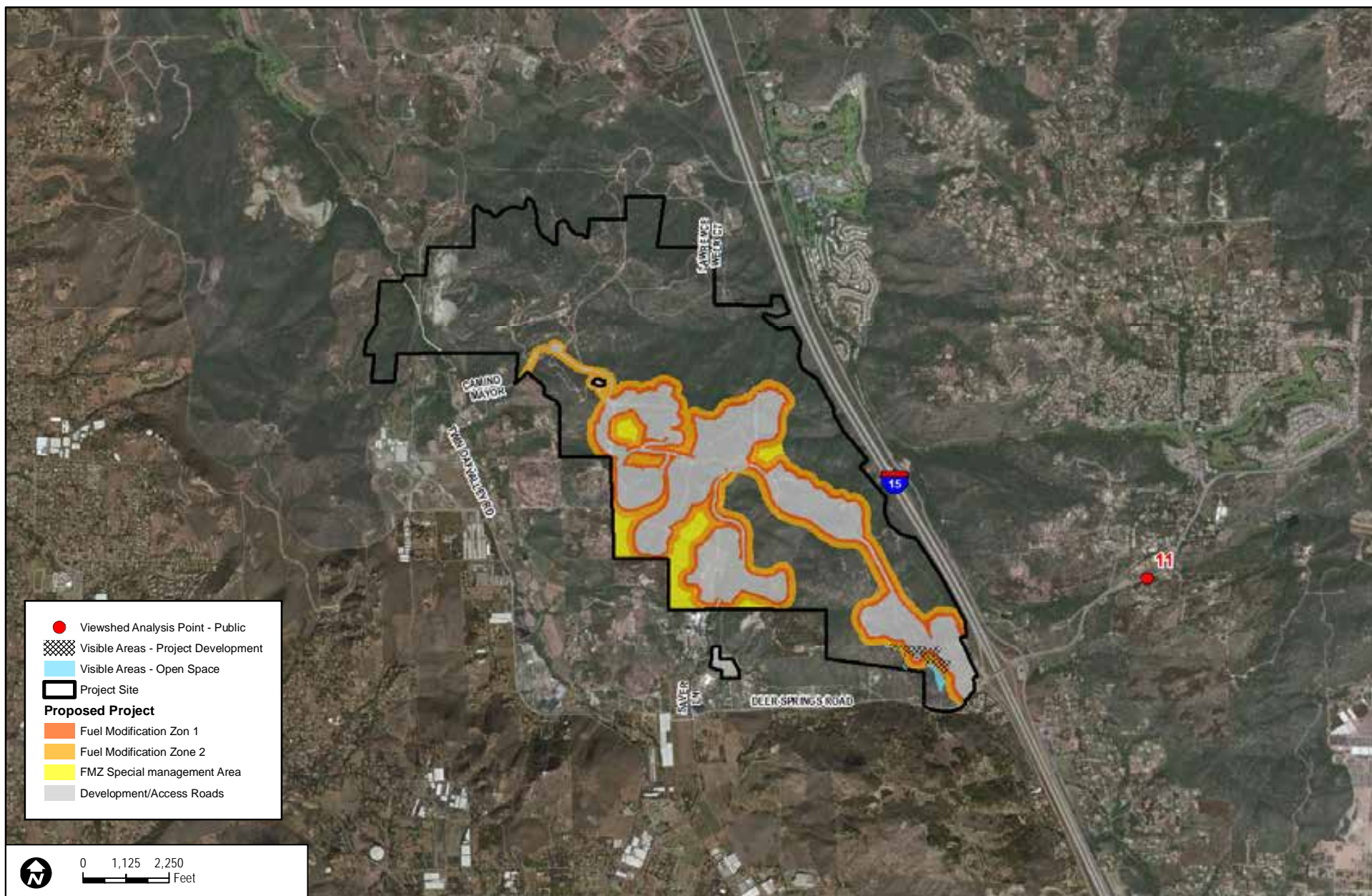
Newland Sierra Visual Resources Technical Report - Appendix A

DUDEK

Legend:

- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 11

Viewshed Analysis - Public Point 11
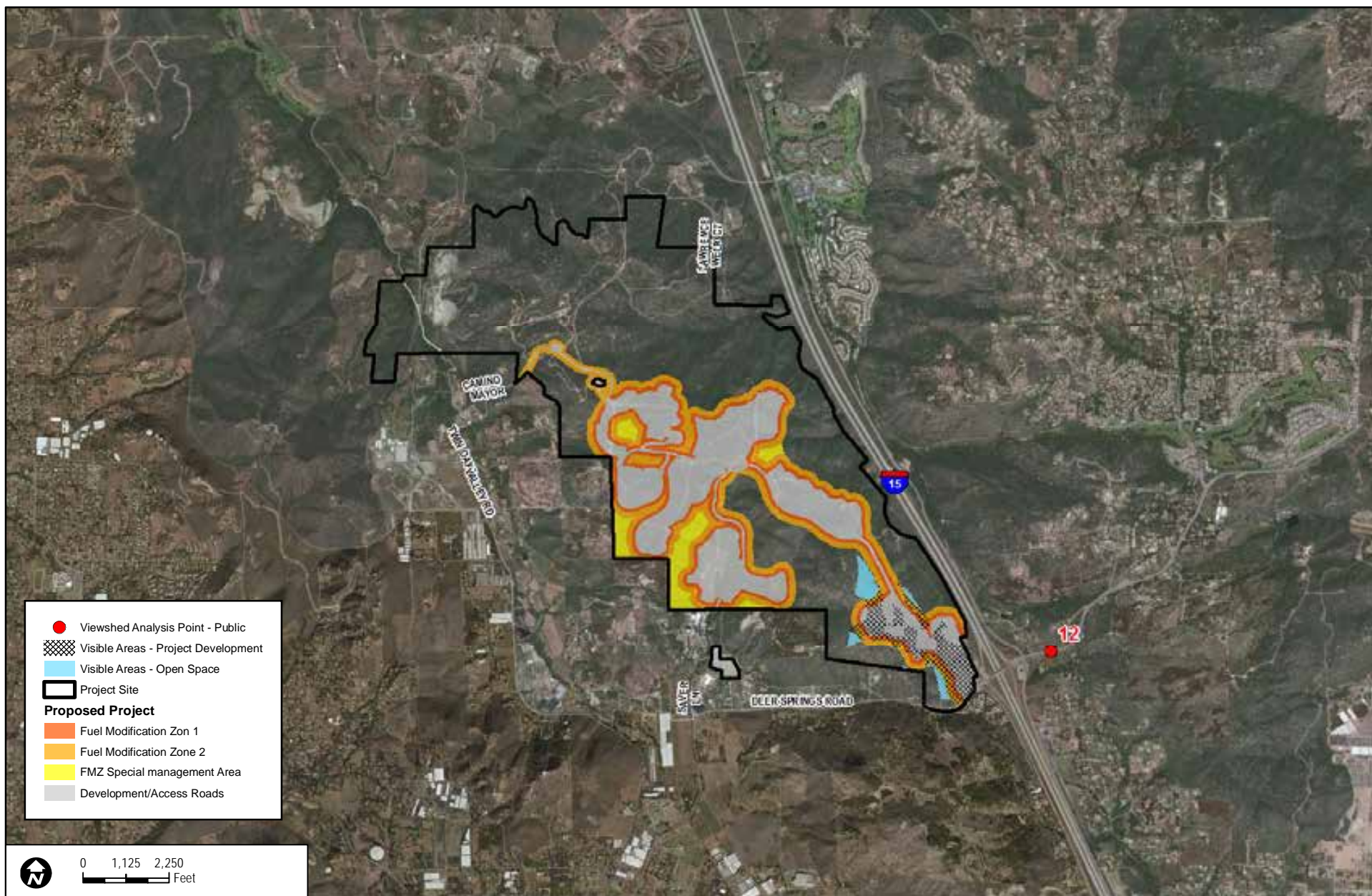
Newland Sierra Visual Resources Technical Report - Appendix A

Legend:

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 12

Viewshed Analysis - Public Point 12
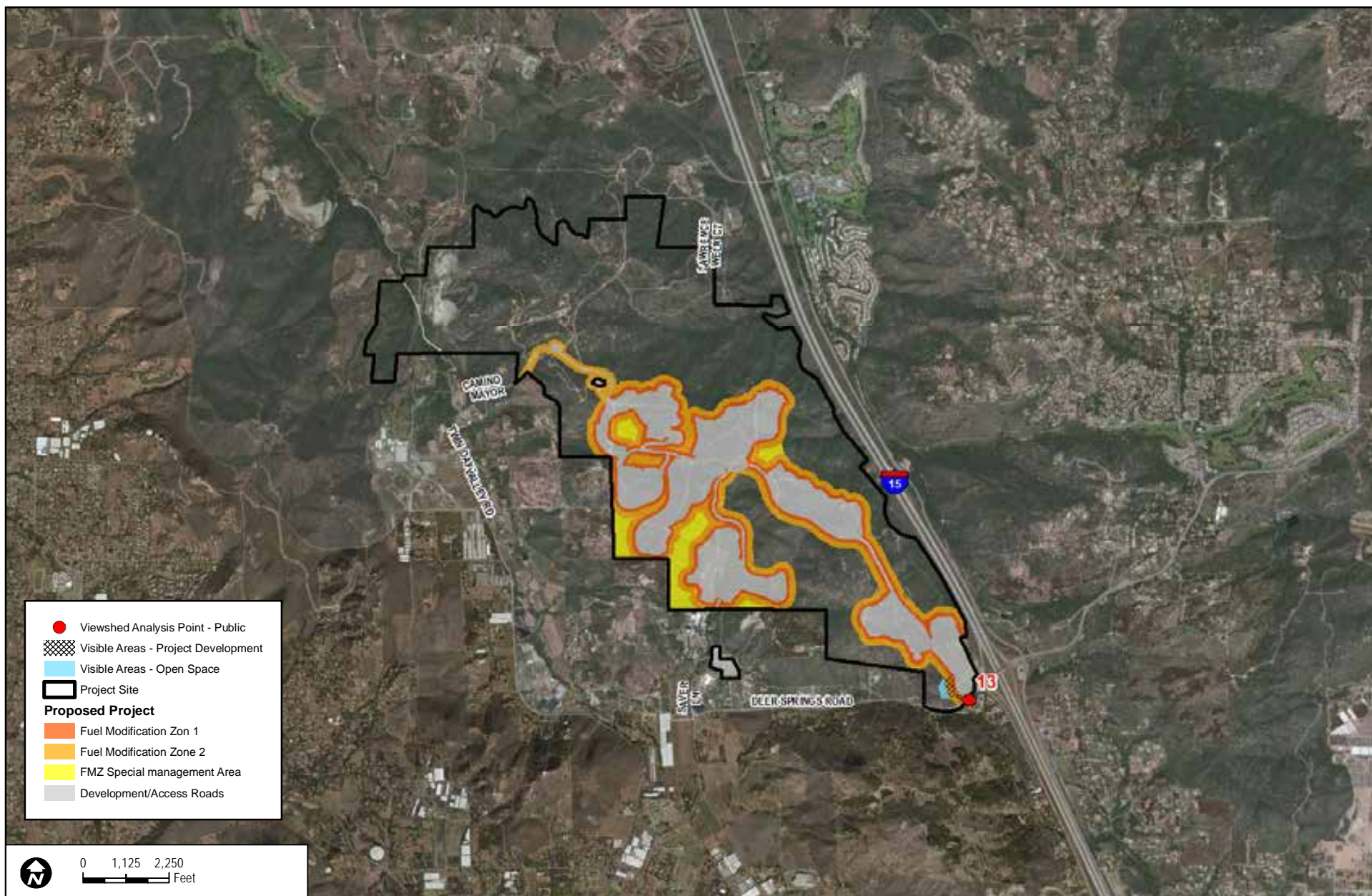
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ▢ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
⊢⊢⊢⊢ Feet

