CHAPTER 2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This chapter of the EIR provides a detailed discussion of those subject areas that would be significantly impacted by the project and for which feasible mitigation measures would not reduce the impacts to below a level of significance. Aesthetics, air quality, and traffic are the issues that would incur significant and unavoidable adverse impacts.

2.1 Aesthetics

A Visual Impact Assessment (2009) for the Proposed Project and off-site improvement areas is summarized below. This report is included as Appendix C-1 to this EIR.

2.1.1 Existing Conditions

Existing Regulations

The numerous regulations relating to scenic resources protection and aesthetic development of land within the County applicable to the Proposed Project are briefly described below. An analysis of the Proposed Project's consistency with these aesthetic regulatory plans and policies is provided in the following Section 2.1.3, Analysis of Project Effects.

California Scenic Highway Program

The purpose of the California Scenic Highway Program (California Streets and Highways Code, Section 260-283) is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The program defines the process for the designation of official scenic highways and includes a legislatively appointed body, the Departmental Transportation Advisory Committee (DTAC). The DTAC recommends program criteria, reviews applications, and advises the Director of the California Department of Transportation (Caltrans) to revoke scenic highways that are no longer in compliance with the program.

I-15 is classified as an "Eligible" California Scenic Highway from SR-76 north to SR-91 near the city of Corona. Since the Project Site is immediately north of SR-76 and east of I-15, it is located within the Scenic Highway corridor.

San Diego County General Plan

The San Diego County General Plan provides guidance for the preservation of aesthetic resources through its Scenic Highway Element, Open Space Element, and Community Plans. The Scenic Highway and Open Space Elements are important policies that specifically guide the protection of the County's aesthetic resources of scenic highways and open space, and are discussed under separate subheadings below. The community plans which are a part of the General Plan, include goals, policies, and recommendations to guide development of a particular region. As identified in Chapter 1, the Project Site lies within the Fallbrook CP area.

Fallbrook Community Plan and I-15 Corridor Subregional Plan

The Fallbrook CP identifies a variety of specific aesthetic planning considerations, including development guidelines to protect visual character and quality and to minimize adverse aesthetic affects. This includes a Community Beautification and Design Goal with multiple policies intent on encouraging "sensitive" designs focused on preservation of mature trees and significant landforms (Policy 1), signage complimenting aesthetic values (Policy 4), "village style" architecture (Policy 6), wise grading practices and revegetation of disturbed areas (Policy 8), and protection of ridgelines and steep slopes (Policy 9 and 10).

Additionally, the Fallbrook CP includes Circulation Element Goals and Policies focused on preservation of rural and agricultural character (Goal 4), maintenance of natural contours (Policy 4.1) and provisions of trail systems (Policy 8.2).

The CP was amended in 1988 to include the I-15 Corridor Subregional Plan (Corridor Plan) and Scenic Preservation Guidelines. The Project Site falls within the I-15 Corridor Subregional Plan scenic corridor viewshed, which extends to either side of I-15 at varying widths up to two miles. The plan area is divided into six segments along the corridor. The Project Site lies in Segment 4, which is approximately one-mile wide on the east side of I-15 and goes to the ridgeline of Monserate Mountain, just inside the eastern boundary of the Project Site.

The I-15 Corridor Scenic Preservation Guidelines apply to the unincorporated portion of the I-15 corridor which includes the Project Site. The purpose of the Guidelines is to (1) protect and enhance scenic resources, (2) establish standards to regulate visual quality, and (3) encourage scenic preservation consistent with the standards. The standards address site design measures and include: site planning, parking and circulation design, site lighting, landscape design, public utilities and safety, development standards for steep topography and natural features, as well as architectural design standards.

Appendix B of the Corridor Plan consists of the I-15/SR-76 MSP. The western vertical strip, comprising 92 acres of the Project Site, lies within the Corridor Plan and MSP areas (refer to Chapter 4.1.1).

San Diego County Scenic Highway Program

The San Diego County Scenic Highway Program establishes a scenic highway system priority list, which is included in the General Plan Scenic Highway Element, Part VI (described below). The goal of the Scenic Highway Program is to protect and enhance the county's "scenic, historic, and recreational resources" within the viewshed of all scenic highway corridors. Two officially designated state scenic highways exist in the County, but are not in proximity to the Project Site. The remainder of the routes in the Scenic Highway Program are listed as first, second, or third priority scenic routes. There are six first priority routes, sixteen second priority routes and thirty-eight third priority routes.

San Diego County General Plan, Scenic Highway Element, Part VI

The western edge of the Project Site lies approximately one-half mile east of I-15. This portion of I-15 north of SR-76 has been listed in the San Diego County Scenic Highway

Element as a Third Priority Scenic Route. Part VI of the Scenic Highway Element includes objectives to: (1) establish a comprehensive County Scenic Highway Program, (2) protect and enhance scenic resources within both rural and urban scenic highway corridors, (3) encourage and promote increased coordination and implementation of the program, and (4) increase public awareness and involvement in the program.

San Diego County General Plan, Open Space Element

The Open Space Element provides guidelines for the conservation, development, and utilization of natural resources, unique geologic features, agricultural resources, and cultural and biological resources.

San Diego County Zoning Ordinance, Scenic Area Regulations

The Scenic Area Regulations of the San Diego County Zoning Ordinance (Section 5900-5910) serve to regulate development in areas of high scenic value, to exclude incompatible uses and structures, and preserve and enhance the scenic resources present in adjacent areas. The regulations apply to areas of unique scenic value including, but not limited to, scenic highway corridors designated by the San Diego County General Plan and areas adjacent to significant recreational, historic, or scenic resources, including, but not limited to, federal and state parks. The designation for scenic areas is identified on a parcel-by-parcel basis by the special area designator “S”.

San Diego County Zoning Ordinance, Design Review Area Regulations

The San Diego County Zoning Ordinance includes provisions to ensure that future structures and development of a site will complement not only the site to be developed, but also the surrounding areas and existing development. The provisions require that a site plan be submitted for certain discretionary project applications within those areas having a “D” zoning designator, indicating the need for design review. The regulation requires that specific criteria be reviewed to achieve the objectives of the approving authority. These criteria include a review of building characteristics, building structure and placement, landscaping, roads, pedestrian walkways, parking and storage areas, grading, signs, and lighting. Applicable community planning or sponsor groups have an opportunity to review such site plans and to represent their recommendations.

Resource Protection Ordinance

As explained in Chapter 4.1.1, Land Use and Planning, the purpose of the RPO is to protect a variety of resources, including steep slopes and cultural resources. The RPO limits development on steep slopes through density restrictions on steep slope lands and through requirements for preservation of steep slope areas in dedicated open space easements. As shown in Figure 2.1-1, 186.9 acres of the Project Site are comprised of steep slopes (slopes with gradient equal to or in excess of 25 percent), 180.3 of which meet the steep slope criteria under the RPO.

The Hillside Development Policy (described below) preceded the RPO; however, the intent of both is the same. Because the RPO is stricter in its requirements for preservation of steep slopes, it has become the main planning tool for preservation of this resource.

San Diego County Light Pollution Code

The San Diego County Light Pollution Code (sections 59-101-59.113 of the San Diego County Zoning Ordinance) seeks to control undesirable light rays emitted into the night sky in order to reduce detrimental effects on astronomical research. The Ordinance designates the unincorporated portions of the County into two zones based on distances from both the Palomar Observatory and the Mount Laguna Observatory. Areas within 15 miles of either observatory are designated Zone A, while the remaining areas are designated Zone B. The Project Site is located more than 15 miles from Mts. Palomar and Laguna and is therefore within the Zone B.

Hillside Development Policy, I-73

The Hillside Development Policy was adopted by the County Board of Supervisors in 1979 to preserve aesthetic resources by encouraging the preservation of the existing natural terrain, established vegetation, and visually significant geologic features. To minimize the effects of disturbing natural terrain, the policy provides creative and flexible design guidelines for Hillside Developments to reduce the effects of disturbance of steep slopes. Specifically, the guidelines aim to "preserve, enhance or improve the physical features of the area consistent with providing building sites while at the same time optimizing the aesthetic quality of the final product."

Existing Visual Environment

The visual character and quality of the Project Site and surrounding area is described in detail in Appendix C-1 and summarized below.

A visual environment can generally be described by physical and perceptual quality factors. Physical factors are the physical pattern elements of which the landscape unit is built. It is the relationship of these elements that construct the visual character of a particular view. Physical pattern elements include form, line, color and texture. Distinctions in visual character are generally traced to four aspects of pattern character: dominance, scale, diversity, and continuity, as described below.

- Specific components in a landscape may be visually dominant because of position, extent, or contrast of basic pattern elements.
- Scale is the apparent size relationship between a landscape component and its surroundings; an object can be made to look smaller or larger in scale by manipulating its visual pattern elements.
- Visual diversity is a function of the number, variety, and intermixing of visual pattern elements.
- Continuity is the uninterrupted flow of pattern elements in a landscape and the maintenance of visual relationships between immediately connected or related landscape components.

The quality of a visual environment is determined by perception and is based upon a viewer's cognitive assimilation of landscape elements into a memorable landscape image, distinguishable from other visual environments within the region. Perceptual quality factors include vividness, intactness, and unity, as described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole.

Areas with high visual quality are those where all three perceptual quality factors are high. Areas with moderate visual quality are those where one of these factors is low. Areas with low visual quality are those where two or more of these perceptual factors are low.

A visual environment's ability to absorb changes in visual character and quality constitutes its visual sensitivity. Areas with a high sensitivity to visual change are those that have distinctive pattern elements, are visually prominent, or contain a dominant visual character component, and have high visual quality. Areas with moderate sensitivity to visual change are those that contain several varying visual character pattern elements and have a moderate visual quality. Areas with low sensitivity to visual change are those that contain several varying visual character pattern elements but have a low visual quality.

Visual Character

The visual character of the Project Site is comprised of the following distinctive landscape components:

- Varied topography, from the flat, lowland areas of the western two-thirds to the steep slopes and undulating ridgeline east of Horse Ranch Creek to Monserate Mountain;
- Grasslands on the lowlands;
- Orange and avocado groves at the middle elevations;
- Expanses of natural open space up to the ridgeline of Monserate Mountain; and
- Rocky outcrop of Rosemary's Mountain, which lies south and adjacent to the Project Site.

The Project Site is framed by the summits of Monserate Mountain and Rosemary's Mountain, both of which lie off-site to the northeast and south, respectively. Rosemary's Mountain dominates the visual pattern of the visual environment (or viewshed) that includes the Project Site. Its rocky outcrops, large bulk and height, and steep slopes distinguish it from the gentler Monserate Mountain. The descending ridgeline of Monserate Mountain transects the northeastern portion of the Project Site, and creates a prominent backdrop for the groves that are nestled on the hillsides. A total of 48 percent of the Project Site, or about 187 acres, contains slopes in excess of 25 percent, 180.33 acres of which are RPO-classified (Figure 2.1-1).

The size relationship of the various Project Site landscape components is balanced. The color and texture of the Project Site move in and out of light and dark hues consistent with the vegetation. The vegetation on the hillside changes from pale grasslands and low native plant communities to dense, darker avocado groves on the

steep slopes descending into the more open, lighter, and regular pattern of the orange groves on the less steep slopes. Isolated instances of dark-canopied coastal live oaks also punctuate the ridgeline. This pattern and variation of vegetative elements provides visual diversity and continuity to the visual character of the Project Site.

Visual Quality

The summits of Rosemary's Mountain and Monserate Mountain frame the Project Site, creating a vivid impression. The open view of the hillside orchards, both orderly in the orange groves and unkempt in the avocado groves, creates the most lasting impression after the mountains that define the area. The natural and man-built elements of the landscape are highly integrated and coherent, creating a compositional harmony of the landscape as a whole. Because the on-site man-made structures are generally obscured from view by the vegetative elements, the integrity of the existing visual quality of the Project Site as a whole is high. The vegetation, both grasslands and agricultural groves, is in harmony with the natural vegetation, creating a high degree of unity within the Project Site.

The Visual Impact Assessment in Appendix C-1 contains a detailed assessment of the visual quality of the Project Site and identifies areas that share consistent visual characteristics (subsets of a viewshed). For each of these areas, Appendix C-1 provides a visual quality and sensitivity to change rating. To summarize, the Project Site contains areas of low to high visual quality and sensitivity to change. The upper ridgelines and lower riparian corridor are considered to have high visual quality and sensitivity to change, while the hillside and lower groves are considered to have moderate visual quality and sensitivity to change. The northern pasture, ranch house, and upper and lower meadows are considered to be of low visual quality (refer to Appendix C-1).

Public Viewshed

Appendix C-1 delimits a generalized viewshed, the surrounding geographic area from which the Project Site is likely to be seen. The Project Site viewshed is generally confined to the area within the ridgelines that surround the I-15 corridor and define the river valley (refer to Figure 6 of Appendix C-1). Within this viewshed are the existing residential areas west of I-15 and Old Highway 395, Lake Rancho Viejo subdivision south of the Project Site, and a cluster of homes in the hills north of the Project Site. Existing commercial development occurs in the vicinity of the I-15/SR-76 interchange, and public recreational trails exist in portions of Monserate Mountain east of the Project Site, along the San Luis Rey River south of the Project Site, and within the Engle Family Preserve west of I-15. In addition to residents and public trail users, motorists on public roadways (including I-15, Old Highway 395 and SR-76) have variable visibility of the Project Site, depending upon their location.

To assess the visibility of the Proposed Project from surrounding vantage points, several field surveys were conducted and Key Observation Points (KOPs) identified in the technical assessment (see Appendix C-1). The KOPs and photographic simulations are discussed further in Section 2.1.3, Analysis of Project Effects.

