CAMPUS PARK PROJECT

APPENDIX B

VISUAL IMPACT ANALYSIS

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL7,
S 07-030, S 07-031, LOG No. 03-02-059
State Clearinghouse No. 2005011092

for the

DRAFT FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

DECEMBER 3, 2010

FINAL ENVIRONMENTAL IMPACT REPORT
VISUAL IMPACT ANALYSIS
INFORMATION FOR THE READER

This document consists of the Visual Impact Analysis (VIA) for the Campus Park Project (Proposed Project or Project) and analyzes Project elements applicable to aesthetics review. Since circulation of the Project Draft Environmental Impact Report (EIR) and associated technical reports, refinements in Project description have been implemented in response to comments received.

The majority of Project refinements occur west of future Horse Ranch Creek Road and all of them would be south of proposed Harvest Glen Lane. The majority of the developed uses and their construction footprints (residential, office professional, recreational and commercial) remain the same as previously analyzed.

South of future Harvest Glen Lane and west of future Horse Ranch Creek Road, the Proposed Project has been refined to: (1) eliminate some development areas, (2) modify specifics of development detail in some areas, and (3) eliminate the potential for connection to an off-site future wastewater treatment plant (WTP) to be constructed by others. Specifics of road design improvements also vary.

Overall, primary design changes result in 325 fewer multi-family (MF) homes (a reduction of 41 percent), and an increase in the biological open space preserve of 20.7 acres (or 11 percent). See Figure A for a comparison of the Project evaluated in the Draft EIR with the current plan.

Project refinements relevant to this technical report are addressed below.

Relevant Refinements to Project Description

The Draft EIR included two multi-family residential areas (MF-1 and MF-4) west of future Horse Ranch Creek Road and north of SR 76. These areas were proposed to contain a total of 300 residential units sited on a total of 21.1 acres. Both have been eliminated and now would largely be in open space. Within the MF area east of future Horse Ranch Creek Road and north of future Harvest Glen Lane, Draft EIR MF-3 has been renamed MF-1. Multi-family uses in MF-2 have been reconfigured.

A 2.4-acre detention basin was previously located south of (now eliminated) multi-family housing west of Horse Ranch Creek Road. With the elimination of that housing, this basin has been relocated to the north, and the basin size and shape have been modified to encompass a surface area of approximately 5.2 acres (although the detention capacity has not changed as the current basin is shallower). Similarly, a 2.6-acre potential wet weather storage pond associated with a previous wastewater management option would be eliminated (along with any associated impacts), as would any utility lines required to tie into the proposed off-site WTP under this option.

A sewer lift or pump station and trail staging area would be moved from an isolated small Project parcel west of future Pankey Road and north of SR 76 to east of future Pankey Road, in the old area of MF-4.

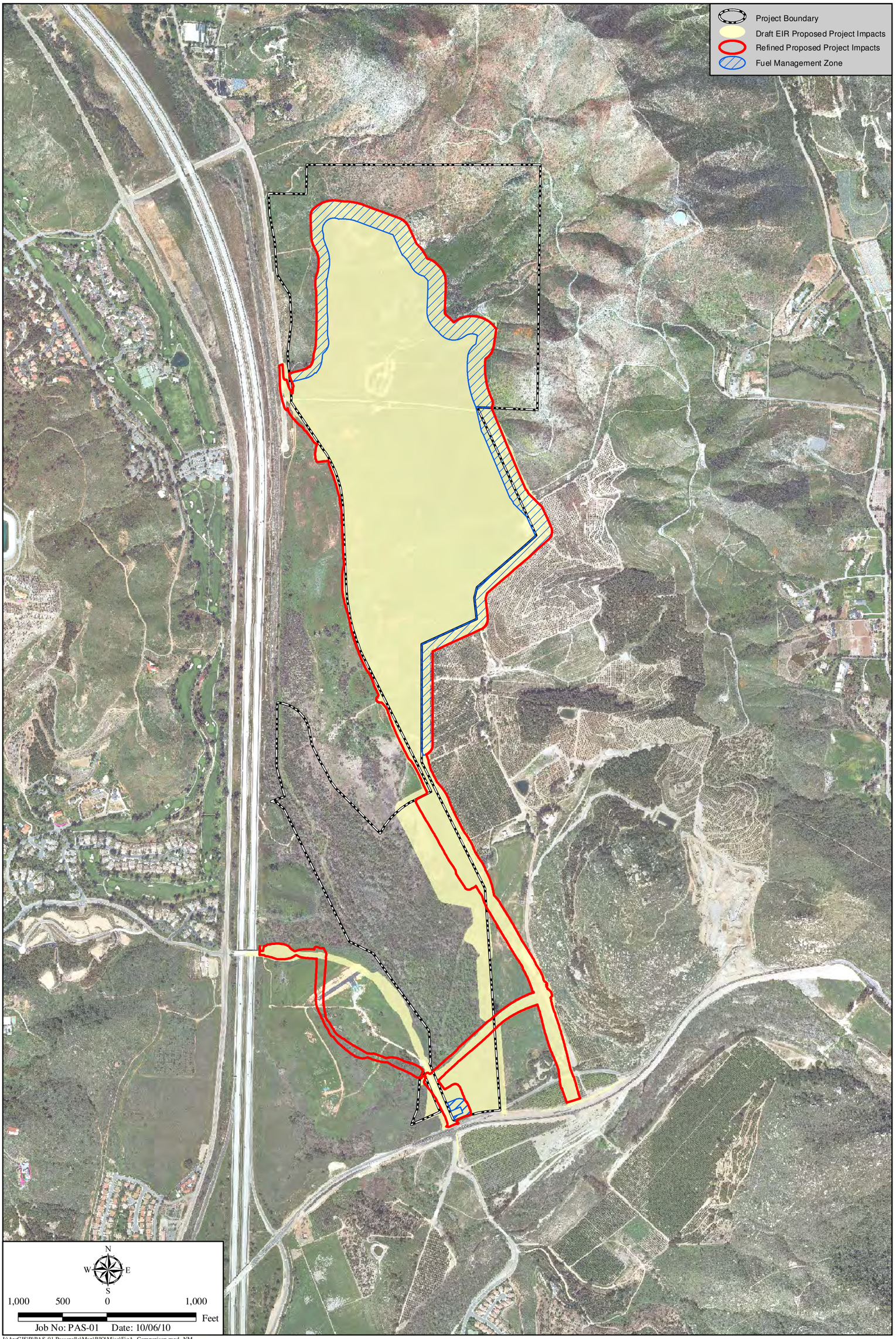
Changes have been made to specific design of an off-site portion of future Pala Mesa Drive, Pankey Road and on-site Pankey Place. With regard to Pala Mesa Drive/Pankey Road modifications resulted from a request by the abutting Campus Park West Project to shift a portion of the alignment, and this shift has been worked out in coordination with the Department of Public Works. For on-site Pankey Place, modifications are related to deletion of MF-4 on the south side of the road, and retention of open space.