DUDEK

FIGURE 13

Viewshed Analysis - Public Point 13
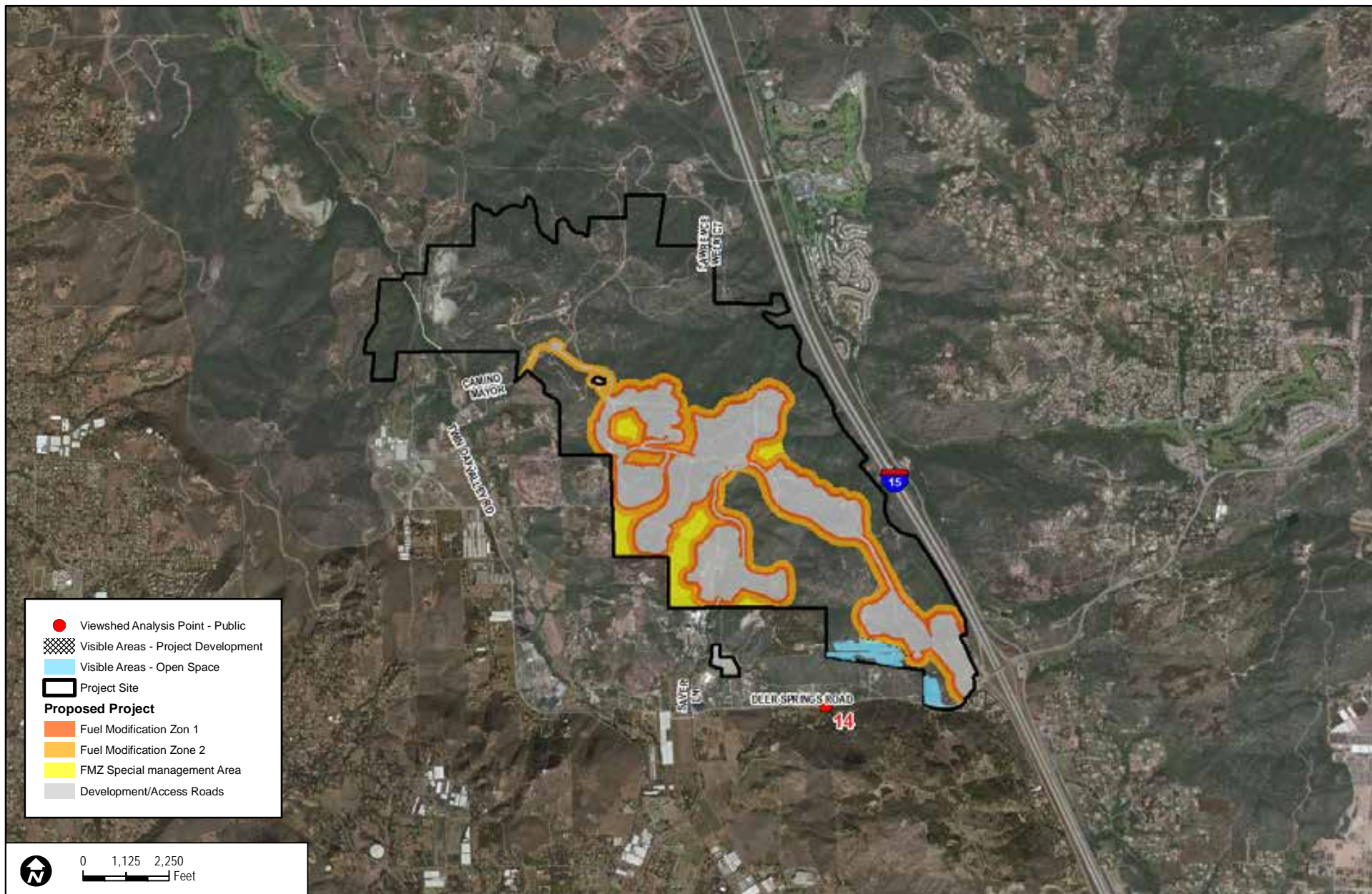
Newland Sierra Visual Resources Technical Report - Appendix A

Legend:
- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ☐ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
|———|———| Feet
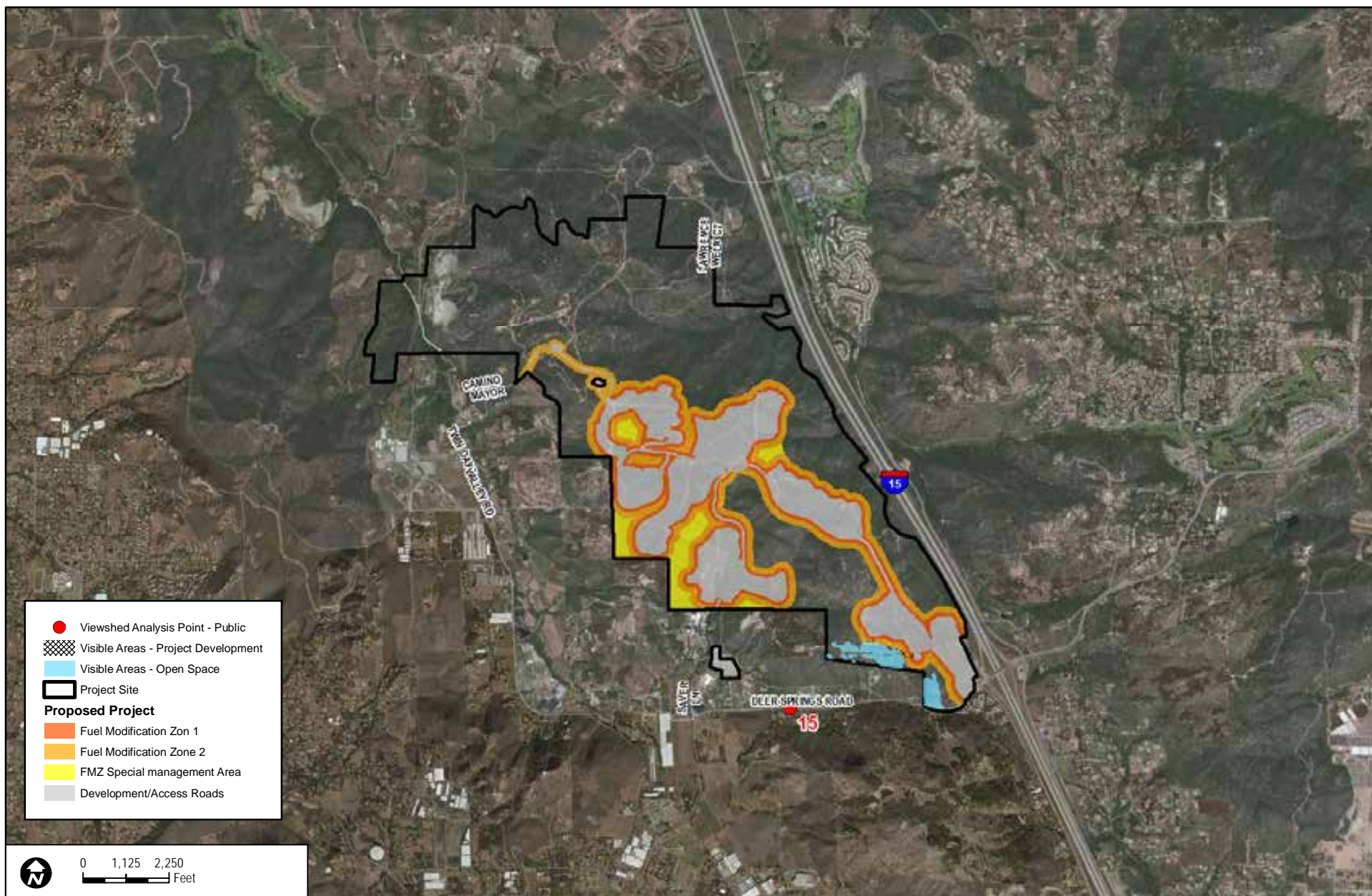
SOURCE: Bing 2014; Fuscoe 2014