2.1.2 Guidelines for the Determination of Significance

For the purpose of this EIR, the basis for the determination of significance is the CEQA Guidelines Appendix G the County of San Diego Guidelines of Significance for Visual Resources, adopted July 30, 2007, and the County of San Diego Guidelines of Significance for Dark Skies and Glare, adopted July 30, 2007 (modified January 15, 2009). Specifically, Guidelines 1 and 2 are derived from the CEQA Guidelines Appendix G and are intended to support definition of whether the Proposed Project will have a significant impact on visual character and quality. Guideline 3 is based on these principles as the Scenic Highway Element and Fallbrook CP. Guidelines 4 and 5 rely on the lamp and shield requirements established in the San Diego County Light Pollution Code that have been determined to effectively reduce impacts on dark skies. Guideline 6 is taken from the San Diego Guidelines of Significance for Visual Resources and is intended to assure that the visual character and quality of communities are developed consistently with all applicable regulations.

A significant impact to visual resources would occur as a result of project implementation if:

1. The project would change the composition of the visual pattern or character of the visual environment, and the change would be incompatible with the existing visual character in terms of dominance, scale, diversity, and continuity.

2. The project would result in physical changes that would substantially degrade the quality of an identified visual resource, including but not limited to, unique topographic features, steep slope lands (as defined in the County's RPO), ridgelines, undisturbed native vegetation, surface waters and major drainages, public parks, or recreational areas.

3. The project would result in physical changes (i.e.: land disturbing activities) to the visual environment that would demonstrably and adversely affect the viewshed of a designated scenic highway, scenic vista, or the I-15 Corridor Subregional Plan Area.

4. The project would install outdoor light fixtures that do not conform to the San Diego County Light Pollution Code (Sections 59.108-59.110) lamp type and shielding requirements and County Zoning Ordinance.

5. The project would install highly reflective building materials, including but not limited to reflective glass and high-gloss surface color in areas that will be visible along roadways, pedestrian walkways or in the line of sight of adjacent properties.

6. The project would not comply with applicable state or local goals, policies or requirements related to visual resources, including but not limited to the California Scenic Highway Program, San Diego County Scenic Highway Program, San Diego County General Plan, (Scenic Highway Element, Open Space Element), Fallbrook CP including the I-15 Corridor Subregional Plan and Scenic Preservation Guidelines, San Diego County Zoning Ordinance (Scenic Area and Design Review Area regulations), and the RPO and Hillside Development Policy.

2.1.3 Analysis of Project Effects and Determination as to Significance

Change in Visual Pattern or Character (Guideline 1)

A significant visual impact would occur if implementation of the Proposed Project would result in a change in the composition of the visual pattern or character of the visual environment, and the change would be incompatible with the existing visual character in terms of dominance, scale, diversity, and continuity. If the Proposed Project were to introduce features that would detract from or contrast with the existing visual pattern of the community (in terms of dominance, diversity, continuity), or with its important visual elements (such as color, massing, density, architectural style, building materials), visual impacts would be considered significant.

As described in the following paragraphs, the introduction of Proposed Project features into the existing landscape would change the line, form, pattern, and visual harmony of the existing setting. The visibility of large manufactured slopes, ~~some in excess of 100~~up to 80 feet in height, would contrast with the existing pattern elements. The repeating patterns, lack of diversity, scale, and density of the Proposed Project would contrast with the existing agricultural and rural setting.

These contrasts, however, would be reduced through the incorporation of site planning, architecture and landscape guidelines contained in the Meadowood Specific Plan Amendment, which would be required for site development, as described below.

Community Design

The Community Design Element of the Meadowood Specific Plan Amendment (Appendix C-2) contains policies for the protection of existing scenic resources, insurance of continued visual compatibility, and promotion of a cohesive community design theme for all common areas including streets, parks, entries, and open space areas. This Element of the Meadowood Specific Plan Amendment would promote the creation of a visually unified and attractive community that preserves and enhances the natural resources and maintains the unique visual features of this area. The Community Design Element addresses the following objectives:

- Preservation of the scenic qualities of the San Luis Rey River viewshed
- Preservation of the scenic qualities of the I-15 Corridor and the Fallbrook CP viewshed through application of the “B” Special Area Designator, related to potential visual impacts of the Proposed Project
- Design parameters for all common areas to establish project design consistency among the various planning areas (neighborhoods) of the Proposed Project, including streetscapes, entries and landscaping
- Design policies addressing a wide range of community design issues such as trails, roads, open space areas, signage and lighting

The Community Design Element includes Community Design Guidelines, which address visual quality aspects of the proposed common areas, include streetscape, entry treatments, pedestrian circulation, lighting, signs and landscaping. The guidelines, included in Section 8.6 of the Meadowood Specific Plan Amendment shall be considered

in the review of discretionary permits for development projects within the Project. In addition, Site Plan review will be required per the "B" Special Area Designator. The policies dictated by the Meadowood Specific Plan Amendment Community Design Element would be carried out through site planning, architecture, and landscape design.

Site Planning

The site design of the Proposed Project demonstrates sensitivity to both the natural setting and to the neighborhood context. Minimal ridge line development is proposed; existing groves and the trees along the primary and secondary roadways would be conserved; existing hiking and horse trails have been incorporated; and hillside development is limited with minimal development located in steep sloped areas of the Project Site. Additionally, 49.3 acres of the site would remain in groves, and the most visual single-family area would follow the natural topography with curved streets to minimize graded slopes.

Architecture

Architecture would be varied to prevent "sameness," but would be compatible throughout the community to establish a common identity. The buildings would be limited to two stories with a 35-foot maximum height limit. The roof lines, shadow patterns, and architectural detailing would be offset to provide relief and visual contrast. Roofs and facades would be earth-toned to blend with the existing environment.

Landscape Design

The landscape character of the area would be incorporated into the design of the Proposed Project. The conceptual landscape plan is shown on Figure 1-9 and the Community Design Element (Appendix C-2) includes detailed landscaping features to be incorporated into the Proposed Project. Extensive landscaping of foreground slopes and streetscapes would buffer the Project Site from view. Trees, shrubs, and plantings that are compatible to the rural and natural setting of Fallbrook's agricultural heritage would be used. Landscaping would be implemented on all of the graded slopes to minimize the impact of the development proposed on the hillsides. The signage proposed would be limited to the entrance to the site, and smaller entrance signage to each of the Planning Areas. Special landscape lighting would be limited to key areas and would be carefully controlled.

Implementation of the landscape plan would reduce visual impacts by screening parking lots, buildings, lighting fixtures, and manufactured slopes. In addition, the design guidelines designate that a maintenance easement be placed on the manufactured slopes within common area maintenance lots, visible from the I-15 and Old Highway 395 corridors. The HOA would have the responsibility to maintain the installed landscaping along these slopes.

Grading and Manufactured Slopes

At the lower elevations, substantial amounts of grading would be required to implement the Proposed Project. Implementation of the proposed grading plan (refer to Figure 1-10) would require approximately 2.4 million cubic yards of balanced cut and fill. This earthwork volume would include the creation of several manufactured slopes of

approximately 28 to ~~110~~ 80 feet in height, as shown in Figure 2.1-2. While the upper, ungraded slopes of Monserate Mountain and the landform shapes of Monserate and Rosemary's Mountain summits will continue to dominate and set the character of the area, the height of the proposed manufactured slopes would exceed the current dominant on-site landform and could contrast with the existing visual character.

Figure 2.1-3 provides a key map showing the location of six representative cross sections that illustrate the proposed grading, including several of the manufactured slopes. The six cross sections are shown in Figures 2.1-4 through 2.1-6. Cross section A, drawn from SR-76, illustrates that a portion of the Project Site would need to be filled to raise the ground level above the Horse Ranch Creek floodplain. The realigned SR-76 would be similarly raised. Therefore, the grading required within this portion of the Project Site would not be highly visible. However, slopes of a maximum of 10 feet in height would remain visible. As part of the Proposed Project design, these slopes would be softened in appearance with naturalized plantings and screened by foreground canopies of grove trees. Grading visible from SR-76 along the southwestern edge of the Project Site would be screened by existing off-site riparian vegetation.

Cross section B illustrates another typical view from SR-76 looking northeast toward the Project Site (see Figure 2.1-4). As this figure illustrates, the southern multi-family residential area (PA-1) would be located on the flatter portion of the Project Site, behind and slightly above the adjoining riparian area. The dense foreground of riparian vegetation would combine with foreground topography to visually buffer this multi-family area from view.

Cross sections C and D illustrate grading profiles or typical views from I-15 where relatively unrestricted views of the Project Site would be available (see Figure 2.1-5). From these locations, there would be open views of the single-family development area trending upslope, as well as the multi-family area on the flatter portion east of Horse Ranch Creek Road and Street B. Views of the housing in the finger canyons would be blocked by existing vegetation located east of I-15. The current contiguous pattern of grove plantings would become interrupted by residential structures and graded slopes. Views along the I-15, however, would be intermittent, as there is existing vegetation and berming along the eastern edge of the freeway that interrupts the line of sight into the Project Site. The visibility of the Proposed Project elements would be further reduced through incorporation of architectural and landscaping features that would screen or soften their appearance. Additionally, the existing avocado groves upslope would be conserved.

While manufactured slopes would be visible from I-15, they would be planted with shrubs and trees that would provide visual screening. The landscaping required by the design guidelines would effectively reduce any potentially significant effect associated with these slopes, as it would introduce a softening vegetative element. The dominant background viewshed components, such as the steep upper slopes and prominent ridgelines, would not be affected by the Proposed Project; except for the inclusion of the water tanks and access road (see Guideline 2 discussion.)

Cross section E and F are shown in Figure 2.1-6. Cross section E represents a typical view that would be experienced from the adjacent Campus Park project to the west. Cross section F shows a view of the Project Site from the south, including the proposed WWTP. As shown, this facility would be approximately 10 feet above the grade of the

adjacent SR-76/Pala Road and would be visually screened by a six-foot noise barrier atop of a one-foot landscaped berm, trees with mature heights of 22 to 30 feet, and slope plantings. The PA-1 multi-family area, as shown in Cross section F, lies approximately 120 feet north and five feet below the adjoining WWTP. Slope trees and landscape plantings internal to PA-1, in conjunction with foreground plantings along SR-76 and view blocking riparian vegetation to the west, would provide a visual buffer to viewers traveling on SR-76.

Overall, implementation of the Community Design Guidelines of the Meadowood Specific Plan Amendment requires manufactured slopes to be graded to follow the contours of existing topography, thus softening their appearance by relating to the pattern character of the steep backdrop of the Monserate Mountains. Additionally, landscaping of the manufactured slopes will blend their appearance with the nearby groves and steep, vegetated natural hillsides allowing potential visual impacts to be **less than significant.**

Structures and Roadways

Initially, the repeating patterns, lack of diversity, scale and density of the Proposed Project would contrast with the existing agricultural and rural setting. These changes, however, would be minimized through incorporation of appropriate architecture and the Community Design Guidelines described above.

Visual simulations (Figures 2.1-20 through 2.1-27) provide a representation of how the structures will affect the visual character of the surrounding area. Actual homes will be varied in shape and height, thus the simulations provided represent 'worst-case' scenarios, depicting homes of similar shape and height. The roof lines, shadow patterns, and architectural detailing have been offset to provide relief and visual contrast. Roofs and facades will be earth-toned to blend with the existing environment. Through adherence to the Meadowood Specific Plan Amendment architecture and design guidelines, project impacts from structures and roadways would be **less than significant**.

Short-term Construction Impacts

Visible construction activities during Proposed Project build-out would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements such as cut or fill slopes, construction fencing, construction equipment, and construction materials stockpiling and storage. Construction activities would disrupt the existing visual character of the project area, but would be typical of other developments of this size. Landscaping would be installed subsequent to each construction phase, lessening the adverse visual effects of grading activities and screening the construction. Although street trees and internal landscaping, when mature, would help buffer the homes from views to the Proposed Project, this would not be the case in the short-term. While temporary in nature and addressed through project design over the long-term, short-term construction related visual impacts would be **significant (A-1).**

In summary, the Proposed Project would relate in color, form, texture, and line to the existing visual environment through implementation of the Community Design Guidelines included in the Meadowood Specific Plan Amendment. Specifically, site planning,

architectural guidelines, and landscape plan, are proposed as part of the project. Although short-term construction impacts would be **significant**, the Proposed Project's introduction of manufactured slopes, housing, and streets into the existing composition of the visual environment would, in the long-term, not detract from or contrast with the existing visual character and impacts would be **less than significant**.

Change in Quality of Visual Resource (Guideline 2)

A significant visual impact would occur if the project would result in physical changes that would substantially degrade quality of an identified visual resource, including but not limited to, unique topographic features, steep slope lands (as defined the County's RPO), ridgelines, undisturbed native vegetation, surface waters and major drainages, public parks, or recreational areas.

Valued visual features identified within or near the Project Site include RPO-classified steep slopes, natural habitat and the I-15 designated scenic view corridor, which consists of the peaks, ridgelines and rock outcroppings of the Monserate Mountain range, Rosemary's Mountain, and Lancaster Mountain. (The effects of the Proposed Project on the I-15 scenic view corridor are addressed under Guideline 3, public views.)

RPO-classified steep slopes are located in the north and eastern area of the Project Site (refer to Figure 2.1-1). These slopes include undisturbed native vegetation and several prominent ridgelines. The Proposed Project would preserve the steep slopes and nearly all of the ridgelines; the exception being a non-visually prominent 574-foot section of ridgeline where proposed water tanks and associated access road would be located. The Proposed Project encroachment into RPO-classified steep slopes would be limited to 16.26 acres or nine percent of steep slopes contained on-site, as shown on Figure 2.1-7.

The proposed water tanks would occupy the saddle ridge between Rosemary's Mountain and the Monserate Mountains. While visible from directions directly west and northwest of the project, the water tanks would be partially buried below natural grade and would be screened by intervening topography (Rosemary's Mountain) to the south and existing and proposed vegetation to the north, wets and east. Refer to the cross sections in Figure 2.1-5 for an illustration of the proposed grading and site design of the water tanks. The water tanks would also be painted in earth tones to blend into their surroundings. Therefore, the construction of the water tanks would not significantly degrade the visual quality of these valued resources.