Technical Analysis Modifications Based on Project Description Refinements

Noise barriers and berms previously proposed with the prior MF-1 and MF-4 units west of future Horse Ranch Creek Road and north of State Route 76 (SR 76) have been eliminated. The increase in open space preserve areas in the southern portion of the Project would constitute a larger swath of greenery under the refined Project and would retain a greater visual effect. The southern boundary of the Project overall would remain in a much less developed state, with viewers from SR 76 and points north, west and south seeing much lower elevation and isolated facilities (the pump station east of Pankey Road, a trail staging area) rather than multi-story residential uses with sound walls. Sound walls (and associated vegetative screening) along SR 76 would no longer be necessary and landscaping would focus on ground covers, shrubs and some trees between the pump station and SR 76. The rustic equestrian fencing edging the trail would continue to be visible from SR 76. Adjacent to MF-2 east of future Horse Ranch Creek Road, the sound attenuation wall has been reduced in extent based on a change in proposed product type, but the wall height remains as analyzed in the circulated technical report.

The less than significant visual impacts associated with the Proposed Project would additionally lessen in intensity in this southern area. Cumulative impacts would remain significant and unmitigable due to the extent of regional development. Based on the described considerations, no change to environmental design considerations associated with the refined Project or significance conclusions reached in conformance with the California Environmental Quality Act would occur and no change is required to the attached technical analysis.

Each of the above-cited and additional specific revisions are now included as part of the public record and will be before the Board of Supervisors during their consideration of the Project.



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Impact Comparison

CAMPUS PARK

HELIX

Figure A

CAMPUS PARK PROJECT

VISUAL IMPACT ANALYSIS

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL6, S 07-030, S 07-031,
LOG No. 03-02-059, SCH No. 2005011092

September 2009

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CAMPUS PARK
VISUAL IMPACT ANALYSIS

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1.0 INTRODUCTION

1.1 Study Purpose

The following Visual Impact Analysis was prepared for the proposed Campus Park Project. This analysis is based on the Project description found in Chapter 1.0 of the Campus Park EIR and the Campus Park Specific Plan Amendment/General Plan Amendment Report prepared by Development Design Services & GraphicAccess, Inc. (DDS/GA; 2009). Project elements applicable to aesthetics review (e.g., site design, architectural, landscaping/fire management, lighting, and grading) are summarized below.

1.2 Project Location

The Project site is located in the unincorporated community of Fallbrook in northern San Diego County, approximately 6 miles southeast of the downtown area of Fallbrook, 9 miles south of the city of Temecula, and 46 miles north of downtown San Diego. Refer to Figure 1 for a Regional Location Map. Figure 2 provides a location map of the Project site.

The irregularly shaped 416.1-acre Project site is approximately 3,000 feet across (east-west) at its widest point and 11,000 feet (approximately two miles) long from the north boundary to the south boundary. State Route (SR) 76 (Pala Road) borders the site on the south. Pankey Road, Interstate 15 (I-15), and two properties proposed for development (Campus Park West and Palomar College) border the Project site on the west. Undeveloped land lies immediately adjacent to the Project site's northern boundary, including property owned by the Fallbrook Land Conservancy. Undeveloped land, cultivated groves, single-family residences and an additional property proposed for development (Meadowood) are located to the east. A small, rocky hill and quarry site, Rosemary's Mountain, lies east of the southern portion of the Project site. A hill, an undeveloped lot, and the San Luis Rey River, which trends northeast to southwest, are located to the south of the Project site. Lancaster Mountain, a notable local peak, and Lake Rancho Viejo, a single-family residential development, lie south of the San Luis Rey River. To the west, across I-15, are the Pala Mesa Resort, residences, and a few commercial buildings.

1.3 Project Description

The Project proposes on-site construction of a mixed-use community. The development would include a total of 1,076 single-family and multi-family homes and professional office uses, as well as parks, a Homeowner's Association (HOA) recreational facility, a Town Center, and designated open space and biological open space preserves (see Land Use Plan, Figure 3). The infrastructure necessary to support the development would include on- and off-site roadways, sewer and water facilities, and storm drains, as well as support for non-vehicular modes of transportation via bikeways and pedestrian paths.

Single-family residential units would be located in the northern portion of the site, and multi-family housing would be located in the central southeastern areas, on either side of Horse Ranch Creek Road as well as abutting SR 76. Professional office buildings, an active sports complex, and a Town Center would be aligned along the eastern side of proposed Horse Ranch Creek Road. Preserved coastal sage