FIGURE 15

Viewshed Analysis - Public Point 15
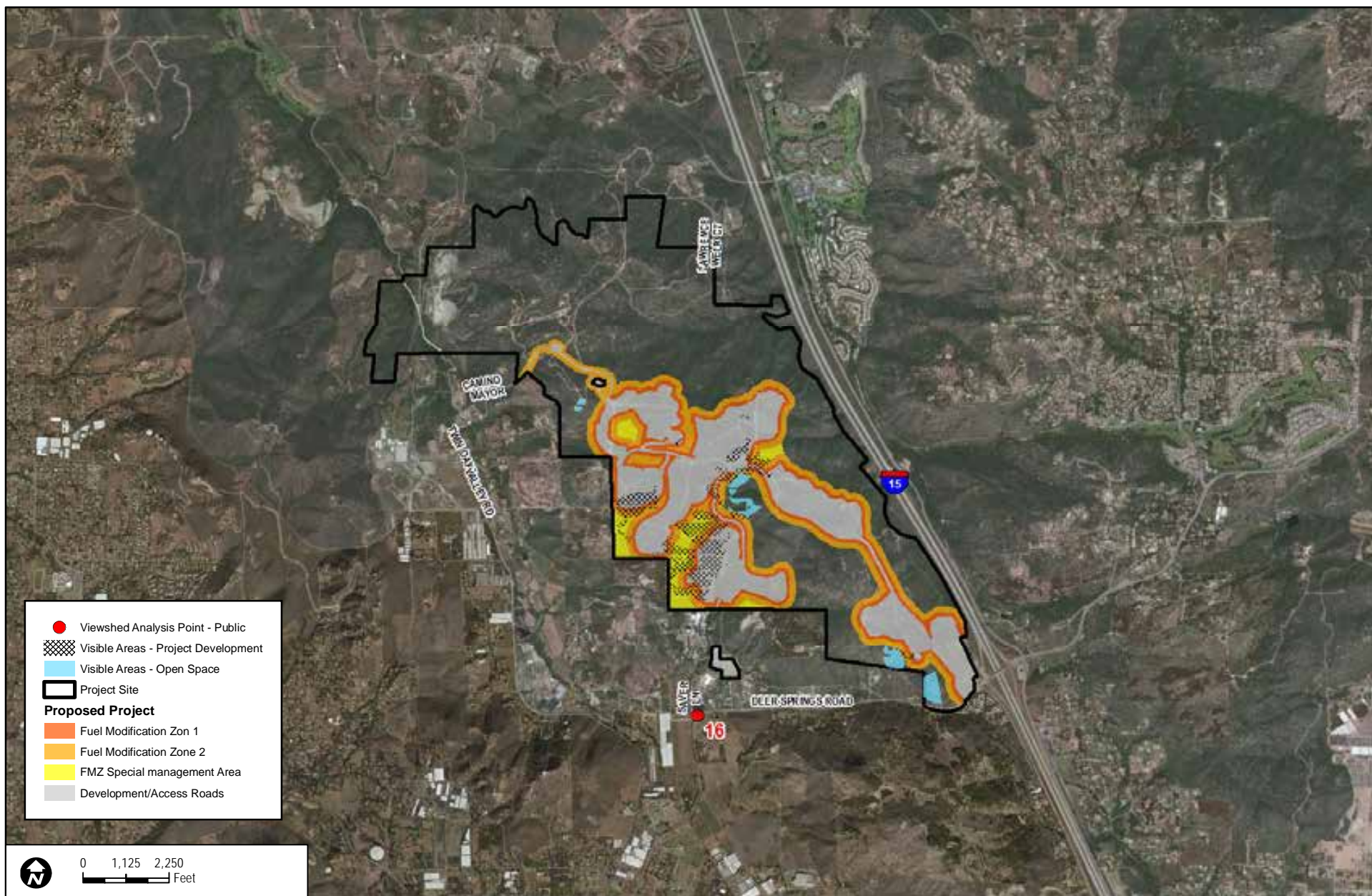
Newland Sierra Visual Resources Technical Report - Appendix A

DUDEK

Legend:
- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

FIGURE 16

Viewshed Analysis - Public Point 16
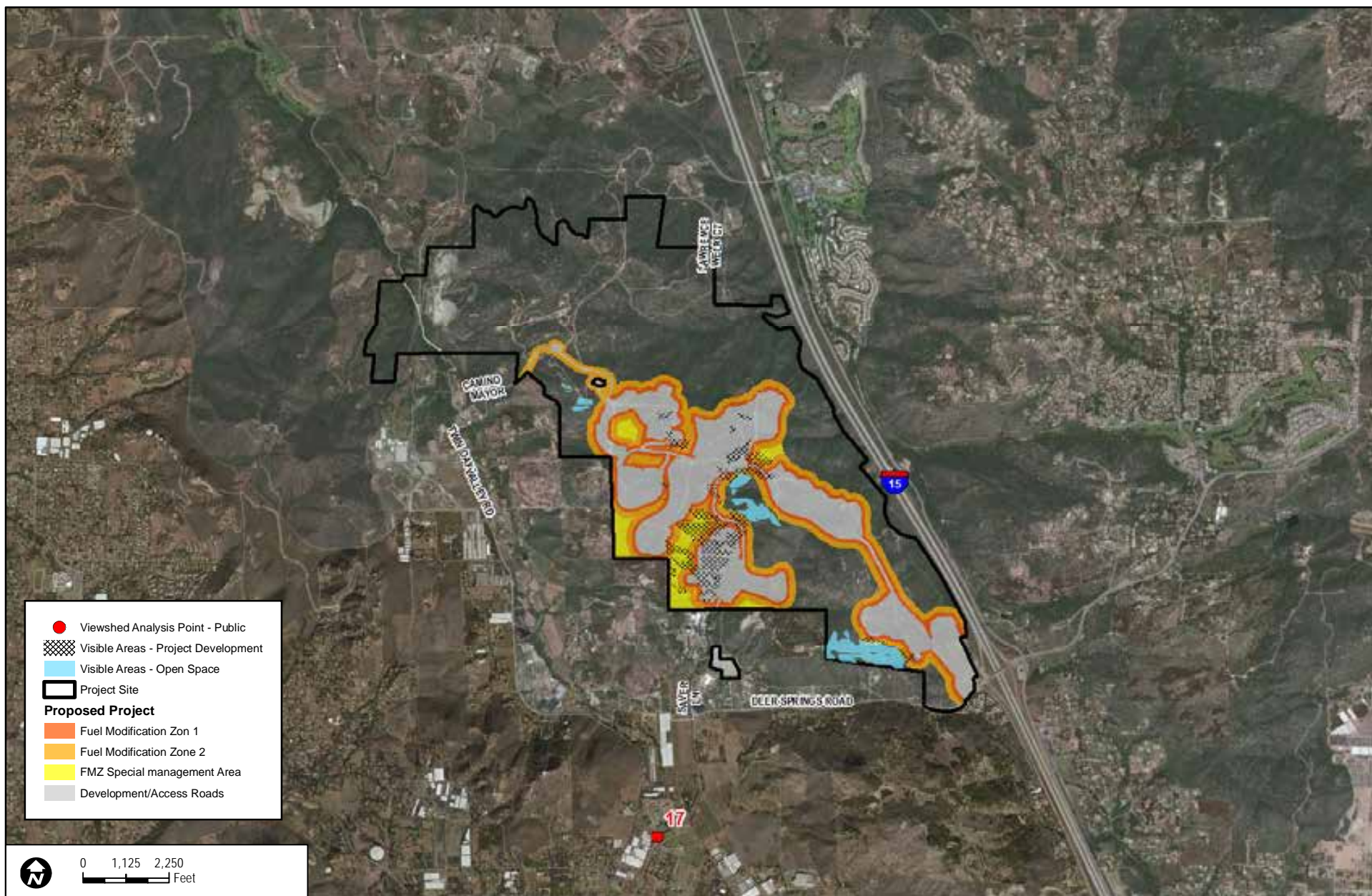
Newland Sierra Visual Resources Technical Report - Appendix A

DUDEK

Legend:

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

FIGURE 17

Viewshed Analysis - Public Point 17
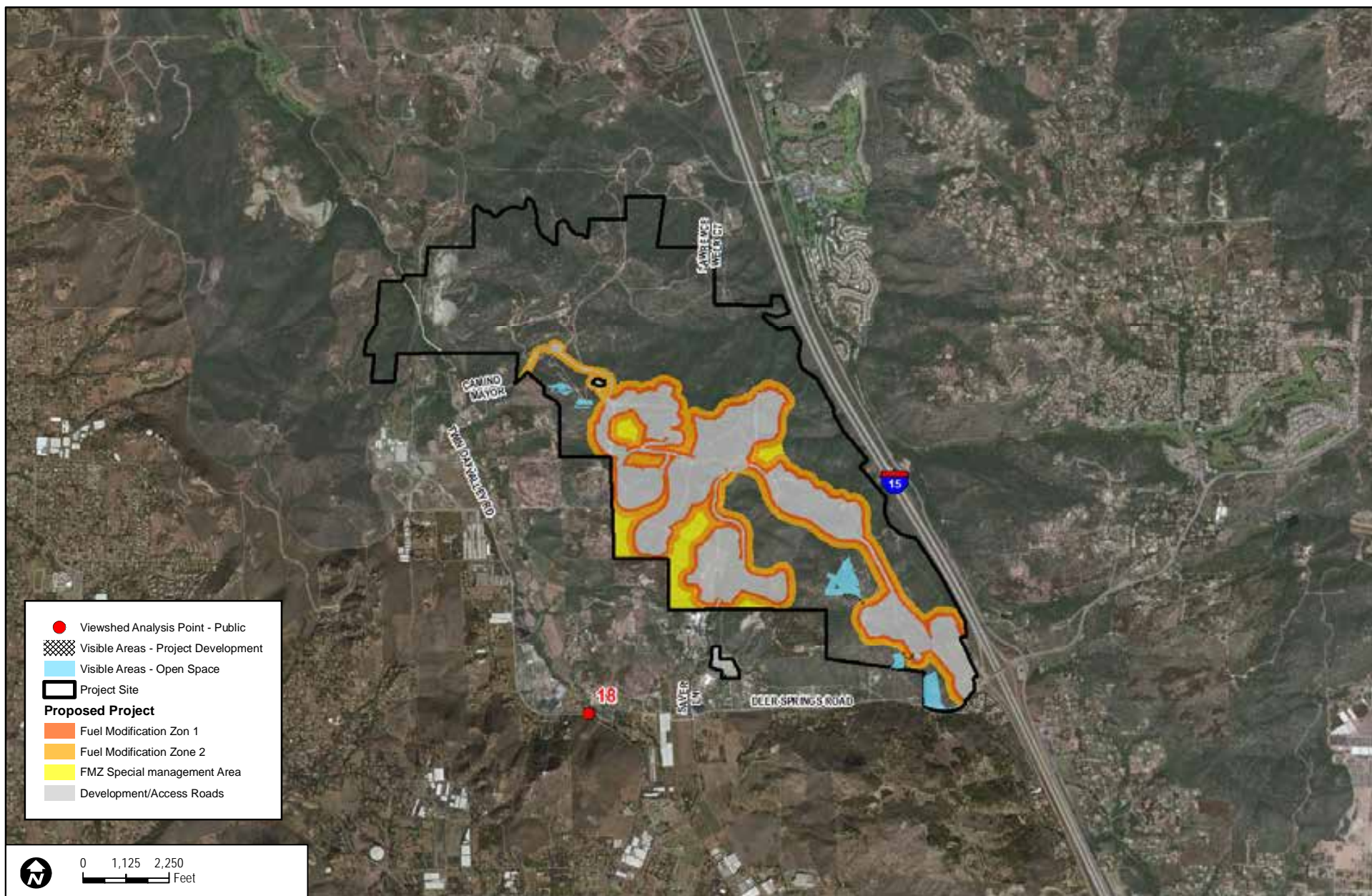
DUDEK