Likewise, the fire access road would be visible from several residences located east of the Proposed Project. The fire access road will vary in width from 20 feet to 24 feet and while the road would contrast with the existing patterns of vacant land, the background of mountains and hills would be retained. Therefore, changes to the views from the residential homes would not change the dominant backdrop of ridgelines, steep natural slopes and groves.

The Proposed Project includes conservation of 122.4 acres of existing natural habitat as permanent open space, as well as sensitive grading, clustering of homes, conservation of major drainages and 49.3 acres of the existing groves which all contribute to the retention of visual resources. Therefore, project impacts to the quality of the existing visual resources would be considered **less than significant**.

Change in Visual Environment of Scenic Highway or Scenic Vista (Guideline 3)

A significant visual impact would occur if the project would result in physical changes (i.e. land disturbing activities) to the visual environment that would demonstrably and adversely affect the viewshed of a designated scenic highway, scenic vista, or the I-15 Corridor Subregional Plan Area.

The Proposed Project has a high number of potential viewers within its viewshed, including motorists on public roadways, hikers on public trails, and area residents and merchants. The following discussion summarizes the results of a detailed assessment of the viewers and views from numerous locations within the viewshed. Figure 2.1-8 shows the locations of 21 KOPs, including the eight selected for photographic simulations of Proposed Project conditions. Views from these valued public KOPs are provided in Figures 2.1-9 through 2.1-19 and discussed below. Photographic simulations from eight of these KOPs are provided in Figures 2.1-20 through 2.1-27 and are discussed below.

Public Roadways

I-15 is a County designated Third Priority Scenic Route and a State "Eligible" Scenic Highway. The Project Site is also located within the I-15 Corridor Subregional Plan area. While the Project Site is not immediately adjacent to I-15 (it is located approximately 1,800 and 3,000 feet from the freeway), it does fall within the I-15 Corridor Plan viewshed. Eight KOPs were selected for view simulations. The KOPs depict views from several locations along the I-15 scenic view corridor showing the developed and landscaped Proposed Project relative to the existing conditions (see Figures 2.1-20 through 2.1-27).

Simulated viewpoints provided as Figures 2.1-20 and 2.1-21 look northeast toward the Project Site from locations east of I-15 near the SR-76 (Pala Road) intersection, approximately 3,200 feet from the Project Site's southern boundary. As these simulations demonstrate, extensive views of the Project Site are not available from this area due to view blocking vegetation and topography; however, portions of the Proposed Project's terraced single-family development would be visible, contrasting moderately with the retained grove vegetation. Views of the Proposed Project's southernmost single-family development area would be blocked by Rosemary's Mountain, visible in the middle-ground right. Views toward the Project Site's multi-family areas would be substantially screened from view by intervening tall riparian vegetation and topography. Landscaping proposed to screen the Proposed Project's on-site WWTP in the southernmost portion of the Project Site would also serve to screen views from this location. While the upper single-family residential development areas of the Proposed Project would be partially visible, along with tall manufactured slopes, the resulting contrast with existing conditions would be minimized through incorporation of the site planning, architectural, and landscape design guidelines.

Views toward the Project Site also are available from segments of Old Highway 395 generally located between SR-76 and Tecolote Road. Available views are similar to those from I-15, but would include more view-obstructing foreground elements such as the I-15 corridor, the I-15 concrete center barrier, vehicles on I-15, chain-link fences, and vegetation. In addition, similar to existing conditions for motorists on I-15 and SR-76, views of the Proposed Project would be peripheral, and the time a motorist would spend

looking directly at the Project Site would be short-term due to the vehicle's speed and the driver's focus on the road ahead. Simulated viewpoints provided as Figures 2.1-22 through 2.1-24 depict existing and Proposed Project views from different locations on Old Highway 395.

As reflected in Figures 2.1-22 through 2.1-24, the Proposed Project would primarily change the continuity of the existing groves by introducing horizontal patterns of residential development and associated grading, and by introducing suburban elements into a rural and open space landscape. Manufactured slopes, ~~some exceeding~~up to 80 ~~100~~ feet in height, would also be introduced into the landscape by the Proposed Project.

As the view simulation from above the Lake Rancho Viejo subdivision provided in Figures 2.1-25 shows, the lower portions of the Proposed Project's housing in the finger canyons would be visible from this location, but the proposed housing at the upper elevations in the canyon would be blocked by the foreground topography of Rosemary's Mountain when approaching the Project Site from the south. Landform changes would not be dominant and the Proposed Project would appear consistent with the pattern character of other elements in view. The upper groves and steep natural slopes and ridgelines of the Project Site would remain intact. Contrast with the existing visual environment would be minimized through incorporation of the site planning, architectural, and landscape design guidelines. Public views from I-15 south of the Project Site would thus not be adversely affected.

As the simulations provided in Figures 2.1-26 and 27 depict, distant but observable changes to the existing visual environment would occur to views along I-15 for the southbound traveler. However, as illustrated in the photographic simulation of Proposed Project conditions, the proposed development would not substantially obstruct, interrupt, or detract from existing views because of the incorporation of ~~quality~~ site planning, architectural, and landscape design into the Proposed Project. As illustrated in the post-project photographic simulations, public views from I-15 north of the Project Site would not be adversely affected.

In summary, the Proposed Project has incorporated siting, architectural and landscaping features into its design that would minimize contrast with the existing visual environment and soften or screen dominant elements of the Proposed Project. Adverse impacts to public scenic views from areas roadways would, therefore, be lessened. Design features incorporated into the Proposed Project would preclude substantial obstruction, interruption, or detraction of public views from area roadways, including scenic views within the I-15 scenic view corridor, and impacts would be **less than significant**.

Public Trails

Monserate Mountain Trail, a public hiking trail, is located north and east of the Project Site (refer to Figure 2.1-3). Portions of this trail are included in the County's Trail Master Plan. Although existing views of the Project Site from the Monserate Mountain trail are generally blocked due to topography and grove vegetation, some portions of the trail offer expansive views of the project. In these cases, portions of the Project Site are visible in the middle ground beyond a foreground of native vegetation (see KOP 18, Figure 2.1-17). Views of I-15, other roadways, and existing residential areas are currently visible in background views from this trail.

As depicted in KOP 11, views of the Project Site from the Monserate Trail would be limited at times due to local landforms and view-blocking foreground vegetation. Natural vegetation in the immediate foreground would be retained with project implementation; however, grading associated with the proposed water tank access road improvements would be visible. Areas disturbed during grading would be revegetated with plantings similar to that which lie on adjacent natural slopes. Proposed single-family homes located west of the trail, the nearest one approximately 850 feet away, would be visually screened from the trail by natural vegetation and agricultural groves. A fire safety buffer consisting of low-fuel plantings and thinned native vegetation surrounding these homes would create a transition between the ornamental landscaping within the residential development and the natural vegetation on the slopes surrounding it. Landscaping planted on graded slopes, along roadways, and between residential structures would combine to screen the Proposed Project from view and provide context with the adjacent open space. As a result, project impacts to views from the Monserate Mountain Trail would be **less than significant**.

Another public hiking trail is located in the Fallbrook Land Conservancy's Engle Family Preserve west of I-15 south of Pala Mesa Road (refer to Figure 2.1-3). The Engle Preserve trail provides an extensive, elevated view of the San Luis Rey River Valley and the I-15 corridor, including the Project Site, Lake Rancho Viejo subdivision, and the Monserate Mountains and Rosemary's Mountain in the background (see KOP 19 in Figure 2.1-18). The quantity of viewers here is low due to it being relatively hard to find, and the sensitivity of the views from the trail is moderate to low due to the variety of man-made and natural elements that comprise its views.

Proposed single-family and multi-family residences, parks, roads, parking lots, and the school site would all be visible form the Engle Preserve Trail Street trees and proposed landscaping on the slopes and internal to the project would soften building masses and shield views of streets and parking lots and partially screen buildings. Existing vegetation on the surrounding hillsides and within Horse Ranch Creek would be preserved. Tall graded slopes would be visible, but their impact would be minimized through plantings intended to blend the appearance of the graded slopes with the nearby groves and natural hillsides. For these reasons, project impacts to views from the Engle Preserve Trail would be **less than significant**.

The planned future San Luis Rey River Trail is located south of the Project Site along the south side of the River (refer to Figure 2.1-3). The trail is roughly at grade with the southern portion of the Project Site and current views into the Project Site north of the River are obstructed by riparian vegetation along the River (see KOP 21 in Figure 2.1-19). Only the southernmost portion of the Project Site would be potentially visible. The portion of the Project Site that would be most visible from this trail would be a small portion of the terraced single-family residential area. This area would be extensively landscaped. Surrounding landforms would continue to provide a dominant background and the riparian groves would be retained as visible foreground elements, screening the residential area from view. As a result, impacts to views from the future San Luis Rey River Trail would be **less than significant.**

Light and Glare (Guidelines 4 and 5)

A significant impact would occur if the Proposed Project resulted in failure to conform to the San Diego County Light Pollution Code (Sections 59.108-59.110), proposed outdoor

lighting that conflicts with the light requirements in the County Zoning Ordinance, and/or installed highly reflective building materials. The County of San Diego Light Pollution Code (Division 9) applies to the Proposed Project, and restricts the permitted use of outdoor light fixtures emitting undesirable light into the night sky, which can have a detrimental effect on astronomical research. Light would be generated by the Proposed Project from residences, streetlights, and other exterior lighting during evening hours. The County Light Pollution Code SEC.59.104 defines these as Class II lighting. In addition, Class III lighting (outdoor lighting used for decoration; i.e. patio lights) would also be likely on the Project Site; however, Class III lighting used for holiday decoration is exempt from the Light Pollution Code.

The Project Site is located within Zone B, as it is outside of a 15-mile radius of the Palomar Observatory and the Mount Laguna Observatory. As required for Zone B, the Proposed Project will comply with the SEC.59.105 Requirement for Lamp Source and Shielding of the County Light Pollution Code by using fully shielded low-pressure sodium lamps or other lamp types of 4,050 lumens and below for outdoor lighting. The Proposed Project will also comply with the requirement of the County Light Pollution Code regarding installation of street lights and the guidelines on the use and materials associated with lighting provided in the Meadowood Specific Plan Amendment. By conforming to all regulations and plans, the Proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and would not have a detrimental effect on astronomical research. Likewise, lighting impacts from the Proposed Project would be **less than significant**.

Conformance with Visual Resources Regulations (Guideline 6)

A potentially significant impact would occur if the project does not conform to applicable state or local regulations related to visual resources.

As referenced in the Land Use and Planning discussion in this EIR, and detailed in Appendixes C and L, the Proposed Project would comply with all applicable visual goals and policies, including the applicable state and County Scenic Highway policies, the Fallbrook CP and Community Beautification and Design Goals, the I-15 Corridor Scenic Preservation Guidelines, and the County RPO requirements. Table 2.1-1 outlines the Proposed Project's conformance with the I-15 Corridor Scenic Preservation Guidelines. As seen in this table and summarized below, the Proposed Project is consistent with the guidelines. Policies of the Fallbrook CP Community Beautification and Design Goals require the Proposed Project to specifically address preservation of open space, mature trees and significant landforms; proposed signs and architectural styles; grading and slope revegetation; avoidance of steep slopes; the character and layout of roads and parking; and the inclusion of non-motorized trails. The Proposed Project is consistent with all applicable Beautification and Design goals as follows:

Policy 1, Preservation of Mature Trees and Significant Landforms: The Proposed Project would preserve 171.7 acres of existing vegetation in open space, removing no mature trees from biological open space lots. Extensive planting of trees would also occur along roadways and within development areas.

Policy 4, On- and Off- Site Signs: Signs within the Proposed Project would be designed to provide direction without being visually dominant. Style, materials and colors of signs

would reflect the Proposed Project's architecture, including the use of stone to conform to the natural visual elements of the surrounding hillsides.

Policy 6, "Village Style" Architecture: Architectural detailing included in the Proposed Project would be designed to minimize the appearance of building massing, thereby visually reducing the structural scale and creating a "village" feel. "Village style" features would include porches, columns, arcades, overhangs, seating areas and shade trees. Pedestrian connections throughout the Project Site would be encouraged and all streetscapes would be landscaped with sidewalks or trails.

Policy 8, Grading: The majority of the Proposed Project would be located on flatter areas of the Project Site. All manufactured slopes would be landscaped with ground cover, shrubs, and trees to provide visual screening.

Policy 9, Protection of Ridgelines: The Proposed Project will preserve almost all of the ridgelines within the Project Site, except for a non-visually prominent 574-foot section where the proposed water tanks and associated access road would be located.

Policy 10, Development of Steep Slopes: The I-15 Corridor Scenic Preservation Guidelines provide detailed standards for development within the corridor. They specifically require that hillside development be integrated with existing topography and landforms. Areas of steep topography, tree stands, hillside agriculture activity and rock outcroppings are to be respected and preserved.

The Proposed Project is also consistent with the preservation goals of the Circulation Element of the Fallbrook CP. Pursuant to Goal 4 as a whole, and specifically Policy 4.1, the Proposed Project includes landscaped parkways, sidewalks and/or rural, multi-use trails adjacent to Horse Ranch Creek Road. Additionally, the Horse Ranch Creek Road streetscape would include oaks and sycamore trees, as well as post-and-rail fencing to echo the rural history of the Project Site. Local roads throughout the Proposed Project would include large canopy shade trees, and plantings expressing seasonal beauty of the region. Additionally, existing groves would be conserved to provide seasonal interest along roadways.

The Proposed Project is also consistent with the steep slope section of the RPO. As shown in Figure 2.1-7, the Proposed Project's nine percent (approximately 16.26 acres) encroachment into RPO-classified steep slopes would be limited to small areas, primarily along the periphery of the development area in the northeast. This encroachment would not exceed the allowable limits of the RPO. Almost 100 percent of the ridgelines would be preserved. (This issue is discussed further under Guideline 2).