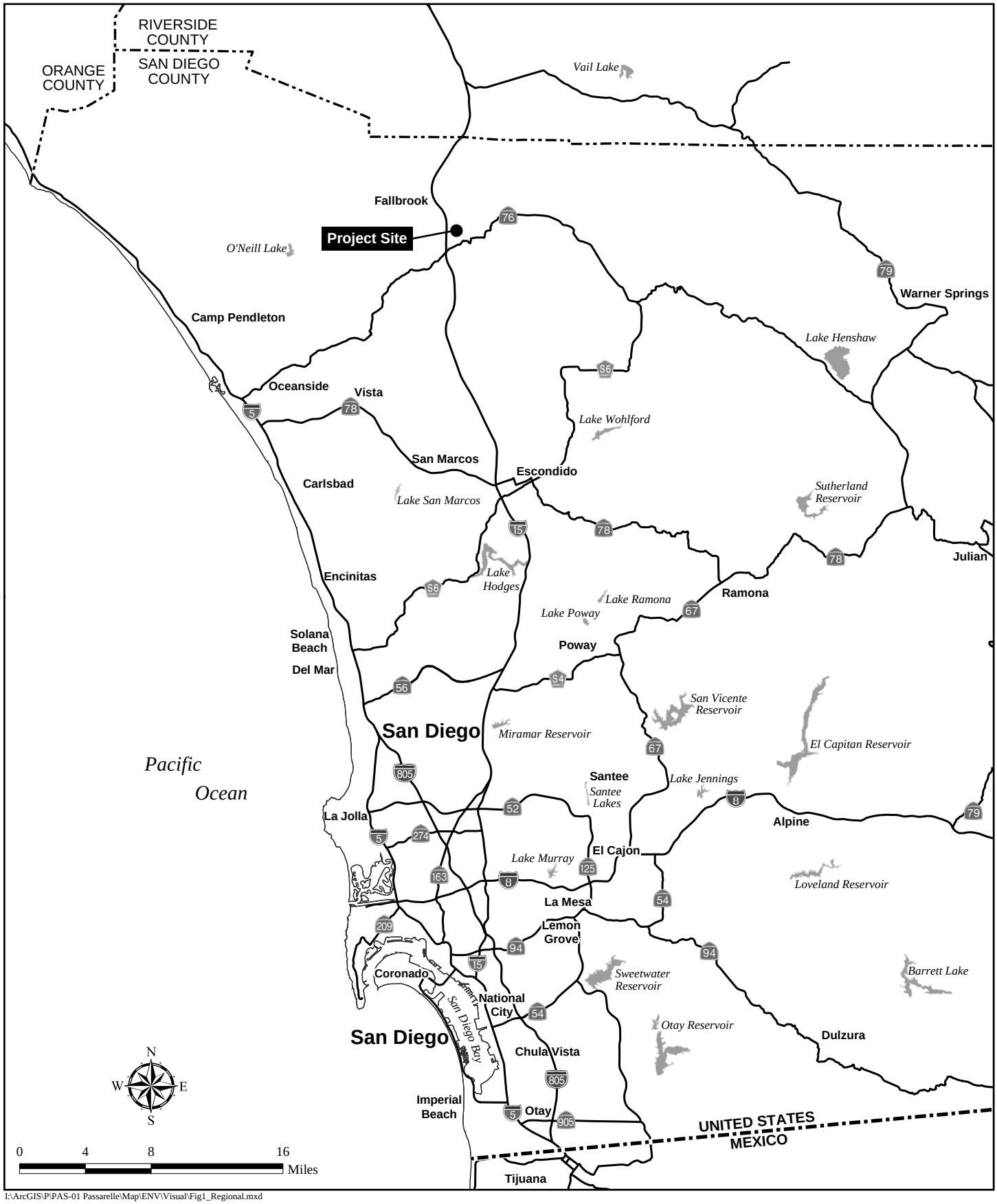
scrub habitat would abut most of the northern portion of the Proposed Project to the west, north, and east. The southern portion of the Project would include mostly preserved riparian habitat.

The lowest-density residential neighborhoods, with gross densities of approximately four to six dwelling units per acre (du/ac), would be located along the northern and eastern edges of the site, and the highest residential densities would be developed in the central area. Neighborhood collector roads would provide access to the residential areas; some single-family homes would be arranged along cul-de-sacs. These homes would be a maximum of two stories high (35 feet) and would be built in a variety of complementary styles that reference historical architectural styles. These styles would include Spanish Colonial, Spanish Mission, Monterey, Craftsman, and Prairie. Common to all these styles is the incorporation of pedestrian-oriented elements such as patio entries, arches, front-facing windows and entry doors, second-story balconies or porches, de-emphasized garages, and varied or stepped masses—both vertically and horizontally (such as the use of single-story elements in a two-story house). Tile roofs are assumed as part of this design, but would be softly colored in tans, browns and dusty orange/red rather than brightly colored red tiles. A variety of setbacks and styles would be encouraged so as not to create a monotonous pattern. See Figures 3a through c for conceptual building elevations for these areas.

Multi-family housing located in the central portions of the site could include town homes or condominiums, with densities of approximately 12 to 18 du/ac. These buildings would be up to three stories high (35 feet), and each would be designed and positioned to create courtyards and common areas connected by landscaped walkways. These buildings would vary in appearance as well, but would include common elements within each street or neighborhood such as similar building heights, materials, window or door styles, detailing, porches, arcades, or color. Varied setbacks would be used to add visual interest. Pedestrian-scale design elements such as trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows would be included on these buildings to minimize the buildings' visual scale and mass. See Figures 3d through g for conceptual building elevations for these areas.

The Proposed Project would accommodate and encourage pedestrian connections between homes, businesses, retail areas, parks, and trails. A multi-use eight-foot-wide decomposed granite trail along the west side of Horse Ranch Creek Road to its juncture with Baltimore Oriole Road (where it then continues east along Baltimore Oriole Road) and a five-foot-wide concrete-paved sidewalk on the east side would provide regional trail connections through the Proposed Project. The Town Center would be located within approximately ½ mile of most residential units to encourage access via foot or bicycle. All streetscapes along the major Project roadways would include landscape parkways, sidewalks, or trails, and tree-shaded walkways. Nighttime lighting would be provided for safety.

The Town Center would include a variety of social, civic, and commercial uses within the Proposed Project such as community serving commercial retail shops and services, restaurants, offices, and a post office. Broad sidewalks, varied entryways, storefront windows, shade trees, arcades and overhangs, pedestrian plazas, café seating areas, low-walls or benches, planters, and well-marked pedestrian and bicycle routes would be used to encourage pedestrian activity within the Town Center. Entry points to the project and for each major area within the project, such as the Town Center, would be oriented toward the major streets. Parking may be offered along some adjacent streets; however, most parking, service, and utility areas would be placed behind the buildings, or in areas where they could be screened. See Figures 3h through l for conceptual elevations of the proposed non-residential buildings.