Newland Sierra Visual Resources Technical Report - Appendix A

Legend:

- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 18

Viewshed Analysis - Public Point 18
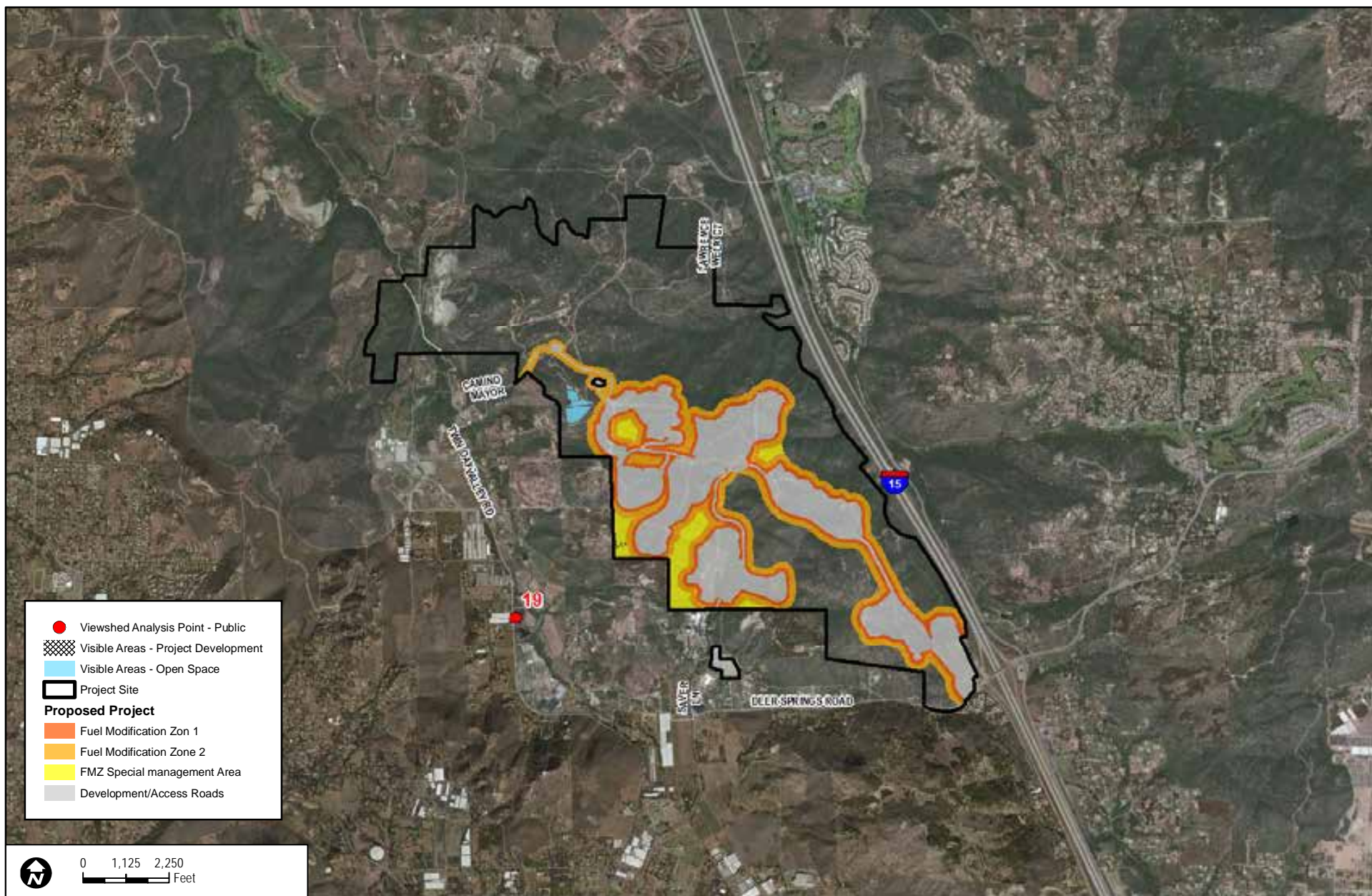
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

SOURCE: Bing 2014; Fuscoe 2014

FIGURE 19

Viewshed Analysis - Public Point 19
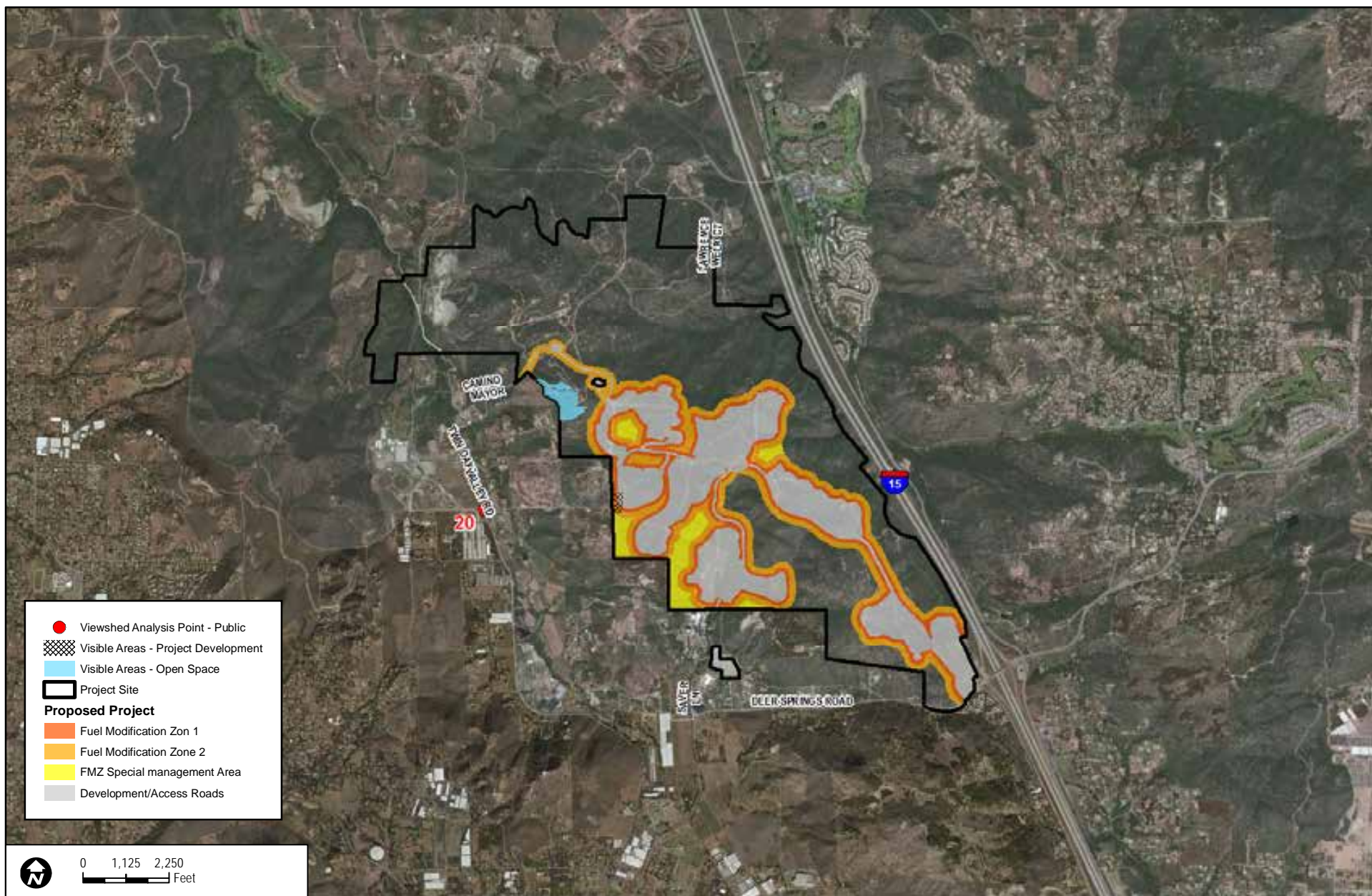
DUDEK

Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▨ Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