In conclusion, the Proposed Project would conform with all applicable state or local regulations related to visual resources. Therefore, impacts associated with non-compliance would be **less than significant.**

2.1.4 Cumulative Impact Analysis

Table 1-7 provides a complete list of cumulative projects within the vicinity of the Project Site. The specific cumulative study area for aesthetic impacts is comprised of the Project Site's viewshed. The viewshed is defined as that surrounding geographic area from which the Proposed Project is likely to be seen, based on topography and land use

patterns. The viewshed boundary for the Proposed Project was determined through the analysis of aerial photographs and topographic maps, and was field verified by Development Design Services & Graphic Access, Inc.

The Proposed Project viewshed is generally confined to the areas located within the ridgelines that surround the I-15 corridor and that define the San Luis Rey River valley. The ridge lines of the Monserate Mountains comprise the eastern boundary while the hillsides west of the I-15 delineate the western boundary. The southern and northern viewshed boundaries are defined by the peaks that spanned the West Lilac Road bridge to the south and the hills leading upwards to Mission Road to the north. Table 1-7 lists the projects used in assessing cumulative impacts. Of the 96 development projects listed in Table 1-7, 35 lie within the Proposed Project's viewshed and were included in the assessment of cumulative impacts. These projects are depicted graphically in Figure 2.1-28. The projects included within the Proposed Project's viewshed range in size from one to 1,244 residential dwelling units, as well as commercial and retail business, a college campus, hotel, offices, parks, and an elementary school. A cumulative aesthetic impact would result if the Proposed Project, along with projects within the cumulative study area, would result in an overall change in the visual character of the viewshed. Of the 35 projects analyzed, approximately 16 are minor residential subdivisions, proposing between one to seven new single-family residences, located generally west of the Project Site. These residential subdivisions would be located within existing neighborhoods at higher elevations than the Proposed Project and would visually blend into the existing character of the viewshed. Approximately six cumulative projects propose 10 to 51 single-family residences. A majority of these projects propose to create large lots with similar characteristics to the existing rural residential development in the area. Also located at higher elevations than the Proposed Project site, these projects would visually blend with surrounding land uses. Proposed condominium development near the existing Pala Mesa Resort would also not be highly visible in conjunction with the Proposed Project because existing trees and vegetation would screen views between the resort and the Project Site. Likewise, the proposed expansion of existing facilities at the Pala Mesa Resort and the addition of new hotel rooms would be screened from views due to existing and proposed new landscaping. The proposed addition of commercial buildings to an existing commercial site would not result in major visual changes because the visual elements of the area would remain the same.

Four of the projects within the study area are multiple-land-use developments. Three of these, Campus Park, Campus Park West and Palomar College, are located west of the Project Site, abutting or very close in proximity. The fourth, Pala Mesa Highlands, is located west of the Project Site. Together, these projects propose the development of 1,613 single and multi-family residences, commercial uses, offices, parks and a college site. These four project sites are comprised of more than 600 acres of currently undeveloped and agricultural lands. Development of these projects combined with the Proposed Project would be visible from area roadways and recreational trails. (Figure 2.1-28)

As a result of these cumulative projects the introduction of a large number of buildings and suburban elements into areas that are currently undeveloped or used for agriculture would create a major change in the existing visual character of the viewshed. This major physical change in composition would result in **significant cumulative impacts (A-2).** Additionally, some or all of the four projects stated above, along with the Proposed Project, would be visible from the proposed San Luis Rey River Trail, the Engle Family

Preserve, and Monserate Mountain Trail. The proposed cumulative projects would create major change to the views from the surrounding areas and the aforementioned trails resulting in a **significant cumulative impact (A-3**).

2.1.5 Mitigation Measures Proposed to Minimize the Significant Effects

The Proposed Project has been d~~D~~esigned to include a number of important elements that ~~measures have been incorporated into the Proposed Project that~~ would ~~reduce~~ avoid a majority of the potential ~~direct~~ significant impacts to existing visual character and quality. The design measures ~~incorporated into the Proposed Project~~ include ~~the~~ site planning, and architecture and landscape design guidelines which would help ~~of the Meadowood Specific Plan Amendment as described above measures will~~ reduce aesthetic impacts created by the Proposed Project by screening parking lots, buildings, and lighting at Project buildout. Concerning construction impacts, grading will be completed in phases to restrict the amount of disturbed area at any one time. Installation of landscaping subsequent to each construction phase (hydroseeding) would also help minimize visual effects.

Nonetheless, the overall visual quality impact, on both a short-term and cumulative basis, would result from the transformation of a rural area with very little development. Landform will be altered, structures will be built, and new landscaping will be introduced into this area, creating a contrast with the existing visual character of the area. While the Proposed Project has incorporated features to enhance the visual quality of development, the only means of completely avoiding this impact is to retain the Project Site in its existing condition as addressed under the No Project (No Development) Alternative, Section 5.2.2, Aesthetics. Thus, there is no mitigation available to lessen short-term effects or cumulative effects, and impacts would remain **significant and unmitigable**.

~~however, there is no feasible mitigation available to lessen short-term effects, direct impacts to existing visual character and quality or cumulative effects. Therefore, impacts would be **significant and unmitigable**.~~

2.1.6 Conclusion

Design measures have been incorporated into the Proposed Project that would reduce direct impacts to existing visual character and quality to below a level of significance. The design measures incorporated into the Proposed Project include the site planning, architecture and landscape design guidelines of the Meadowood Specific Plan Amendment. Implementation of these design measures would ensure long-term application and continuity of landscaping, particularly to manufactured slopes and require that all graded manufactured slopes be immediately landscaped for erosion control and visual screening subsequent to grading activity. Although construction and grading impacts would be short-term, a significant and unmitigated impact is identified; however, these impacts would be eliminated in the long-term through design measures including implementation of the Meadowood Specific Plan Amendment

Direct visual impacts to visual character, visual quality and visual environment, and public views pursuant to Guidelines of Significance 1, 2 and 3 would be less than significant.

Direct impacts to the existing visual environment resulting from light and glare from the Proposed Project are less than significant pursuant to Guidelines of Significance 4 and 5 and do not require mitigation beyond mandatory compliance with the San Diego County Light Pollution Code.

Direct project impacts associated with the attainment of goals and policies applicable to scenic resources, aesthetics and other visual design aspects, is considered to be less than significant in accordance with Guideline of Significance 6. The Proposed Project will conform to guidelines found in the Fallbrook CP and the I-15 Corridor Subregional Plan, Scenic Preservation Guidelines.

While the Proposed Project includes design measures which reduce project-level impacts on visual resources to less-than-significant levels, the overall development in the region would result in a significant cumulative impact. No feasible mitigation is available to reduce the cumulative effect on visual character, or to mitigate the Proposed Project's contribution to a less than significant level. Consequently, the Proposed Project's contribution to this cumulative impact remains significant and unmitigable.

As currently designed, the Proposed Project will allow the County to address some of its current and projected challenges in relation to an increased population that requires affordable housing and diversity of housing types. The Proposed Project and its surrounding area have been targeted in the Draft General Plan Update as a region that could support increased population. The result is that multiple projects are proposing development which will change the existing visual character from rural land usage to urban land usage. Although each project will likely provide design measures, like the Proposed Project, to reduce direct visual impacts, the cumulative visual change in the region is unavoidable. Therefore, significant cumulative impacts will remain. A Statement of Overriding Considerations would be required to be adopted to address this significant and unmitigated impact.

Map Source: Helix Environmental Planning Inc., April 2009

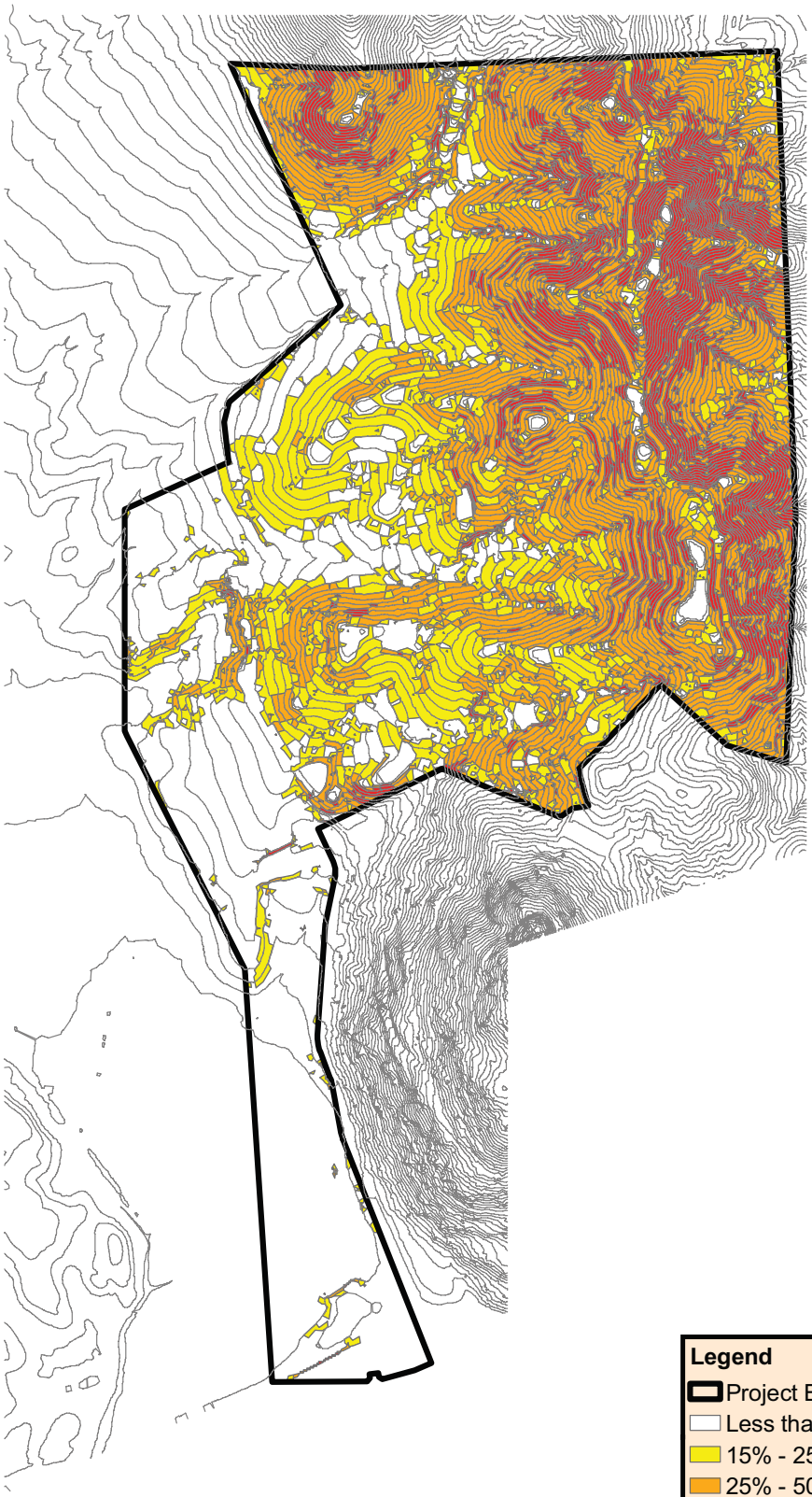

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FIGURE 2.1-1
Steep Slopes

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Map Source: Helix Environmental Planning Inc., April 2009

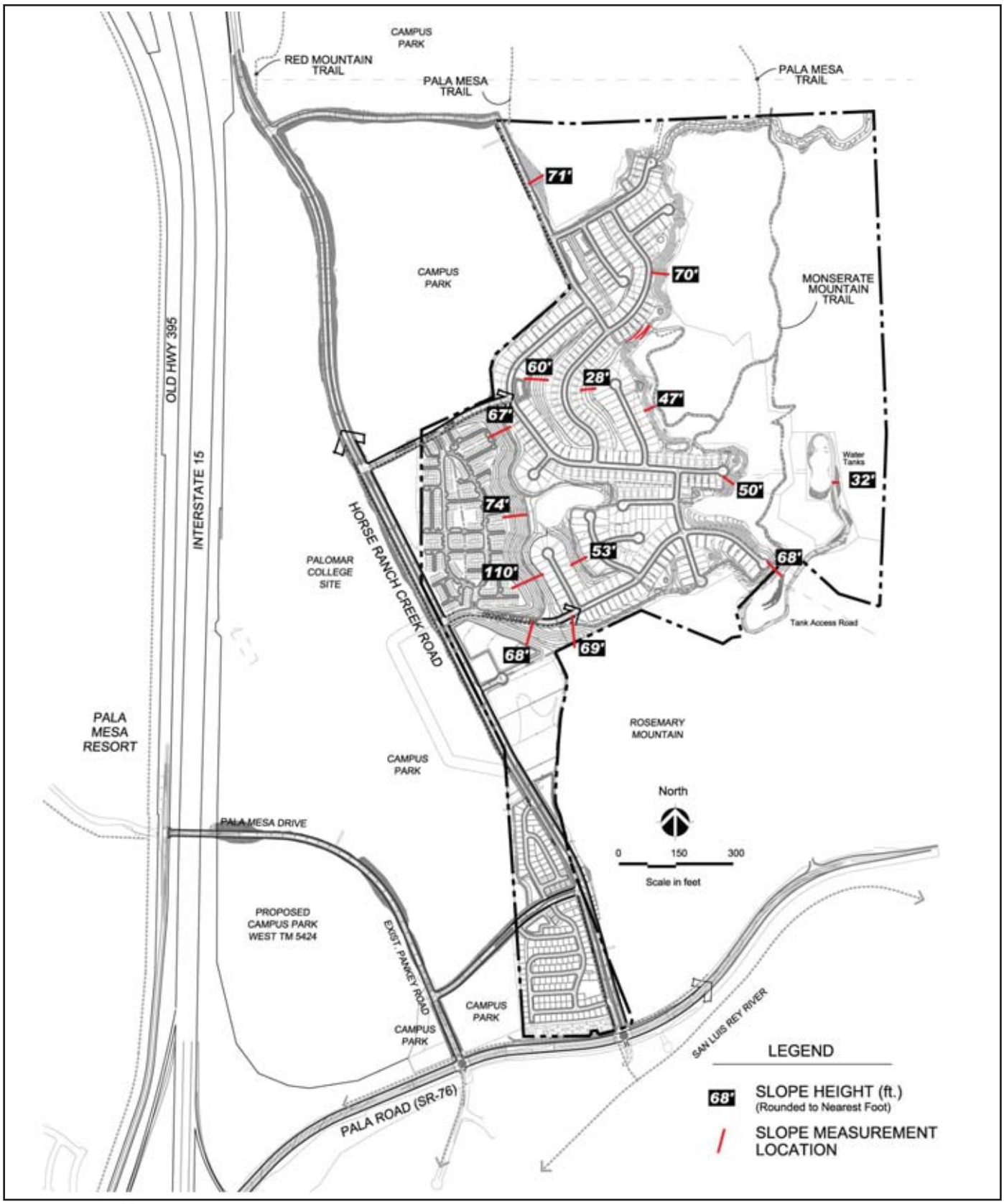

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FIGURE 2.1-2
Manufactured Slope Heights

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Map Source: Development Design Services & GraphicAccess, Inc.