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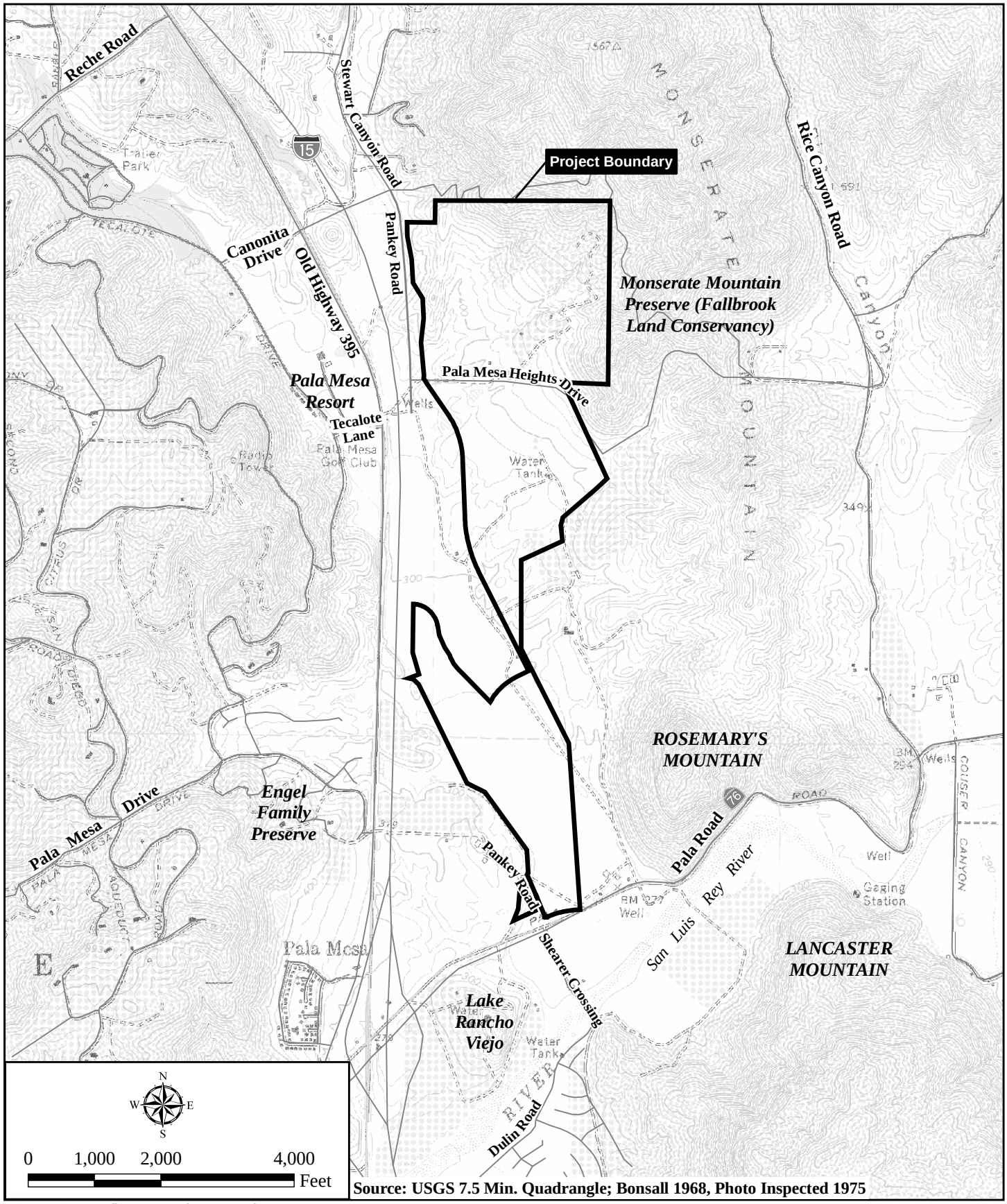
Regional Location Map

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 1



Source: USGS 7.5 Min. Quadrangle; Bonsall 1968, Photo Inspected 1975

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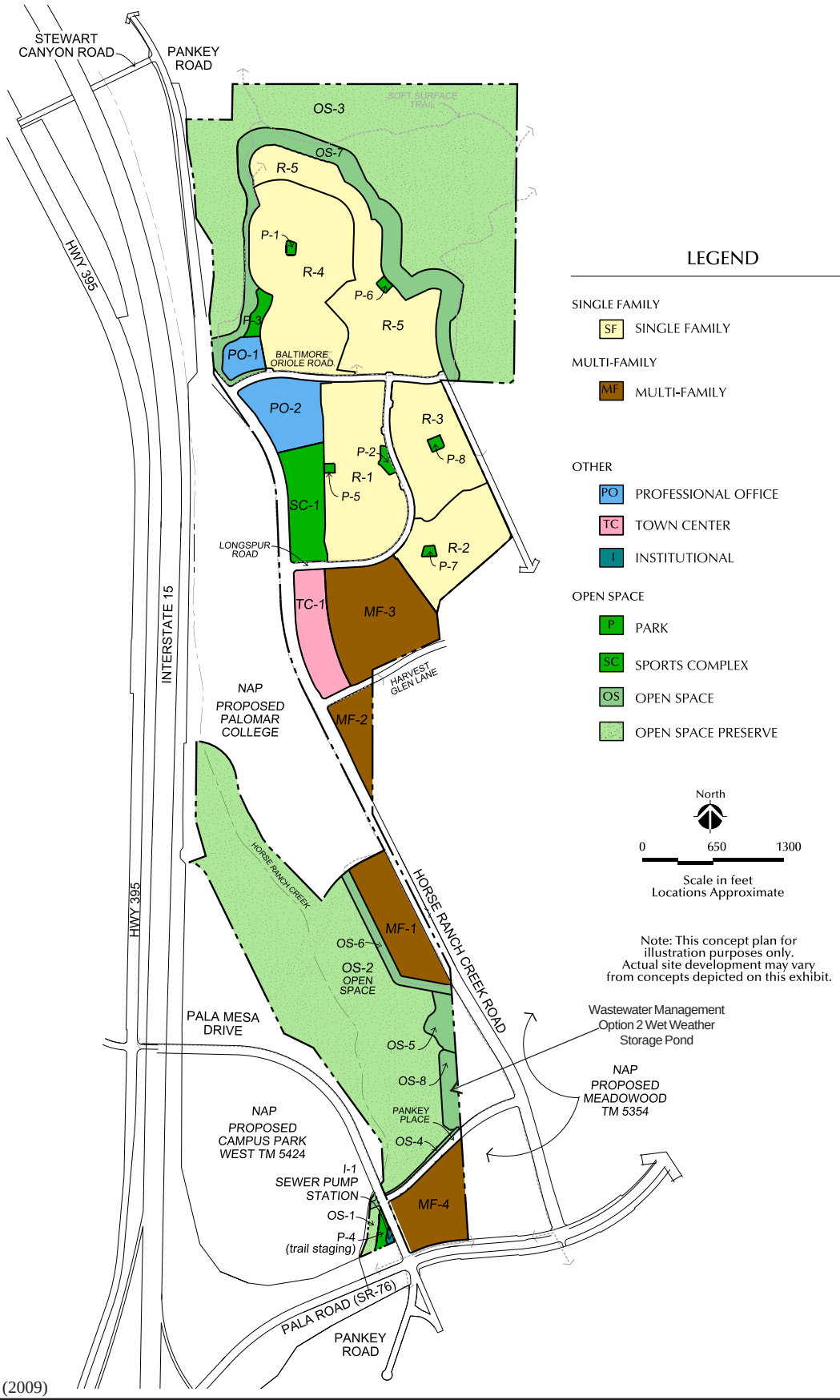
Project Location Map