Legend

- ● Viewshed Analysis Point - Public
- Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet
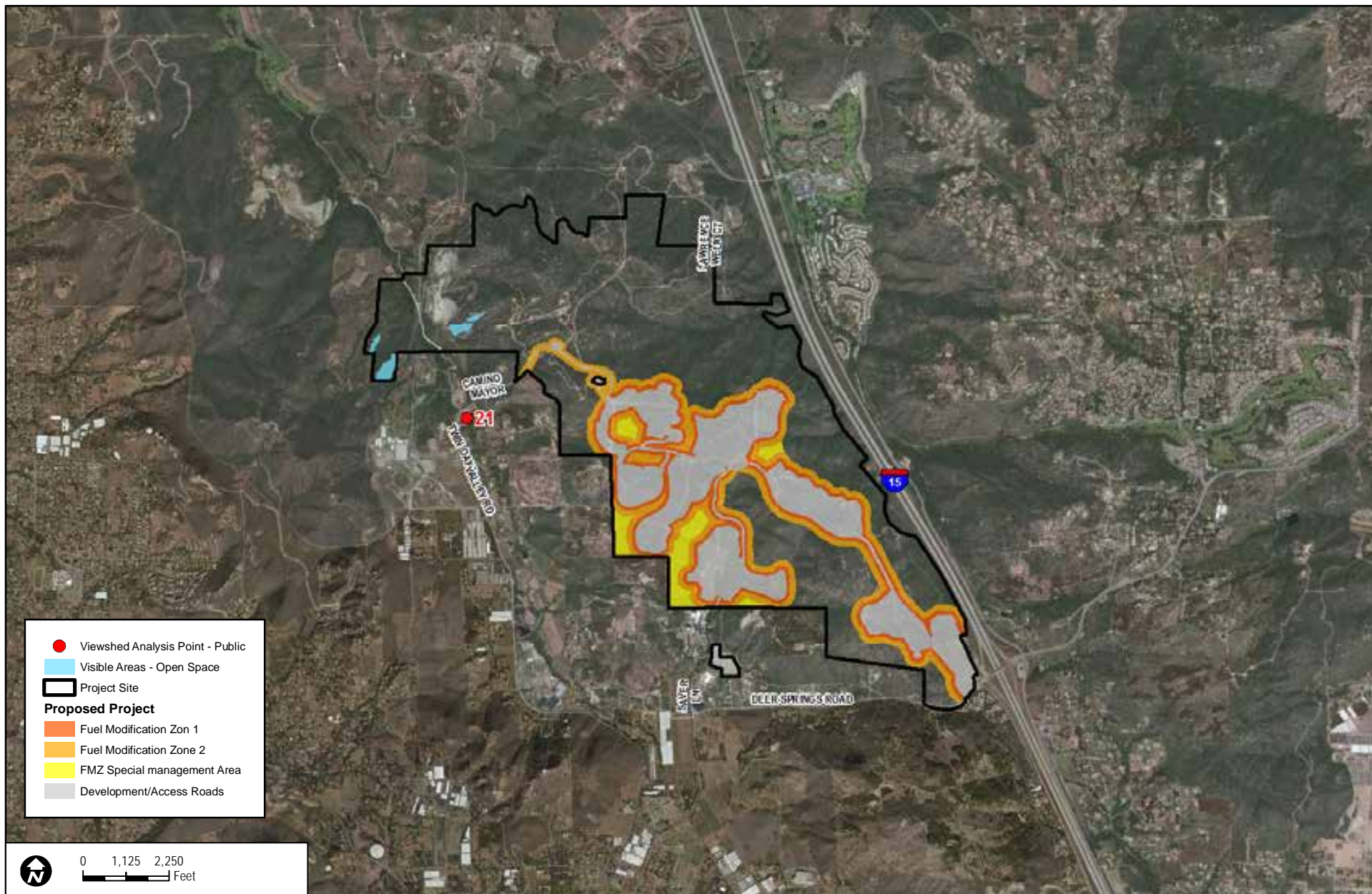
SOURCE: Bing 2014; Fuscoe 2014

DUDEK

FIGURE 21
Viewshed Analysis - Public Point 21
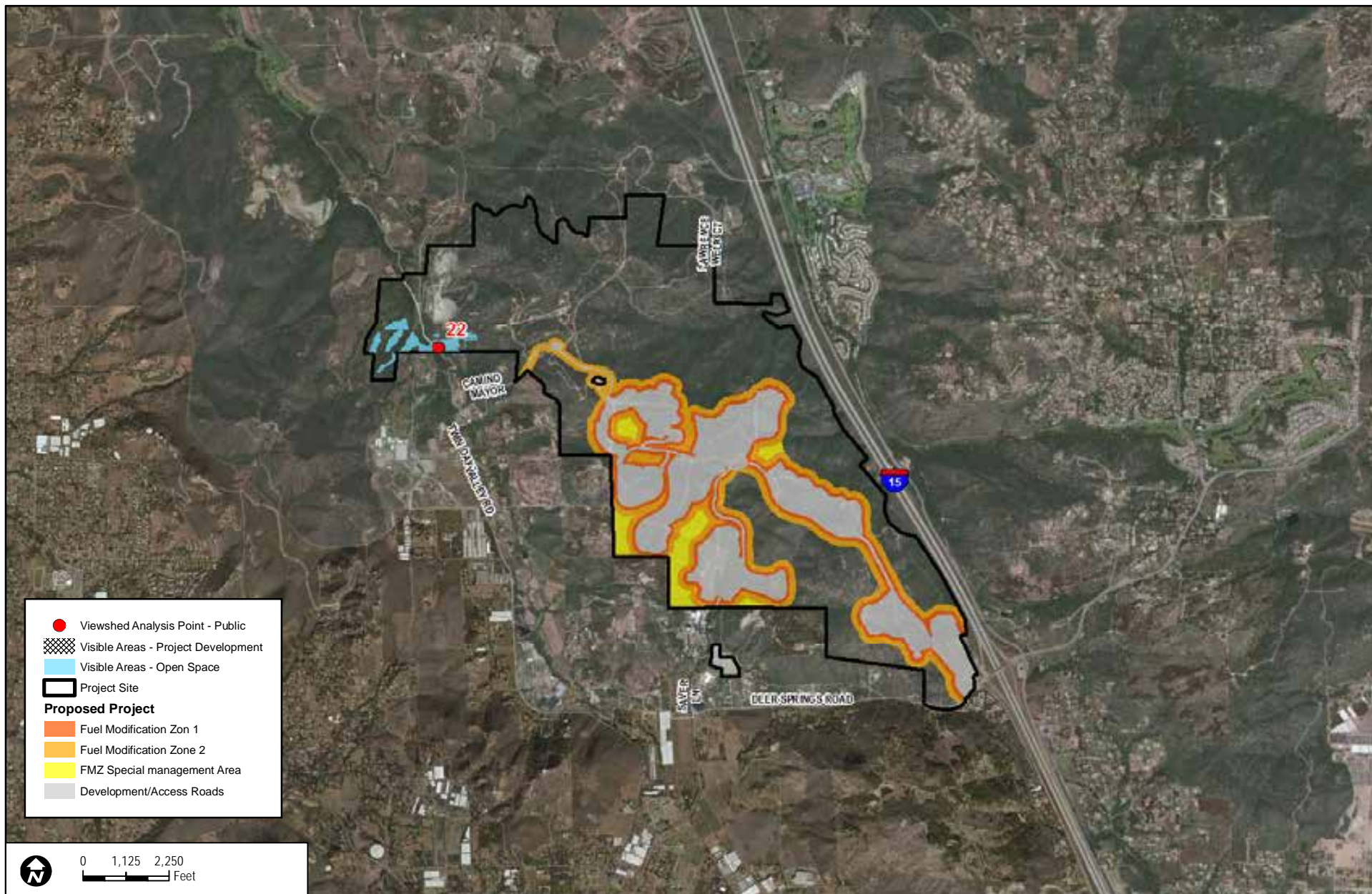
Newland Sierra Visual Resources Technical Report - Appendix A

Legend:
- Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

FIGURE 22

Viewshed Analysis - Public Point 22
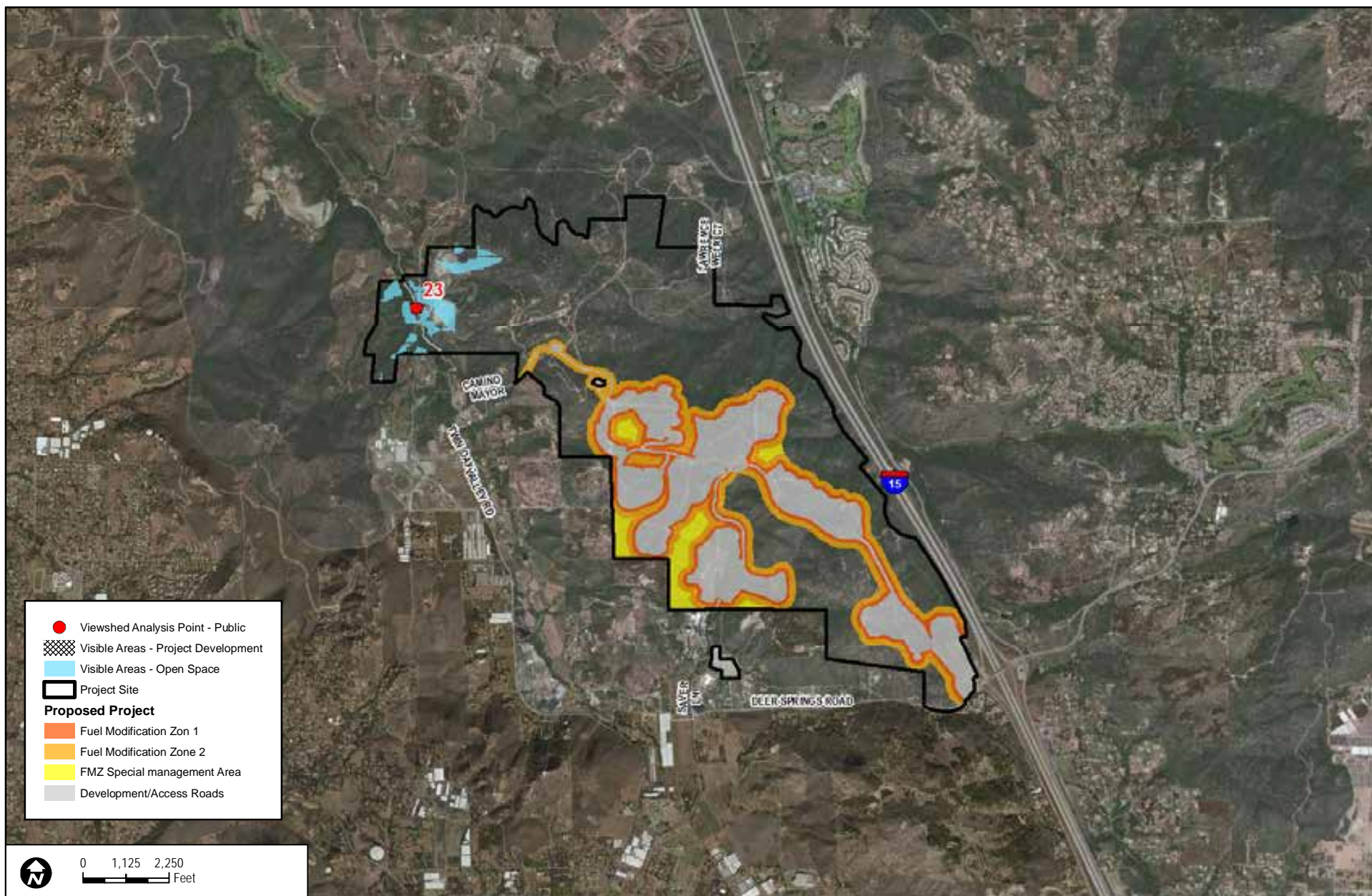
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- ▨ Visible Areas - Project Development
- ▧ Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