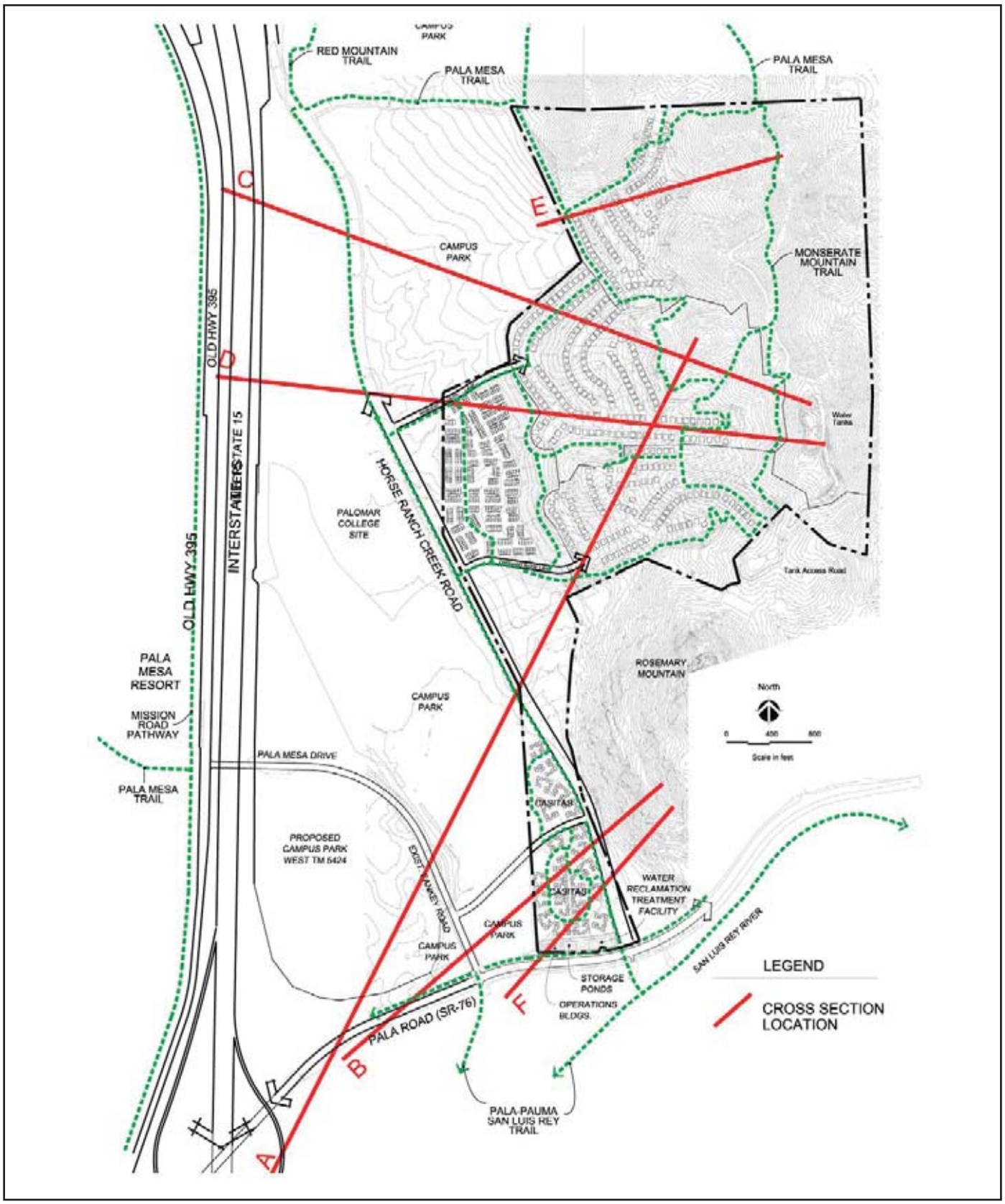

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FIGURE 2.1-3
Cross Section Key Map

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Map Source: Helix Environmental Planning Inc., April 2009

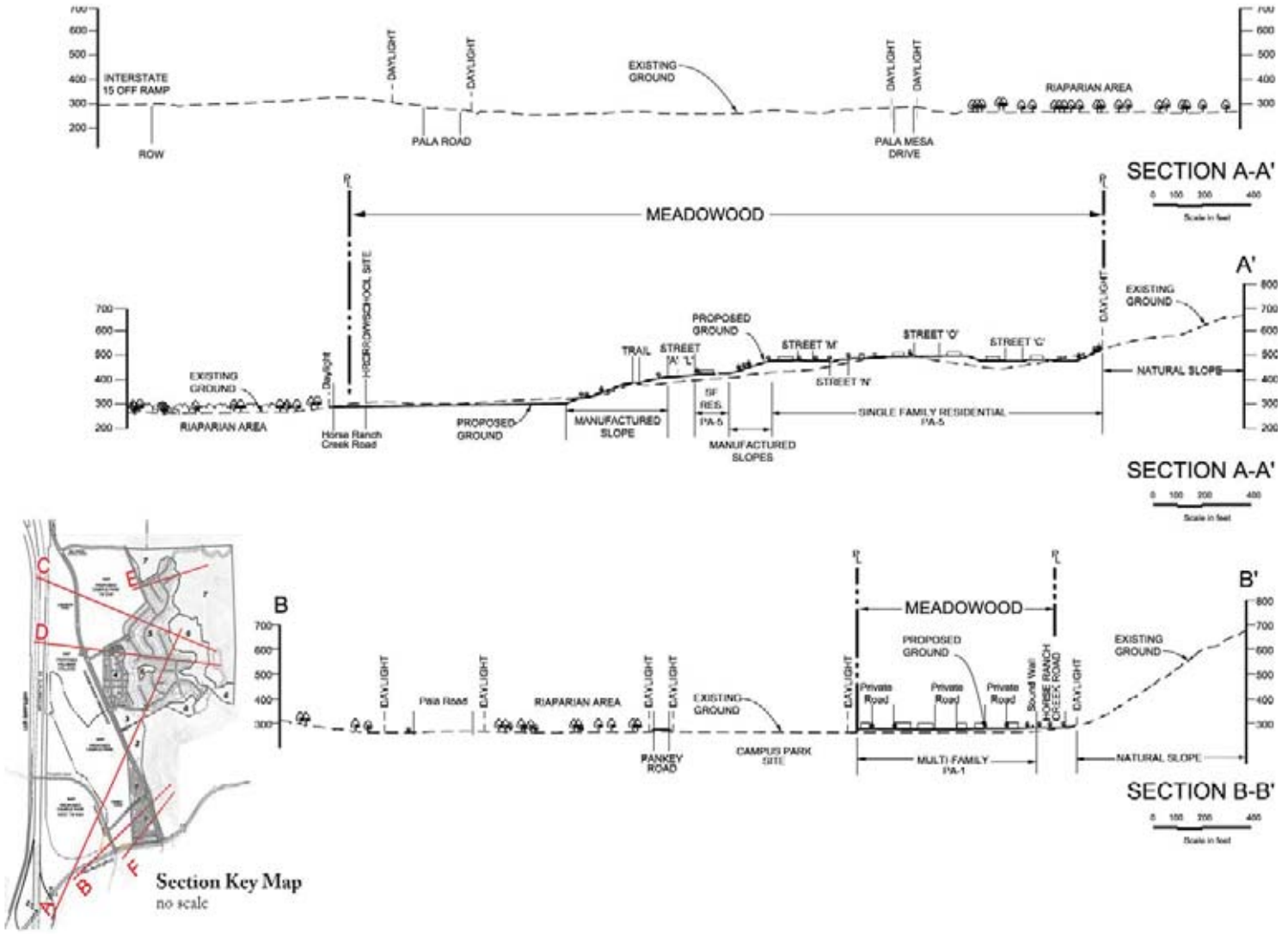

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FIGURE 2.1-4
Cross Sections A & B

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Map Source: Helix Environmental Planning Inc., April 2009