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 2



Source: DDS/GA (2009)

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Land Use Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

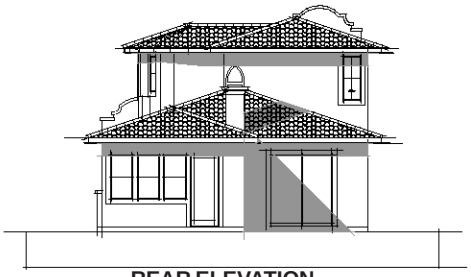
HELIX

Figure 3

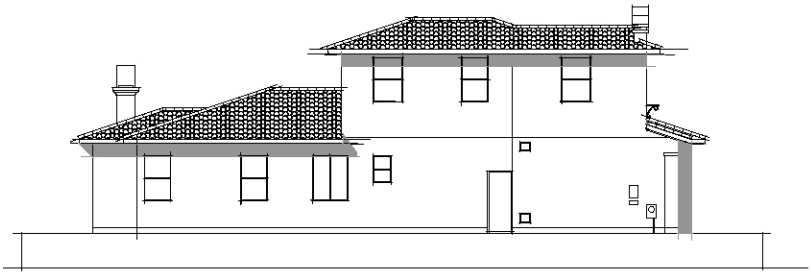
ROOF SLOPE= 1:12

RIGHT SIDE ELEVATION

NOTE: DASHED LINE INDICATES TRIM @ LOTS EXPOSED TO VIEW (SITE SPECIFIC)



REAR ELEVATION



LEFT SIDE ELEVATION

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

NO SCALE
Source: DDS/GA (2009)

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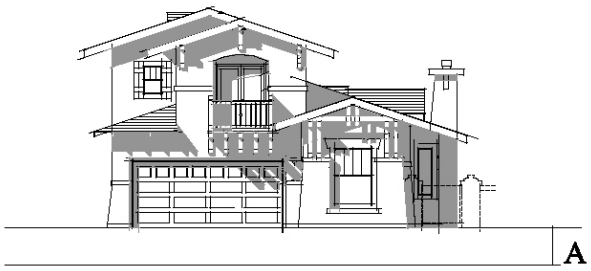
Conceptual Building Elevations (R-1)

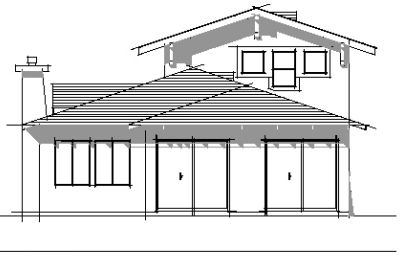
CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

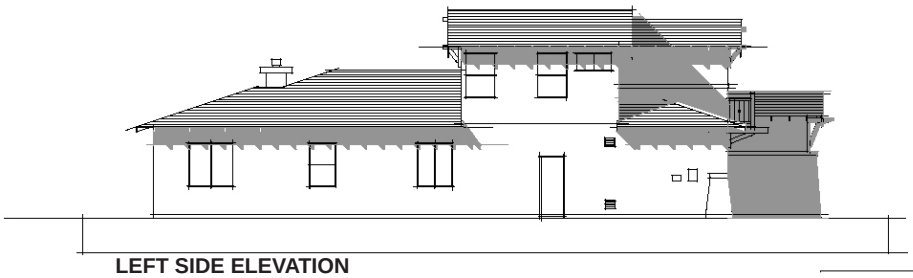
Figure 3a



RIGHT SIDE ELEVATION



REAR ELEVATION



LEFT SIDE ELEVATION

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NO SCALE
Source: DDS/GA (2009)

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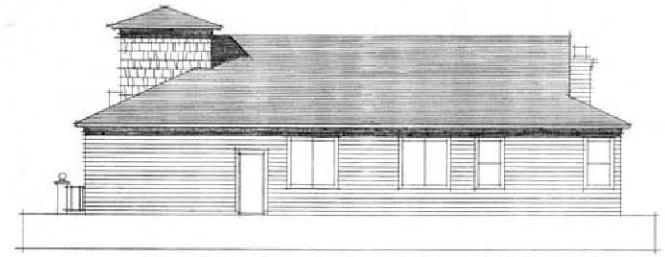
Conceptual Building Elevations (R-2 & R-4)