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FIGURE 23
Viewshed Analysis - Public Point 23
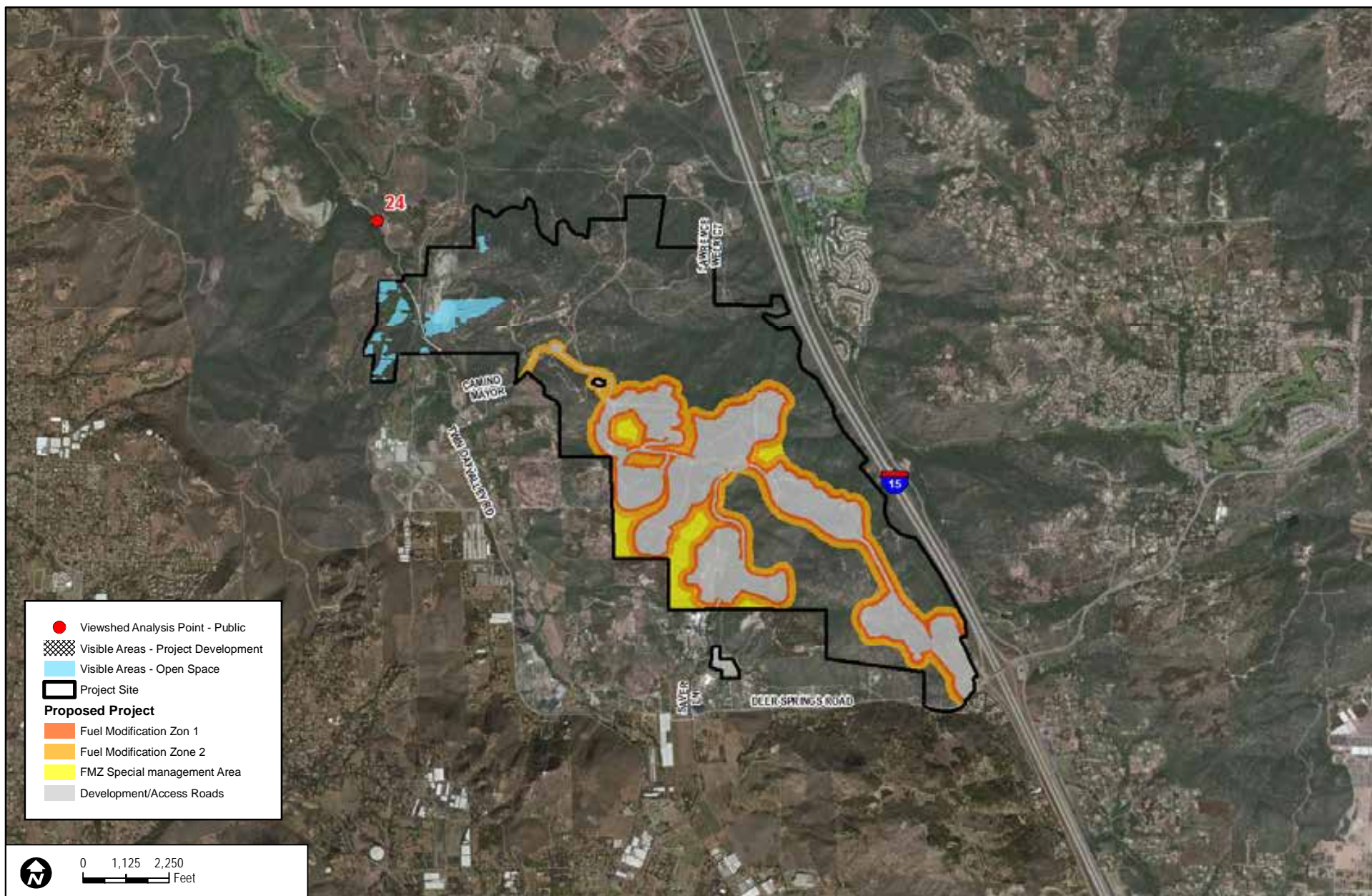
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0   1,125   2,250 Feet

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FIGURE 24

Viewshed Analysis - Public Point 24
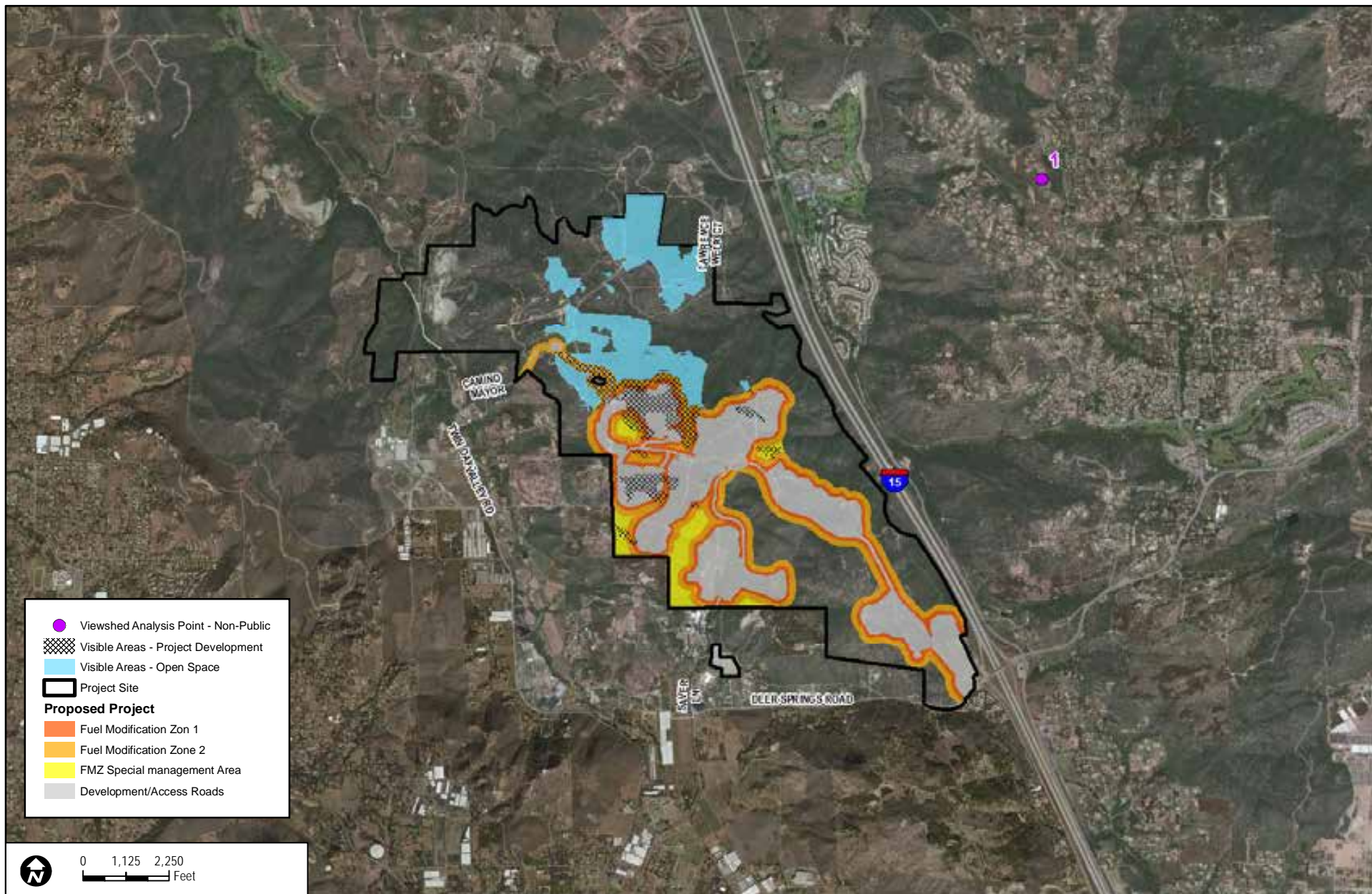
Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- ● Viewshed Analysis Point - Non-Public
- ▨ Visible Areas - Project Development
- Visible Areas - Open Space
- ▭ Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