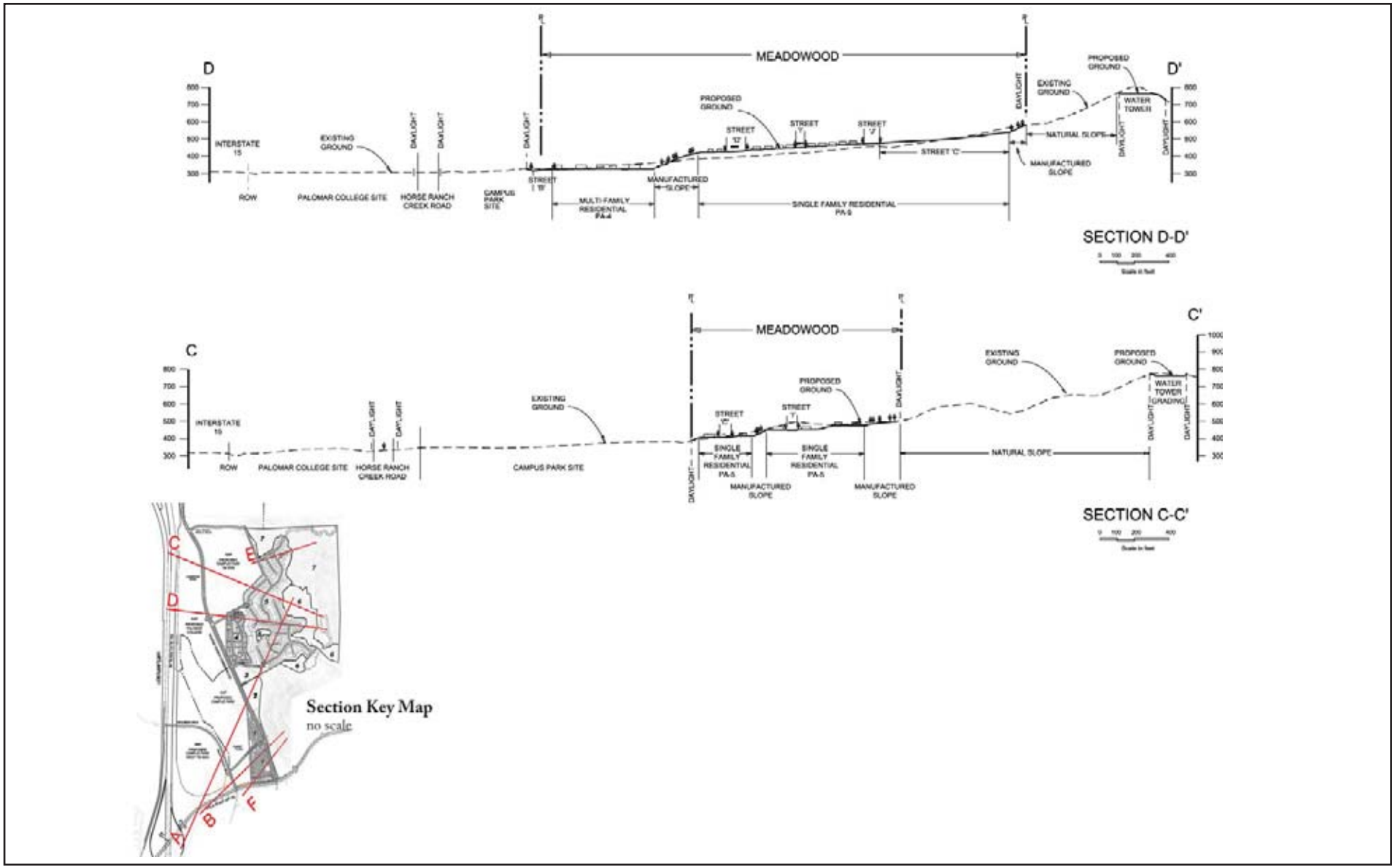

FIGURE 2.1-5
Cross Sections C & D

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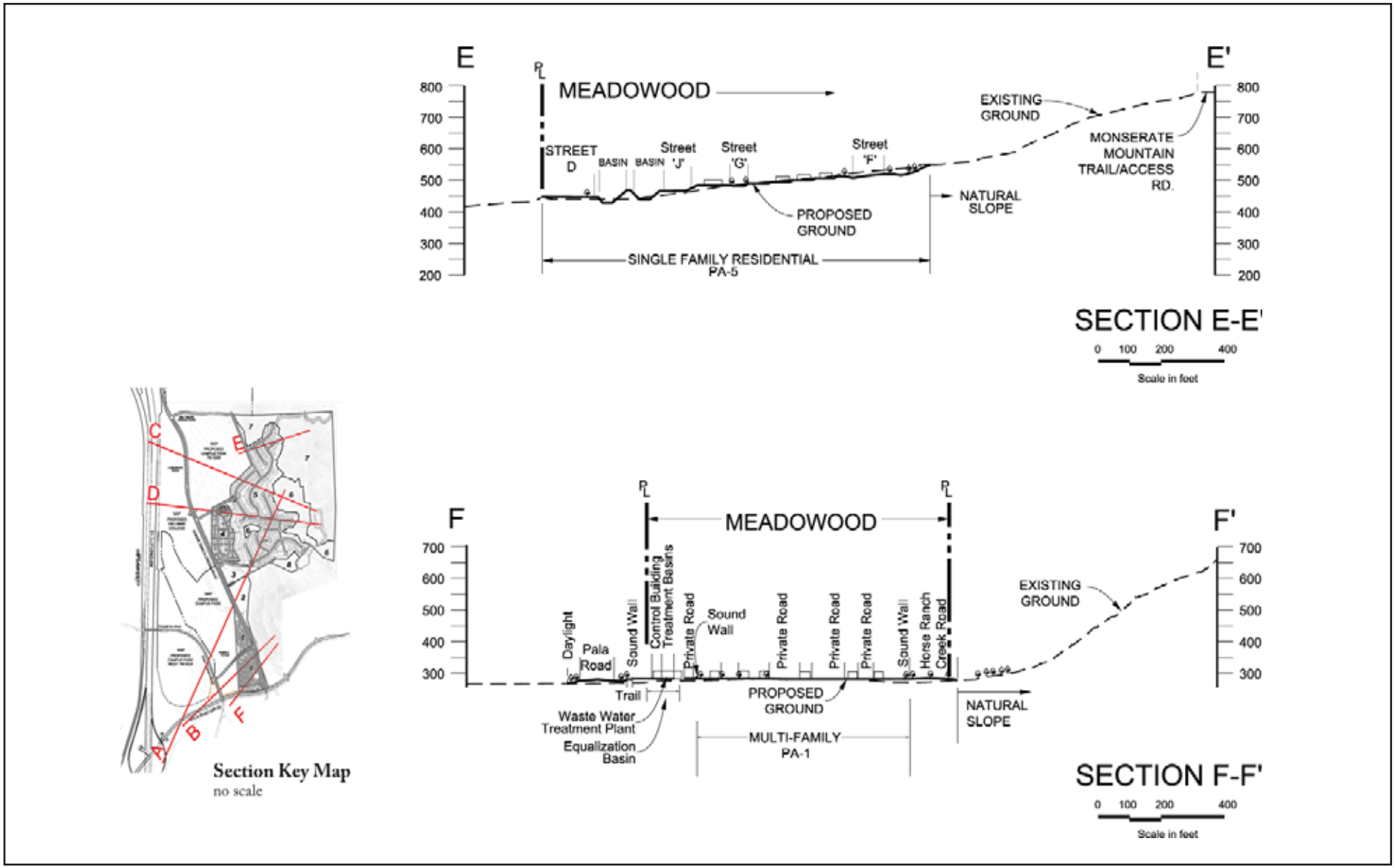

FIGURE 2.1-6
Cross Sections E & F

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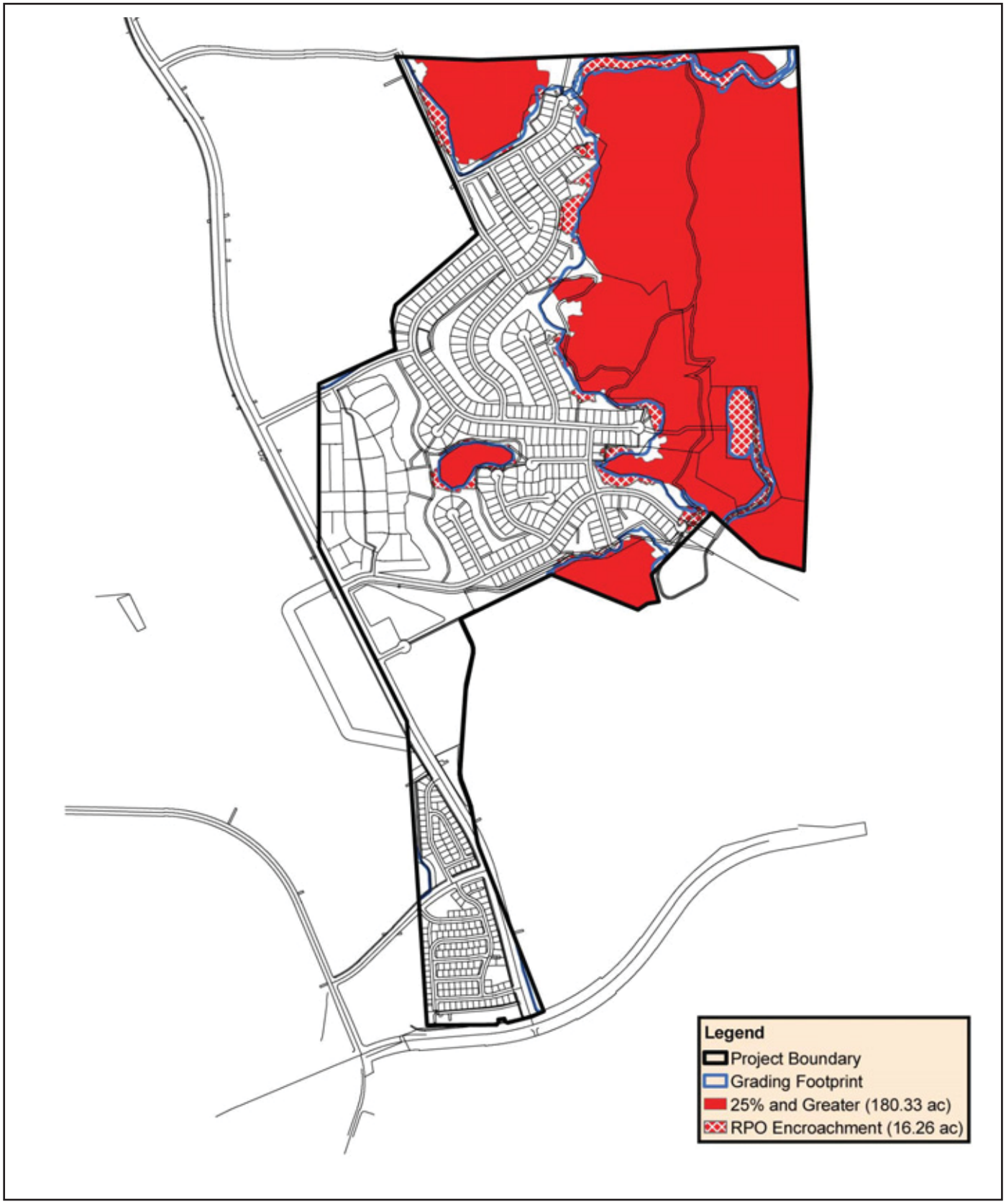

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FIGURE 2.1-7
RPO Encroachment

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Map Source: Helix Environmental Planning Inc., April 2009

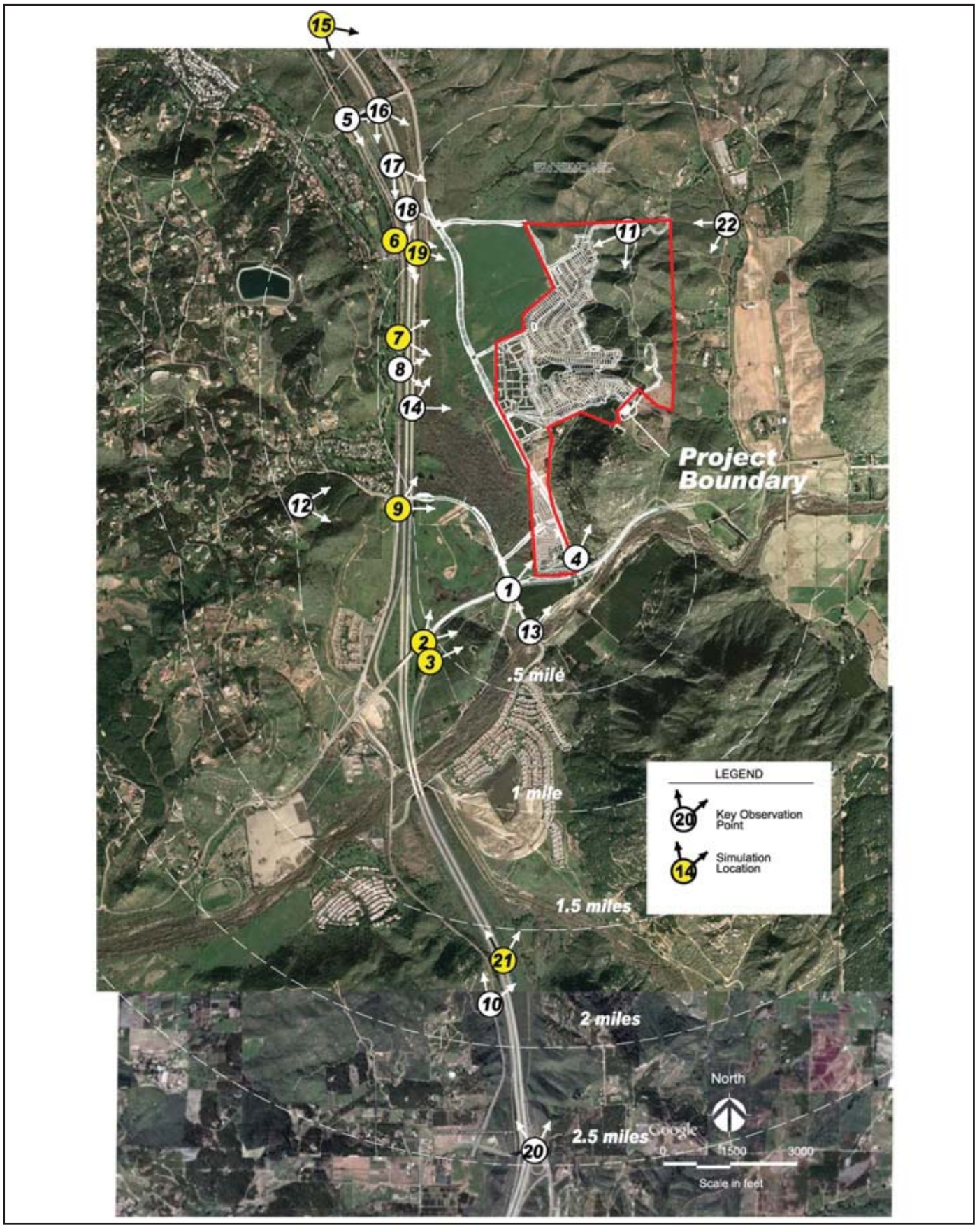

FIGURE 2.1-8
Key Observation Points and Simulation Locations

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Source: Helix Environmental Planning Inc., April 2009

KOP 1 - View from a location on Pala Road near the future Pankey Road intersection, approximately 750' from project.

KOP 2 - View looking northeast from the I-15/Pala Road (SR 76) interchange approximately 1,800' from project.

FIGURE 2.1-9
Key Observation Points 1 & 2

RECON

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Source: Helix Environmental Planning Inc., April 2009

KPO 3 - View from a location on the south bound off-ramp of Pala Road and I-15 looking northeast approximately 1,800' from project.

KOP 4 - Looking north from the future Horse Ranch Creek Road/Pala Road (SR 76) intersection

FIGURE 2.1-10
Key Observation Points 3 & 4

RECON

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Source: Helix Environmental Planning Inc., April 2009

KOP 5 - View from intersection of Old Hwy. 395 and Canonita Dr., approximately 1 mile northwest of project.

KOP 6 - View looking east from a location near the Pala Mesa Resort entry and I-15, approximately 3,187' from project.

FIGURE 2.1-11
Key Observation Points 5 & 6

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Source: Helix Environmental Planning Inc., April 2009

KOP 7 - View from Old Hwy. 395 looking east from a location approximately 2,625' west of project.

KOP 8 - View from a location on Old Hwy. 395 looking east from a location approximately 2,250' west of project.

FIGURE 2.1-12
Key Observation Points 7 & 8

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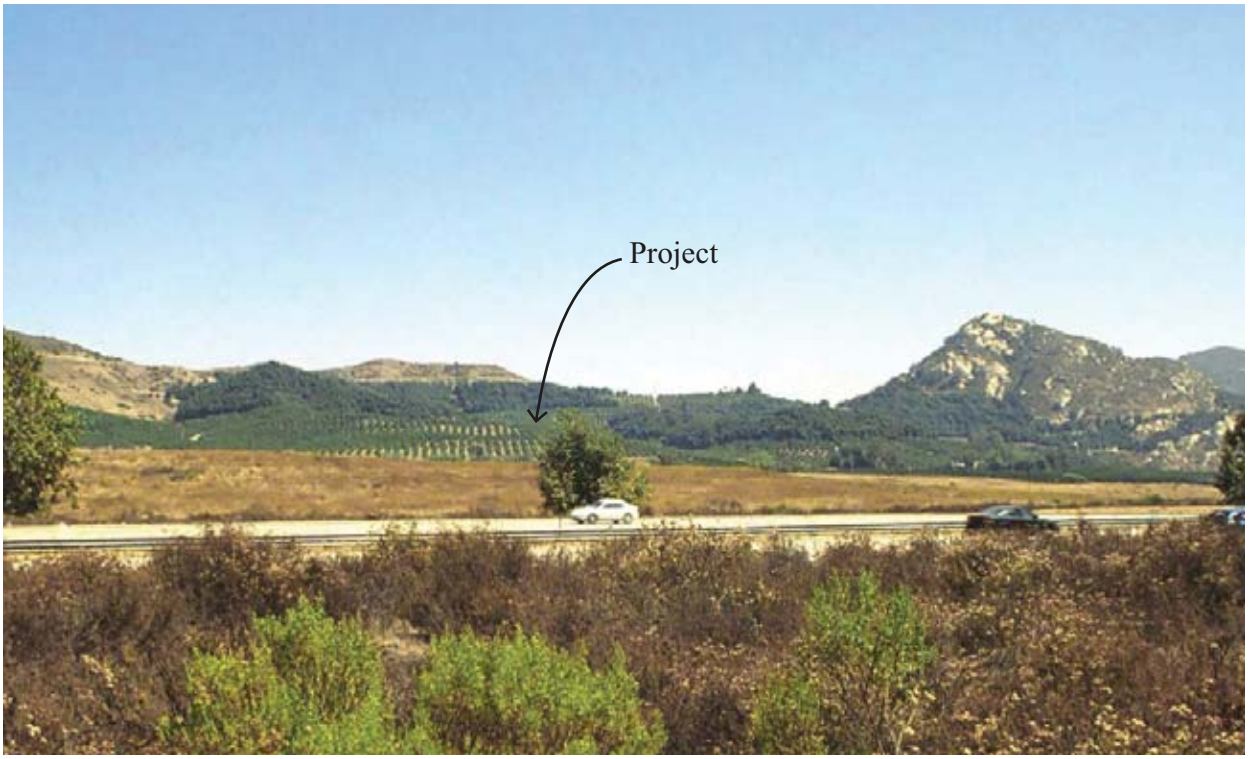
Source: Helix Environmental Planning Inc., April 2009



KOP 9 - View from Old Hwy. 395 looking east from a location near Pala Mesa Drive, approximately 3000' from project.