CAMPUS PARK VISUAL IMPACT ANALYSIS

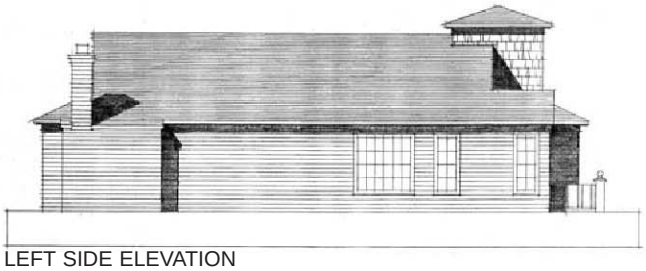
HELIX

Figure 3b



RIGHT ELEVATION

REAR ELEVATION



LEFT SIDE ELEVATION

EXTERIOR ELEVATIONS

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

NO SCALE

Source: DDS/GA (2009)

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Conceptual Building Elevations (R-3 & R-5)

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3c

FRONT/REAR ELEVATION
NO SCALE

RIGHT ELEVATION
NO SCALE

LEFT ELEVATION
NO SCALE

FRONT/REAR ELEVATION
NO SCALE

No Scale
Source: DDS/GA (2009)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

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Conceptual Building Elevations (MF-1)

CAMPUS PARK VISUAL IMPACT ANALYSIS

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Figure 3d

No Scale

Source: DDS/GA (2009)

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Conceptual Building Elevations (MF-2)

CAMPUS PARK VISUAL IMPACT ANALYSIS

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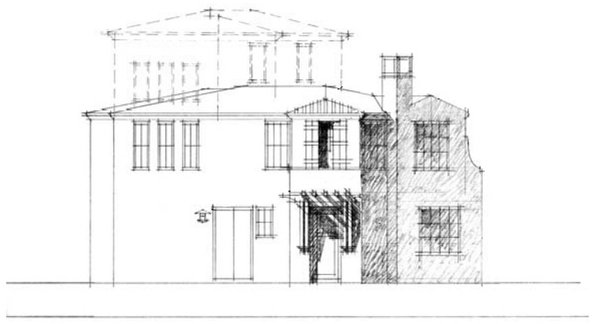
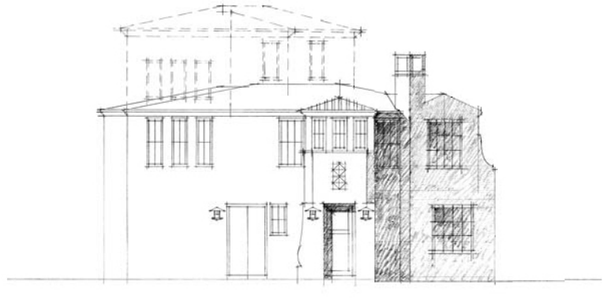
Figure 3e

A

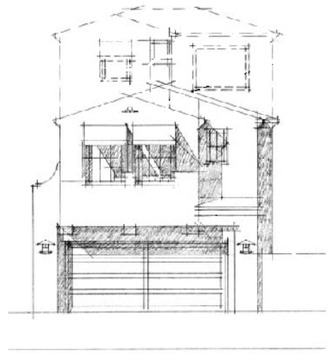


B

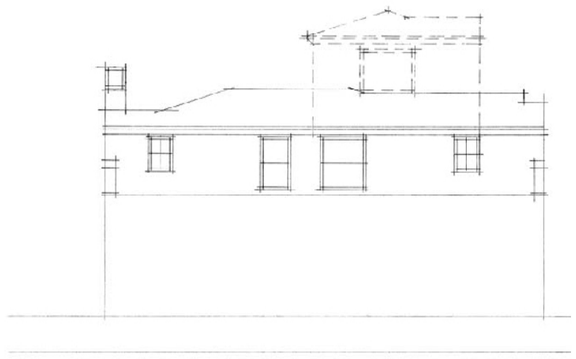


C

RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



REAR ELEVATION

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illustration purposes only.
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from concepts depicted on this exhibit.

No Scale
Source: DDS/GA (2009)

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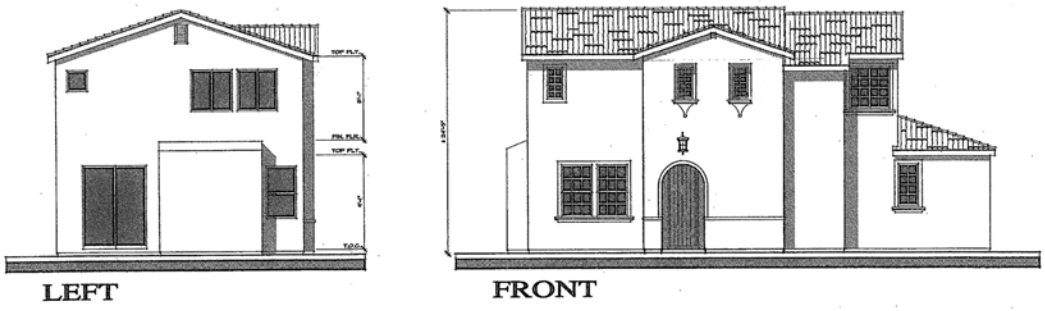
Conceptual Building Elevations (MF-3)