FIGURE 25

Viewshed Analysis - Non-Public Point 1
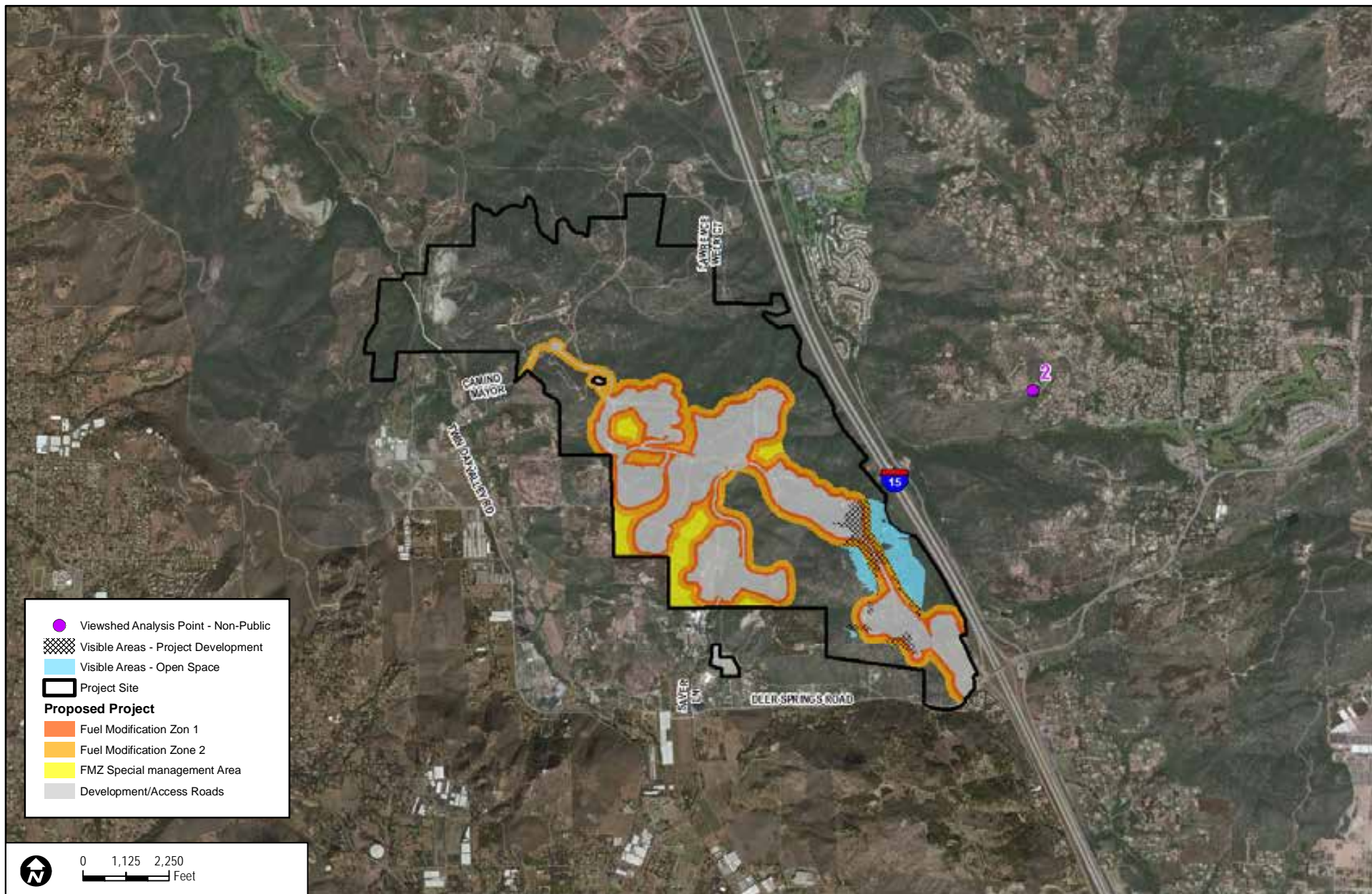
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Newland Sierra Visual Resources Technical Report - Appendix A

Legend

● Viewshed Analysis Point - Non-Public

▨ Visible Areas - Project Development

▨ Visible Areas - Open Space

▭ Project Site

Proposed Project

■ Fuel Modification Zon 1

■ Fuel Modification Zone 2

■ FMZ Special management Area

■ Development/Access Roads

0   1,125   2,250
Feet

SOURCE: Bing 2014; Fuscoe 2014

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FIGURE 26

Viewshed Analysis - Non-Public Point 2

Newland Sierra Visual Resources Technical Report - Appendix A

Legend

- Viewshed Analysis Point - Non-Public
- Visible Areas - Project Development
- Visible Areas - Open Space
- Project Site

Proposed Project
- Fuel Modification Zon 1
- Fuel Modification Zone 2
- FMZ Special management Area
- Development/Access Roads

0 1,125 2,250 Feet

SOURCE: Bing 2014; Fuscoe 2014

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FIGURE 27

Viewshed Analysis - Non-Public Point 3

Newland Sierra Visual Resources Technical Report - Appendix A

APPENDIX B

Consistency Analysis

APPENDIX B
Visual Resource Consistency Table

Table 1
Consistency with Applicable North County Metro Subregional Plan Visual Resources Policies

Policy	Consistency Analysis
While the North County Metro Subregional Plan does not contain specific goals or policies for visual resources, it does identify specific areas requiring special attention "in order to conserve resources in a manner best satisfying public and private objectives" (County of San Diego 2011b). Resource Conservation Areas (RCAs) in the subregional plan area include scenic landforms including the Merriam Mountains. According to the North County subregional plan, within RCAs "County departments and other public agencies shall give careful consideration and special environmental analysis to all projects that they intend to carry out, propose, or approve."	This appendix to the Visual Resources Report comprises one of many components associated with the environmental analysis of the Proposed Project. By virtue of preparing this visual resources report and the Environmental Impact Report, the Proposed Project is consistent with the visual resource policies of the North County Metro Subregional Plan and considers the identification of the Merriam Mountains as an RCA. It should be noted that the Project is composed of 1,985 acres and project design incorporates blocks of open space that would contribute to the preservation of large populations of target species (including rare plant) already detected on site. Furthermore, by concentrating development to the central and southern portions of the Project site and within lower elevation terrain, ridgeline development would be avoided and the natural characteristics of unaltered portions of the project site would be maintained.

Table 2
Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
Site Design, Site Planning Standards, Policy 1: Individual projects shall reinforce the character of the sites, the attributes of adjacent properties and preserve the viewsheds, natural topographic features and natural watercourses.	**Consistent.** The project would reinforce the character of the Site, the attributes of adjacent properties and preserve the viewsheds, natural topographic features and natural watercourses found on-Site. The project would preserve nearly three quarters of the Site's existing natural topography, including natural watercourses, rock outcroppings, ridgelines, and peaks, and create a 1,209-acre habitat preserve. An additional 250 acres of the Site's native habitat would remain but be subject to thinning and weed abatement to protect against wildland fires. The project would focus development between and away from ridgelines and the Site's more prominent topographic features. The project's network of streets was designed to largely parallel topography and was guided by the project's system of drainages. Existing landforms and ridges north of Deer Springs Road would provide a buffer to minimize the proposed project's visibility from Deer Springs Road and from properties immediately adjacent. Additionally, existing landforms and ridges along the east side of the project Site would provide a buffer to minimize the project's visibility from I-15 and residential properties to

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Table 2
Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
	the east. The project's neighborhoods were designed such that the homes would sit below ridgelines to avoid the "silhouette" of homes against the ridgeline. The project would include many single story homes and would draw from the more rustic and equestrian elements of the surrounding communities to guide its architectural styles. In summary, the combination of the project's proposed conservation of nearly three quarters of the natural topography, a development approach that focuses homes and streets between and away from ridgelines and peaks, and a project that avoids the silhouetting of homes against ridgelines along with architectural styles that pull from the surrounding communities would reinforce the character of the Site, the attributes of adjacent properties and preserve the viewsheds, natural topographic features and natural watercourses found onsite.
Site Design, Site Planning Standards, Policy 4: Building orientation shall take maximum advantage of existing views and create view corridors.	**Consistent.** The project's proposed neighborhoods have been planned in such a way that building orientation on individual home sites and building pads for multifamily buildings would take advantage of the predominant views to the north and east of the Site. The Knolls and Valley neighborhoods sit in the southeastern portions of the project Site and views from these two neighborhoods would of the Site's ridgelines and hillsides surrounding the Valley planning area and to the south of the project Site looking toward Twin Oaks and San Marcos. In this way, the project's various building sites would create new view corridors. Finally, the project includes a network of pedestrian pathways and trails with 36 acres of parks dispersed across the project Site and multiple locations where pedestrians, hikers, horseback riders, residents, and guests can enjoy scenic vistas of the surrounding area's dramatic landscape.
Site Design, Site Planning Standards, Policy 5: Ridgeline projects can be highly sensitive and are generally discouraged; (a) Ridgeline projects shall maintain a low profile appearance and the natural physical character of the ridgeline shall be substantially maintained; (b) Ridgeline projects shall be limited to one story; (c) Ridgelines that have been graded or disturbed shall be supplemented with a sufficient amount of trees, shrubs, and ground cover to minimize visual impacts resulting from such disturbances.	**Not Applicable.** While the project Site contains several prominent ridgelines, the project itself does not propose development on top of its ridgelines and is, therefore, not a ridgeline project. Instead, the project would preserve the Site's primary and secondary ridgelines and set its home sites and building pads below ridgelines. The project would also avoid grading impacts to nearly three quarters of the Site's natural topography. Finally, the project includes a landscape concept plan that includes tree-lined streets and 36 acres of community and neighborhood parks helping to further minimize visual impacts.

Table 2
Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
Parking and Circulation Design Standards, Policy 2: Project entries shall provide for safe and efficient circulation; (a) Project entries and the transition from major circulation routes into the project interior shall be accomplished through the use of landforms, open space, landscape plantings, and architectural elements (i.e., wall, signs); (b) The number of driveway entrances into parking areas from public streets shall be minimized. Use of common easements for parking and circulation systems integrated between properties shall be encouraged; (c) Safety lighting shall be provided at all street intersections and on project drives, entries, walkways and parking areas.	**Consistent.** Project entries would provide for safe and efficient circulation. Project entries and the transition from major circulation routes into the project interior would be accomplished through the use of landforms, open space, landscaped medians and parkways, and architectural elements. The number of driveway entrances into parking areas from public streets would be minimized. The project would include safety lighting at all street intersections and on project drives, entries, walkways, and parking areas. For example, the project Site would have two primary access roads along Deer Springs Road at Mesa Rock Road and Sarver Lane, with an additional access point at Camino Mayor off of Twin Oaks Valley Road to the north. The primary access road at Mesa Rock Road would be a four-lane entry road with a median that transitions into a four-lane undivided road farther into the project Site. On-site roadways would be constructed within and between the different planning areas where development would occur. These roadways would primarily consist of main roads with a pavement width of 34 feet that mostly run between the developed planning areas, and residential streets approximately 32 to 40 feet wide that generally traverse within a planning area. Further, site lighting would provide a critical safety function. Lighting would provide minimum illumination for safety while minimizing ambient light spill. Pedestrian lighting would be provided for entry areas, courtyards, and other public gathering spaces. Parks shall have minimum security lighting. Low-level lighting would be provided along trails, roads, and throughout each neighborhood.
Site Lighting Standards, Policy 1: Site lighting shall minimize emission of light rays into both the night sky and neighboring 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.	**Consistent.** The project's lighting would minimize emission of light rays into both the night sky and neighboring properties and be limited to that necessary for security, safety and identification, and would be integrated with project landscape design. For example, all Class I, II, and III lighting installed throughout the project as well as street lighting along offsite road improvements would comply with the applicable requirements of the County of San Diego Light Pollution Code Section 59.101 et seq. Further, site lighting would provide security, safety, and identification. Lighting would provide minimum illumination for safety while minimizing ambient light spill. Pedestrian lighting would be provided for entry areas, courtyards, and other public gathering spaces. Parks would have minimum security lighting.