KOP 10 - View from Old Hwy 395 near the West Lilac Road intersection approximately 1.9 miles from project.

FIGURE 2.1-13
Key Observation Points 9 & 10

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Source: Helix Environmental Planning Inc., April 2009

KOP 11 - View southwest from a location on the Monserate Mountain Trail.

KOP 12 - View looking east from the Engle Family Preserve, approximately 1 mile from project.

FIGURE 2.1-14
Key Observation Points 11 & 12

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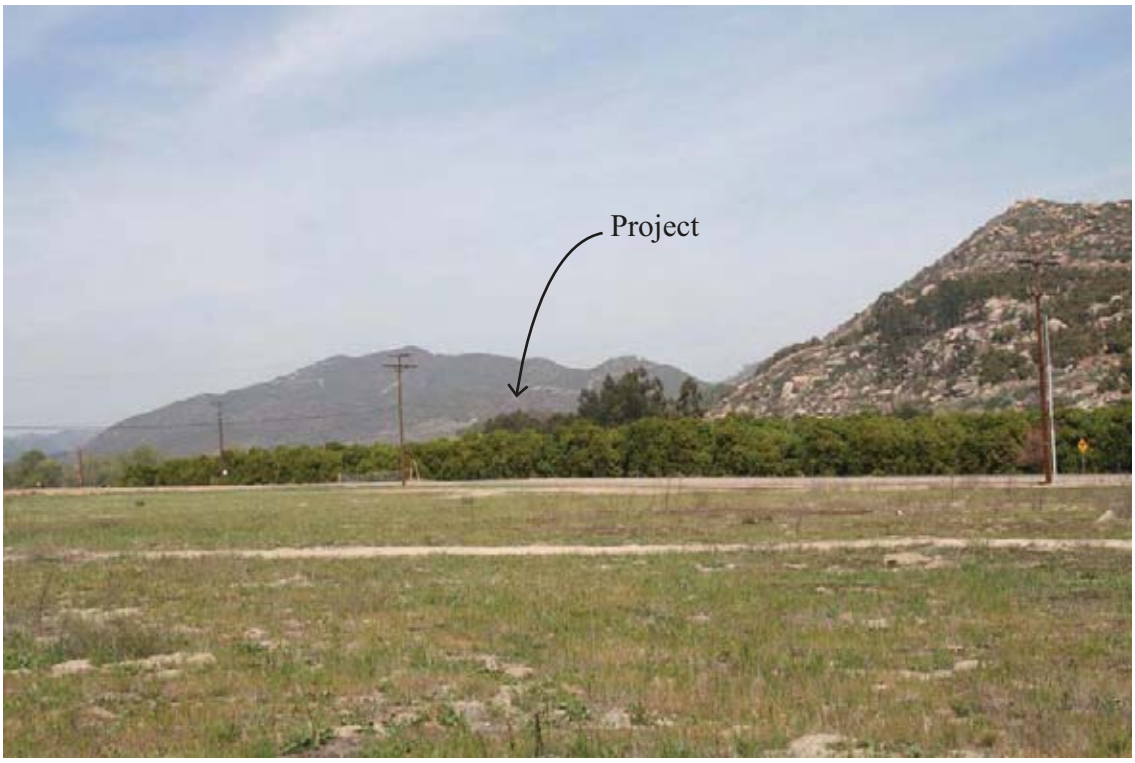
Source: Helix Environmental Planning Inc., April 2009



KOP 13 - View from future location of San Luis Rey River Trail, approximately 1,125' from project.

KOP 14 - View looking east across roadside riparian area, approximately 1,875' west of project.

FIGURE 2.1-15
Key Observation Points 13 & 14

RECON

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Source: Helix Environmental Planning Inc., April 2009

KOP 15 - View southbound on I-15, north of Canonita Dr., approximately 1.2 miles from project.

KOP 16 - View from southbound I-15 near Canonita Dr., approximately .8 miles from project.

FIGURE 2.1-16
Key Observation Points 15 & 16

RECON

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Source: Helix Environmental Planning Inc., April 2009

KOP 17 - View from southbound I-15 looking east toward project from a location approximately .9 miles from site.

KOP 18 - View from southbound I-15 from a location roughly in line with northern project boundary, approximately 3,750' from site.

FIGURE 2.1-17
Key Observation Points 17 & 18

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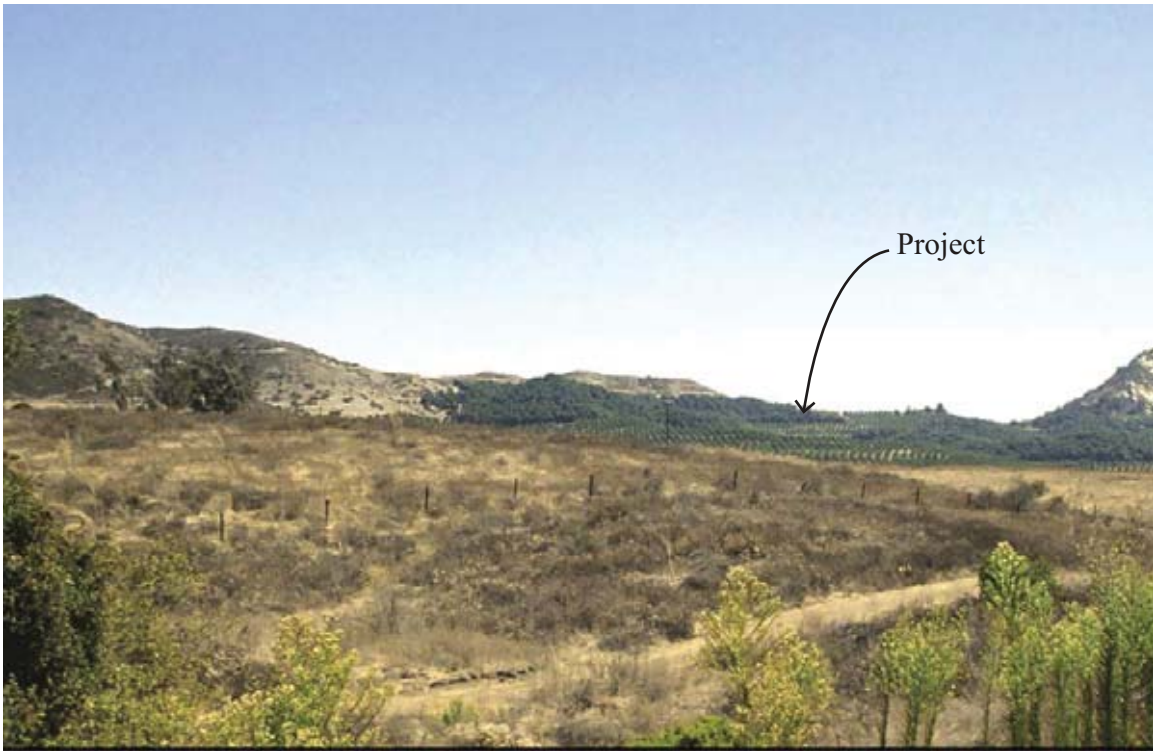
Source: Helix Environmental Planning Inc., April 2009



KOP 19 - View looking southeast from the terminus of Pankey Road, south of Canonita Rd., approximately 2,214' from site.

KOP 20 - View from northbound I-15 near Lilac Road, approximately 2.4 miles from project.

FIGURE 2.1-18
Key Observation Points 19 & 20

RECON

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Source: Helix Environmental Planning Inc., April 2009

KOP 21 - View from northbound I-15 north of Lilac Road, approximately 2 miles from project.

KOP 22 - View from the intersection of Rice Canyon Road and Pala Mesa Heights Drive looking southwest toward location of proposed water storage tanks and access road.

FIGURE 2.1-19
Key Observation Point 21 & 22

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-20
KOP 2 Photosimulation – View from Southwest of the Project Siteat I-15/SR-76 Interchange

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-21
KOP 3 Photosimulation – View from Southwest of the Project Site at SR-76 Off-ramp from I-15

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-22
KOP 6 Photosimulation – View from West of the Project Site on Old Highway 395, West of I-15

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-23
KOP 7 Photosimulation – View from Old Highway 395 West of the Project Site

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-24
KOP 9 Photosimulation – View from West of the Project Site West of I-15

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-25
KOP 21 Photosimulation – View from I-15, South of the Project Site

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-26
KOP 15 Photosimulation – View from Northwest of the Project Site, West Shoulder of Southbound I-15

RECON

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Map Source: VisionScape Imagery, April 2009

FIGURE 2.1-27
KOP 19 Photosimulation – View from Northwest of the Project Site, East Shoulder of I-15

RECON

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Map Source: Helix Environmental Planning, April 2009

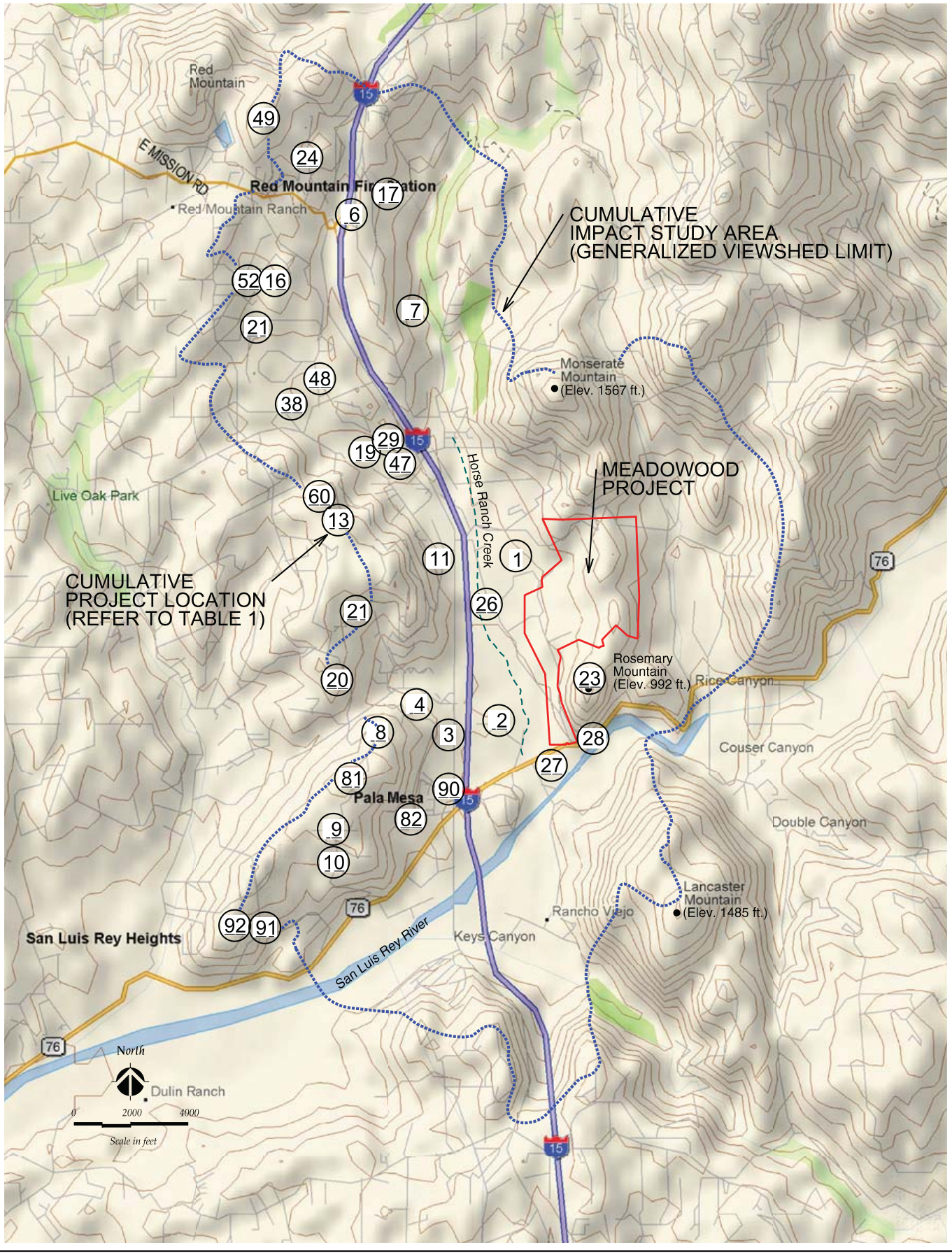

FIGURE 2.1-28
Cumulative Projects in the Viewshed

RECON

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TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES