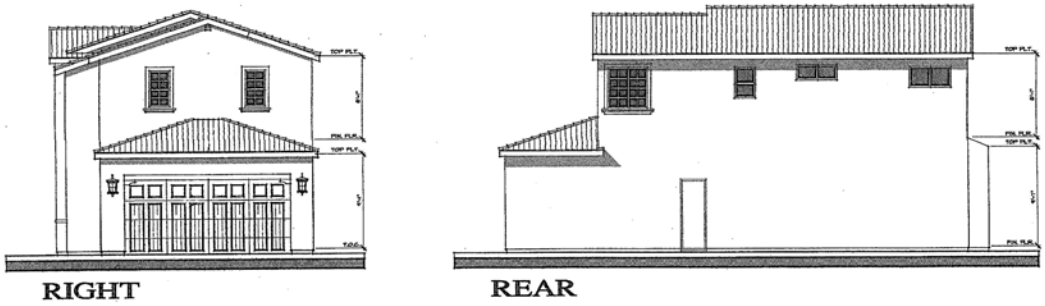
CAMPUS PARK VISUAL IMPACT ANALYSIS

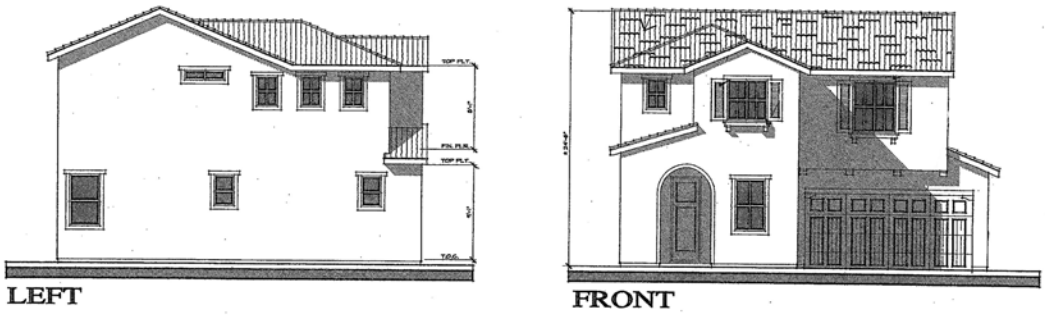
HELIX

Figure 3f

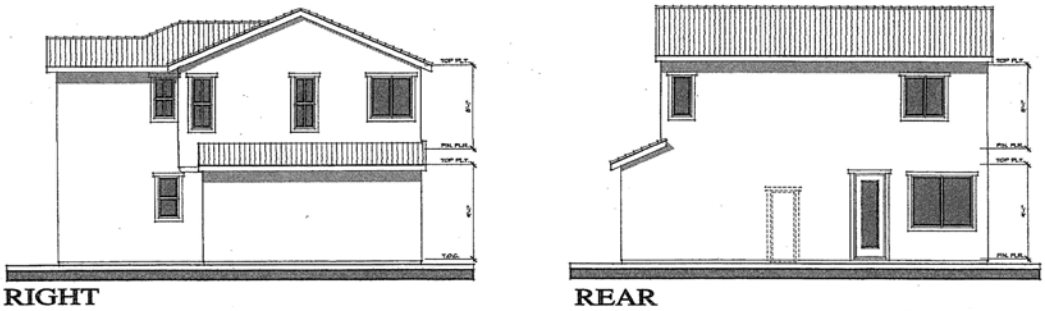


PLAN 1 ELEVATION A





PLAN 2 ELEVATION B



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No Scale
Source: DDS/GA (2009)

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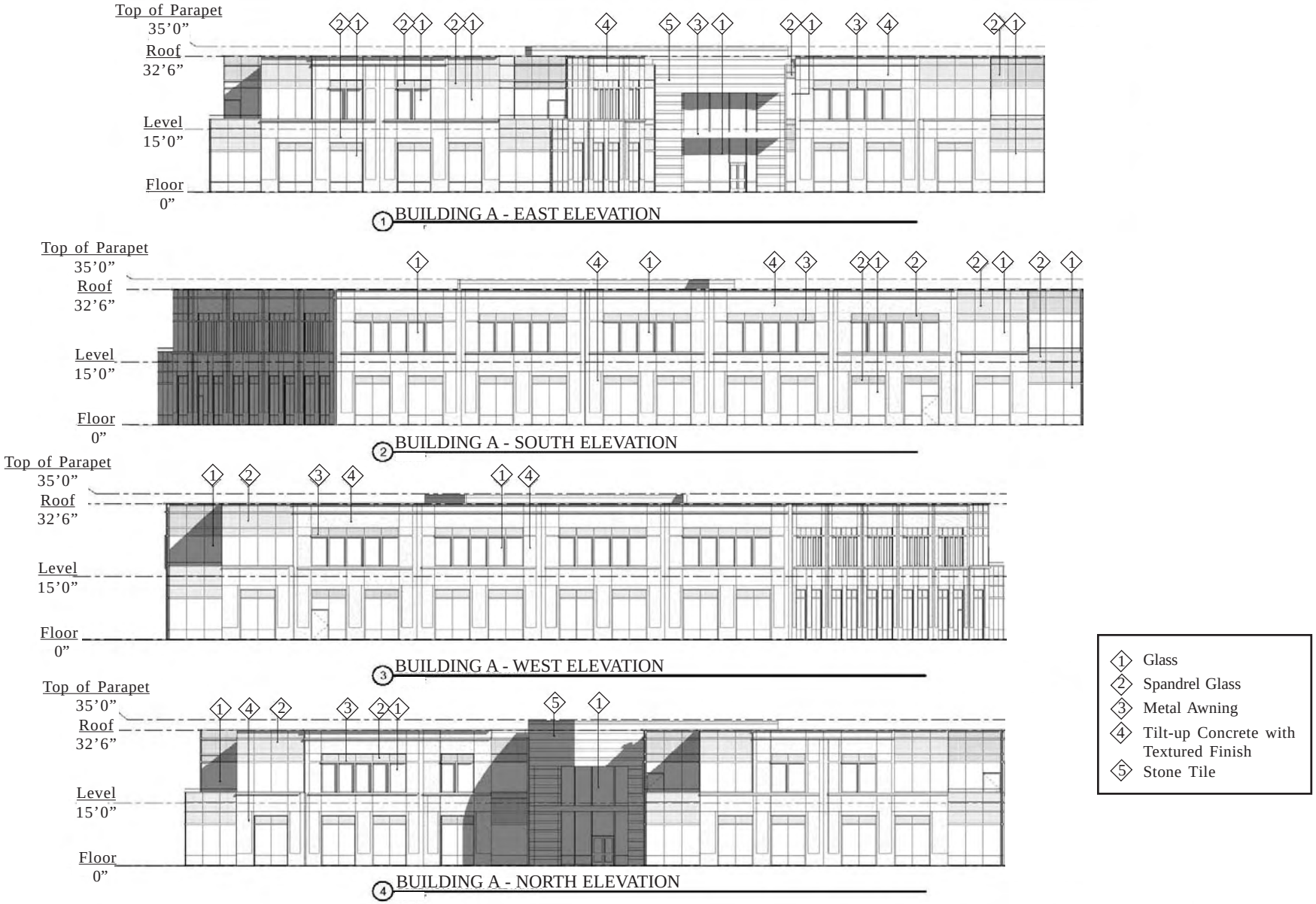
Conceptual Building Elevations (MF-4)