Table 2
Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
Site Lighting Standards, Policy 2: Site lighting plans that conflict with the character of the community shall be discouraged.	**Consistent.** Refer to the above consistency analysis for Site Lighting Standards, Policy 1.
Landscape Design Standards, Policy 2: Project boundary landscaping shall compliment adjacent landforms and plant materials.	**Consistent.** Project boundary landscaping shall compliment adjacent landforms and plant materials. For instance, the proposed project's landscape character would be informed by the natural terrain. The overall landscape theme would embody a native low-water use/drought-tolerant landscape character and include preservation and re-use of natural site boulders paired with oak trees and other native plants, allowing for a visual blend between the site's developed areas and the surrounding native habitat. The project's perimeter would be protected with a Fuel Modification Zone 2 area, a 150-foot-wide area of native vegetation thinned and kept free of weeds but retaining its native plant species.
Landscape Design Standards, Policy 3: Landscape plans shall utilize native and drought tolerant plants, where possible, per the plant list provided by County staff.	**Consistent.** In accordance with the County's native plant list, the project's landscape plan would utilize native and drought tolerant plants, where possible and where not in conflict with fuel modification and wildland/urban interface requirements applicable to the project. Please see the response to *Site Lighting Standards, Policy 2* above.
Landscape Design Standards, Policy 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 build-up. Trees shall be placed away from entrances to buildings, parking lots, and street intersections for visibility and safety, where possible; (b) Low-scale plantings shall be located adjacent to driveway entrances and street corners, where possible, and shall not obscure drive visibility; (c) Parking areas shall be visually screened with peripheral landscaping, wherever feasible. Exposed vehicular use areas shall include a minimum of 10% of the paved areas in landscaping dispersed throughout the parking area.	**Consistent.** The project's trees and plantings adjacent to pedestrian paths and within parking areas would be selected to enhance the human scale. Tree canopies would be installed to soften the visual impact or vehicular circulation and parking areas, and would relieve heat build-up. Trees would be placed away from entrances to buildings, parking lots, and street intersections for visibility and safety, where possible. Low-scale plantings would be located adjacent to driveway entrances and street corners, where possible, and would not obscure drive visibility. Parking areas would be visually screen with peripheral landscaping, where feasible. Exposed vehicular use would include a minimum of 10% of the paved areas in landscaping dispersed throughout the parking area.
Development Standards for Steep Topography and Natural Features, Policy 1: Extensive grading of slope areas within viewsheds will be minimized; (a) Revegetation and erosion control shall be provided in all newly graded areas.	**Consistent.** The proposed project would minimize extensive grading of slope areas within viewsheds, and would provide revegetation and erosion control in newly graded areas. For example, the project would preserve nearly three quarters of the Site's natural topography and drainages, particularly those areas of the Site visible from the I-15 corridor. In addition, where possible the project would use grade changes within individual neighborhoods as opposed to more conventional mass grading techniques to create separation between different land uses and to step up and down the Site. Consistent with the County's grading

APPENDIX B (Continued)

Table 2
Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
	ordinance, the project would incorporate both internal and perimeter erosion control BMPs throughout the grading operation and would revegetated disturbed areas and all manufactured slopes consistent with the County's erosion control requirements and the project's landscape plans.
Development Standards for Steep Topography and Natural Features, Policy 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.	**Consistent.** The proposed project integrates hillside development with existing topography and landforms. No agricultural activities exist within the project Site boundaries, however much of the Site's steep topography, tree stands, and rock outcroppings would be respected and preserved. Please see the response to *Site Design, Site Planning Standards, Policy 1* and *Development Standards for Steep Topography and Natural Features, Policy 1* above.
Development Standards for Steep Topography and Natural Features, Policy 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.	**Consistent.** The project would include a variety of housing types on a range of lot sizes, including multifamily building sites and grade adaptive home sites, and implement a site design approach that maximizes conformance to and integration of the Site's existing natural topography to locate and grade the project's seven distinct neighborhoods. Please see the response to *Site Design, Site Planning Standards, Policy 1* and *Development Standards for Steep Topography and Natural Features, Policy 1* and Policy 2 above.
Development Standards for Steep Topography and Natural Features, Policy 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.	**Consistent.** The project Site's visual quality would be maximized and the erosion potential minimized by planting native and naturalized plants. Please see the response to *Landscape Design Standards, Policy 2 and Policy 3*, and *Development Standards for Steep Topography and Natural Features, Policy 1* above.
Development Standards for Steep Topography and Natural Features, Policy 8: Any grading above 25% slope will blend with the surrounding area, and be landscaped appropriately to look natural.	**Consistent.** All of the project's manufactured slopes would be landscaped with a plant palette that includes a variety of Southern California native and California-friendly low-water use plants and trees to blend with the surrounding area.
Architectural Design, Policy 1: 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; (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 and (5) The use of mirrored glass, which can cause the sun to glare into	**Consistent.** The specific materials and styles of proposed commercial and residential uses have yet to be designed, but the project would ensure consistency with adjacent topography and landscape. Site planning for the proposed project took into account existing landforms and topography by concentrating development between and away from ridgelines. Earthtones and muted pastels would be preferred during the selection of project building colors, accents, and trims. Due to the Site's proximity to I-15, the use of mirrored glass is prohibited and thus would not be utilized in project construction.

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Table 2

Consistency with Applicable I-15 Corridor Scenic Preservation Guidelines

Policy	Consistency Analysis
drivers' eyes and, is therefore, a potential safety hazard, shall be prohibited on buildings visible from I-15.	
Architectural Design, Policy B: Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations, and, where feasible, be integrated into the existing topography; (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.	**Consistent.** Please refer to the response to *Architectural Design, Policy 1* above.
Architectural Design, Policy 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; (5) Signs shall be predominately constructed of natural materials, non-moving, and externally illuminated; and (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.	**Consistent.** All signage installed on the project Site would be limited to the minimum size and height necessary to adequately identify neighborhoods and business locations. Signs would be installed and kept as low to the ground as possible. A detailed signage program has not yet been developed, but signs would incorporate natural materials and would not feature moving components or externally illuminated lighting. The use of off-premise signs would be consistent with Section 6207 of the County Zoning Ordinance.

Table 3

Consistency with Applicable Bonsall Community Plan Visual Resources Policies

Policy	Consistency Analysis
Policy LU-1.1.3: Require development to be sensitive to the topography, physical context, and community character of Bonsall. According to the Bonsall Community Plan, the area "consists primarily of low-density estate residential agricultural and equestrian uses. Houses are generally located far apart and randomly, on hillsides and hilltops, as well as in valleys.	**Consistent.** See response to San Diego County General Plan Policy COS-11.3, above. Site planning for the proposed project considers existing landforms and topography and concentrates development between and away from prominent ridgelines. Neighborhoods are designed to be compact and clustered, and as a result, the impact of development on open space and prominent landforms is reduced. Where possible, streets are designed to parallel topography.

Table 3
Consistency with Applicable Bonsall Community Plan Visual Resources Policies

Policy	Consistency Analysis
Surrounding the house are large open spaces composed of fallow fields, undisturbed native vegetation and agriculture".	While the project proposes residential density atypical from that of the low-density estate type residential common in the Bonsall Community Plan Area (CPA), residential and commercial development on the project site would be physically and visually separated from the majority of existing development within the CPA. Of the approximate 1,985 acres comprising the project site, 97 acres are located within the Bonsall CPA and these lands would not be developed by the project applicant. Rather, the entirety of the project site located in the Bonsall CPA (and northern half of the project site located in the North County Metro Subregional CPA) would be designated Open Space (Conservation). In addition, the northernmost residential development on the project site in the North County Metro Subregional CPA would be located nearly 0.5-mile south of Bonsall CPA boundary and would be separated by designated open space consisting of dense chaparral, steep ridgelines, and boulder outcrops. Proposed development would be located primarily in the lower, less visually prominent valley areas on the project site, Because the portion of the project site located in the Bonsall CPA would be designated Open Space (Conservation) and would not be developed and because proposed development on the project site would be visually buffered from rural residential and agricultural uses to the north in the Bonsall CPA, the proposed project would be consistent with this policy.
Policy LU-1.2.1: Require development that is designed to be consistent with the rural character of the Bonsall community.	**Consistent.** See consistency analysis for Policy LU-1.1-3, above.
Policy LU-3.1.2: 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.	**Consistent.** See consistency analysis for Bonsall CPA Policy LU-1.1.3, above.
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.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy LU-5.1.2: Require grading to be contoured to blend with natural topography, rather than consist of straight edges.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.

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Table 3
Consistency with Applicable Bonsall Community Plan Visual Resources Policies

Policy	Consistency Analysis
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.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
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.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy LU-5.1.5: Require development on slopes to be stepped to follow and preserve topography to the maximum extent feasible.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy LU-5.1.6: Minimize cut and fill grading for roads and access ways to the absolute minimum necessary.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
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.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy COS-1.1.4: Require development to be compatible with adjacent natural preserves, sensitive habitat areas, agricultural lands, and recreation areas, or provide transition or buffer areas.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy COS-1.1.5: Require that landscaping be designed to prevent erosion on graded sites and, if adjacent to sensitive habitats, require re-vegetation with the appropriate drought tolerant plant species with specific restrictions on the use of any invasive species.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.
Policy COS-1.4.1: Discourage street lighting, unless necessary for safety. Require street lighting to meet basic safety standards and the County Light Pollution Code, Ordinance #7155.	**Consistent.** See response to Bonsall CPA Policy LU-1.1.3 above.