1. 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.	The design of the Proposed Project demonstrates sensitivity to both the natural setting and to the neighborhood context to ensure that the project reinforces the character of the site, the attributes of the adjacent properties and preserves the view sheds, natural topographic features and natural watercourses. Existing trees along the primary and secondary roadways will be preserved whenever possible and 49.3 acres of the site will remain in groves. No hilltop development is proposed and steep slopes will be avoided. Pursuant to the Conceptual Landscape Plan (Figures 1-12 a–d), extensive landscaping of foreground slopes and streetscapes will buffer the Project Site from view and would be integrated into the existing visual environment to the greatest extent possible. The large wetlands immediately adjacent to the project site will be preserved.
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.	The Proposed Project includes approximately 6 miles of hiking trails, which will run north and south along the project's ridgeline and along an existing easement road with an uninterrupted westerly view, incorporating existing hiking and horse trails. The proposed on-site trail system has been planned and coordinated with adjacent developments. Additionally, the proposed natural open space area is adjacent to the open space area proposed in the Campus Park development in the northwest portion of the Proposed Project site.
3. Building setbacks shall be coordinated between adjacent lots so as to capitalize on usable site area between buildings.	Proposed Project setbacks have been planned to utilize the usable site area in between buildings. The Project Site Plan proposes a standard 5-foot side yard setback for single-family residential lots and 10' setbacks from property lines for multi-family residential lots. Pocket parks, agricultural open space and trails will be utilized as useable common areas.
4. Building orientation shall take maximum advantage of existing views and, create view corridors.	The orientation of the Proposed Project will take maximum advantage of existing views and create view corridors. The primary views are to the west and majority of homes are positioned to appreciate the primary view. The most visual single-family area follows the natural topography with curved streets to minimize graded slopes, and buildings have been limited to two stories and a 35-foot maximum height limit to allow continued viewing opportunities.
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	No ridgeline development is proposed with the exception of the water tanks. Hillside development has been minimized with less than 10 percent encroachment into the steep sloped areas of the Proposed Project. The prominent ridges and steeper slopes that are the most visible are preserved in

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

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.	open space, along with 49.3 acres of the existing groves, retaining the visual character of the property.
6. A combination of earth berm and/or wall techniques shall be provided to buffer noise.	The Proposed Project includes a combination of barrier materials for sound attenuation. Specifically, acceptable barrier materials include, but are not limited to, masonry block, wood frame with stucco, 0.5-inch-thick Plexiglas, or 0.25-inch-thick plate glass
B. Parking and Circulation Design Standards	
1. Use of public right-of-way for service loading/unloading shall be avoided. Adequate on-site service and delivery areas, including provisions for circulation, shall be provided. Service areas shall be separated from building entrances and public access areas when possible. Storage and loading areas shall not be located in the front yard.	The Proposed Project does not include commercial or industrial uses; therefore, service and industry areas are not incorporated into the project design. The Proposed Project will provide adequate circulation and improvements to the existing roadway system.
2. Project entries shall provide for safe and efficient circulation; a. Project entries and the transition from major circulation routes into the project interior shall be accomplished through the use of landforms, open space, landscape plantings and architectural elements (i.e., walls, signs, etc.); b. The number of driveway entrances into parking 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.	a. Project entries have incorporated different landforms, landscaping, and architectural elements. The project's primary entry will incorporate a low visibility wall and community identification sign that meets the County's community identification sign guidelines. b. The number of driveway entrances into parking areas from public streets shall be minimized. The shared park/school parking is located in the southwest corner of PA 3. The only access is via Street Q, the cul-de-sac between PAs 2 and 3. c. . Safety lighting will be provided according to the San Diego County Light Pollution Code.
3. Parking areas or structures shall be designed as integral components of the overall design of specific projects. Parking areas shall be bermed or screened from street views where possible.	The proposed residential lots have sufficient area to provide at least two on-site parking spaces consistent with the Zoning Ordinance, and will be screened from street views and landscaped when possible. Single-loaded parking on certain streets, private garages and additional guest parking has been included to minimize the impact of street parking. Common area residential parking lots are not proposed. Common parking areas in the multi-family areas and the shared park/school parking located within Planning Area 3 will be screened from the public street
4. Development of bikeways shall be encouraged.	The Proposed Project includes a trail system intended as a non-motorized multi-use trail system

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

	that accommodates bicycles.
5. Separation of pedestrian and bikeway or automobile traffic throughout a project shall be developed through the use of differing paving material or painting/coloring techniques.	Pedestrian trails and bikeways would be constructed of decomposed granite gravel, and are separated from automobile traffic through the use of setbacks, curbs and landscaping.
6. Definition of pedestrian paths and crossings shall be developed through the use of differing paving material or painting/coloring techniques.	Crosswalks will be differentiated from the typical paving materials. Trails will be comprised of decomposed granite. While pedestrian paths and crossings would utilize stone seat walls, special native plantings, lighting, and varying walkway widths.
7. Complete access for emergency (police, fire and ambulance) services to structures shall be provided as required.	The Proposed Project has been designed to meet the requirements for emergency services access. Additionally, a fire access road from Street E to Rice Canyon Road has been incorporated into the Project.
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.	The Proposed Project will comply with all County lighting standards, including the San Diego Light Pollution Code. The overall lighting concept for the community is to be energy-efficient, screen or shield the light source whenever possible, and be effective for safety and security. The Proposed Project includes special landscape lighting limited only to key areas and carefully controlled. Nighttime lighting would be shielded and directed away from riparian habitat adjacent to the development.
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.	The only common residential parking areas proposed are in the multi-family areas and are screened from the public street. The park/school parking lot located within Planning Area 3 would also be screened from the public street. No satellite dishes or service areas are proposed.
2. Project boundary landscaping shall complement adjacent landforms and plant materials.	The Conceptual Landscape Plan includes landscaping, including boundary landscaping, designed to reflect the Fallbrook region, which consists of gray-green native plantings contrasting with verdant groves, and oak woodlands. This pallet would 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.	The Conceptual Landscape Plan for the Proposed Project will utilize native and drought-tolerant plants where possible. Trees, shrubs, and plantings have been proposed for drought tolerance as well as compatibility with the rural and natural setting of Fallbrook's agricultural heritage.
4. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected	The Proposed Project includes landscaping to provide transitions between development and surrounding open space areas, screen and buffer

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

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.	edges of development from view, screen and soften manufactured slopes, and provide a buffer between neighborhoods. Tree plantings will be incorporated on slopes, along streets and parkways, and within open space areas to visually shield the project from view.
5. Common open spaces and recreational areas shall be linked by pedestrian pathways to individual lots.	The Proposed Project includes several miles of multi-use trails throughout the site, as well as hiking trails throughout the open space area. Additionally, the Proposed Project designates approximately 5.9 miles of public hiking and horse trails within the site. Pedestrian walkways and trails connect common useable spaces, recreational facilities and public facilities such as the school and nearby transit service area.
6. A "greenbelt" shall be provided in viewshed areas for accommodation of bikeways and/or footpaths.	The Proposed Project includes greenbelts within viewshed areas, as well as preserved orchards. Biking and hiking paths are also provided.
7. Landscape materials that aid in preventing the rapid spread of brush fires shall be provided.	The Proposed Project will comply with the County brush management requirements and will utilize landscape materials that aid in preventing the rapid spread of brush fires. Brush management will be specifically provided for within all sensitive buffer areas. The landscape design for these areas will adhere to the Fire Protection Plan prepared for the Proposed Project.
8. Earth berms shall be rounded and natural in character where possible, designed to obscure undesirable views.	In order to block the project from sight and soften its appearance, naturally appealing berms and vegetation would be used.
9. Major strands of native trees shall be preserved.	There are no major strands of native trees currently on the site. The site has been farmed for agriculture over several decades. However, existing mature native vegetation will be preserved where feasible and new native vegetation will be utilized whenever possible to maintain the rural Fallbrook character.
E. Public Utilities and Safety Standards	
1. New development projects shall be phased with the provision of adequate fire protection services.	Development of the Proposed Project will be phased with the level of available services. Temporary fire management zones have been negotiated with the adjacent property owners so that the development will be phased with adequate fire protection.

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

2. Fire prevention and suppression in the design of all new projects shall be encouraged.	The Proposed Project includes a fire protection plan that assures the Proposed Project's compliance with all regulations relating to primary and secondary access, water supply, ignition-resistant construction, fire protection systems, fuel modification and defensible space specified in the County Fire Code, County Building Code Brush management zones are proposed around all development adjacent to natural brush.
3. Utilities shall be placed underground (electrical, telephone, cable, etc.), where practical.	Utilities would be placed underground.
4. The alignment of utility infrastructure shall be correlated with the topography, to minimize disruption of natural features within the viewshed areas.	Utility infrastructure has been located within right-of-way easements to minimize disruption of natural features within the view shed areas.
5 Transformers and related utility components shall be placed in vaults or be screened with retaining walls and/or plantings and located to avoid conflict with pedestrian paths.	Transformers, mechanical equipment, utility boxes and meters will be screened using plantings and/or barriers to avoid conflict with pedestrian paths.
F. Development Standards for Steep Topography and Natural Features	
1. Extensive grading of slope areas within viewsheds shall 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.	All grading within the Proposed Project is designed and rounded to follow the natural contours and minimize unnatural slopes. Areas disturbed during grading will be revegetated and erosion controls will be provided in the newly graded areas. Grading during the wet season will be avoided when possible.
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.	The Proposed Project has incorporated the natural features of the Project Site into design considerations, including the preservation of 91% of all steep slopes within permanent open space easements. Additionally, minimal hillside residential lots are proposed, no hilltop residential development is proposed and rock outcroppings will be 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.	Three different building types are proposed in the residential planning areas, each utilizing different grading techniques to configure and locate lots. The single-family areas on the slopes have been designed with curved streets and landscaped slopes to respond to the natural contours of the site and to provide a less uniform look.
4. The arrangement of building sites to optimize and retain significant viewsheds shall be encouraged.	The orientation of the units will take maximum advantage of existing views and create view corridors. The primary views are to the west and majority of homes are positioned to appreciate the primary view.
5. The protection and preservation of the public use of on-site Vista points shall be encouraged.	The Proposed Project will include the preservation of several vista points located along the public ridgeline trail.
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	Native plants will be utilized along the unnatural slopes to minimize erosion and maximize visual quality for greater than 50 feet of horizontal distance.

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

and watercourses.	
7. Natural watercourses shall be protected and existing watershed and groundwater resources shall be conserved.	No major natural watercourses exist on the project site. The project does not propose to use groundwater except as a secondary source of irrigation of retained groves in dry years As such, groundwater extraction will be minimal and groundwater resources will be conserved.
8. Any grading above 25 percent slope will blend with the surrounding area and be landscaped appropriately to look natural.	Minimal grading is proposed on existing slopes with a gradient greater than 25 percent. This grading will be landscaped with native vegetation that blends into the natural hillside.
2. 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 use of natural appearing materials and complementary styles.	The Proposed Project includes "General Architectural Guidelines" within the Specific Plan. The guidelines are intended to ensure that a variety of design elements are incorporated into the design of homes. While certain community-wide elements will have a common design (i.e. landscaping, fencing and signage), a variety of architectural styles are envisioned. A consistent palette of building materials and complementary color schemes, in conjunction with a uniform landscape scheme, will be used to tie several architectural styles together. Consistent with the surrounding community, primary materials will be wood, stucco, brick and stone. In addition, architectural detailing designed to minimize the appearance of building massing, thereby visually reducing the structural scale and creating a "village" feel. All proposed architecture would include "village style" features such as porches, columns, arcades, overhangs, seating areas, and shade trees, which would allow the development to achieve harmony with the surrounding styles of the Fallbrook community
2. Colors for primary building forms shall be coordinated with landscaping materials. Earth tones and muted pastels are preferred for large areas, with primary colors limited to accent points and trim.	The colors of the primary building forms will be earth tones and soft pastels.
3. Building materials used shall convey a sense of permanence and quality.	Building materials in each planning area will complement one another in order to convey a sense of permanence and quality. Primary materials will be wood, stucco, brick and stone.
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.	There are no building sites in the surrounding area that have proposed elevations higher than the proposed site.
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.	The Proposed Project does not include the use of mirrored glass.
B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations and,	

TABLE 2.1-1
PROJECT'S CONFORMANCE WITH I-15 CORRIDOR
SCENIC PRESERVATION GUIDELINES
(CONTINUED)

where feasible, be integrated into the existing topography.	
1. The use of special detail treatments in roof forms, windows and entries shall be encouraged.	The Proposed Project includes detail treatments in roof forms, windows and entries to allow roof lines, shadow patterns, and architectural detailing to be offset to provide relief and visual contrast.
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.	All mechanical equipment will be screened from view.
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.	Proposed building forms will be non-continuous and stepped up and down in elevation from the primary circulation routes to minimize the appearance of building massing.
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.	The Proposed Project includes signage consistent with all guidelines related to size and height. The proposed signage would be limited to community identification signs. There are no commercial or industrial uses proposed in the project,
2. All signs shall be kept as low to the ground as possible.	All proposed signs will be located as low to the ground as possible.
3. Signs shall be used for identification, not advertisement.	No signs are proposed for 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.	The Proposed Project includes signage that will integrate the site and building design concepts to create a uniform appearance. Entry monument signage will be placed on a six foot high monument wall and would blend with the site and building design concepts located throughout the community. Entry signs would be constructed of native stone. At the entrance of the project, an orchard monument will be built to maintain the current village and orchard theme of the area.
5. Signs shall be predominately natural materials, non-moving, externally illuminated.	Proposed signs will utilize natural materials and be non-moving and 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.	No permanent off-premise signs are proposed. Temporary real estate directional signs, community identification and directional signs shall comply with the County Zoning Ordinance.

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