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3g



Source: SGPA Architecture (2009)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

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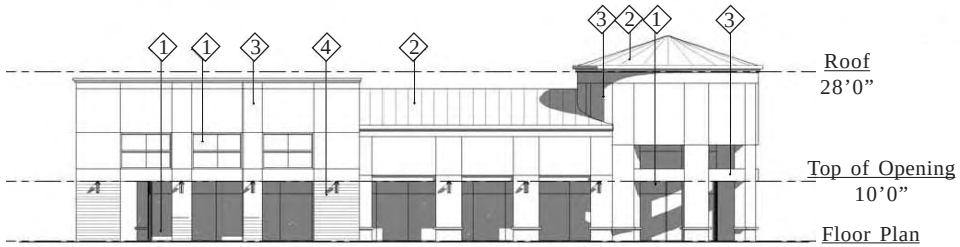
Conceptual Building Elevations (Office-Professional, Two-Stories)

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3h

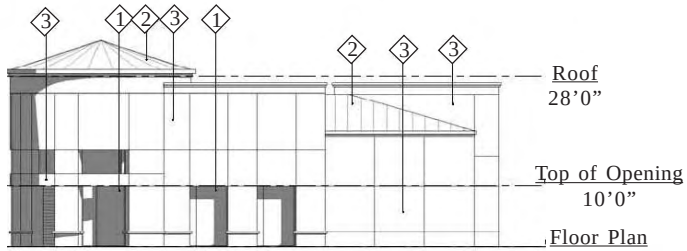


1 BUILDING D - EAST ELEVATION

2 BUILDING D - SOUTH ELEVATION

1 Glass
2 Standing Seam Metal Roof
3 Plaster Finish
4 Cultured Stone

3 BUILDING D - WEST ELEVATION



4 BUILDING D - NORTH ELEVATION

Source: SGPA Architecture (2009)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

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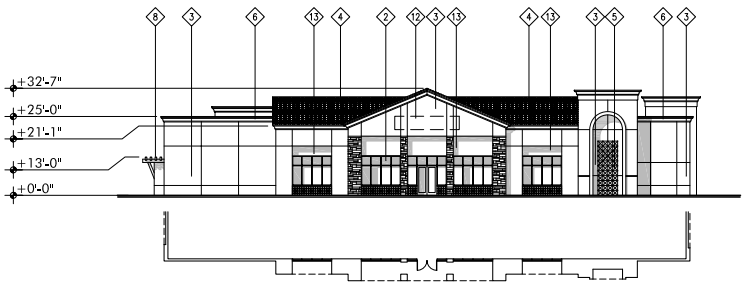
Conceptual Building Elevations (Office-Professional, One-Story)

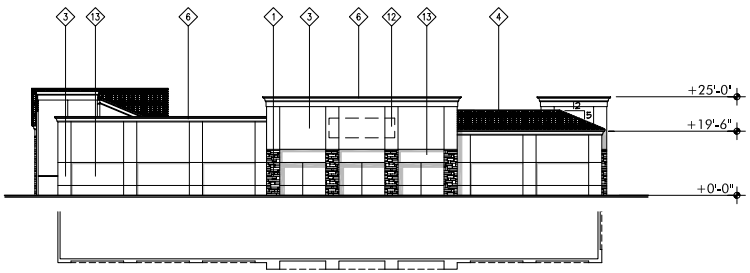
CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3i



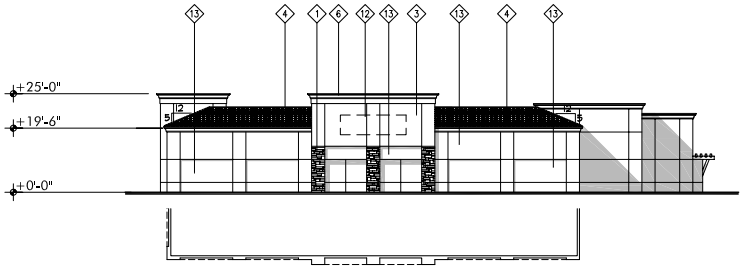
1 SOUTH ELEVATION



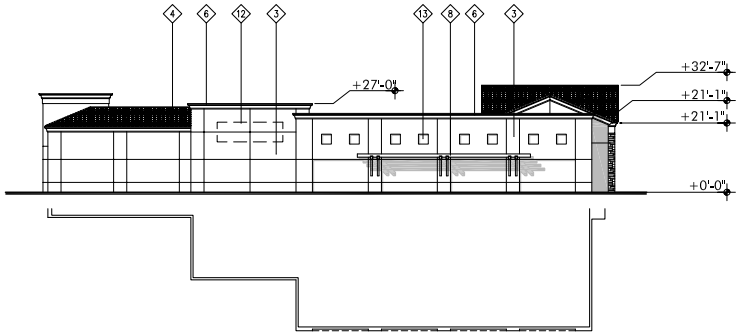
2 EAST ELEVATION

ELEVATION LEGEND

1 STONE VENEER	8 WOOD TRELLIS
2 STOREFRONT	9 METAL AWNING
3 PLASTER FINISH	10 FABRIC AWNING
4 TILE ROOF	11 LIGHT FIXTURE
5 DECORATIVE METAL	12 SIGNAGE LOCATION
6 CORNICE	13 DECORATIVE RECESS
7 DECORATIVE VENT	



3 NORTH ELEVATION



4 WEST ELEVATION

Retail Building Elevations

Source: SGPA Architecture (2009)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

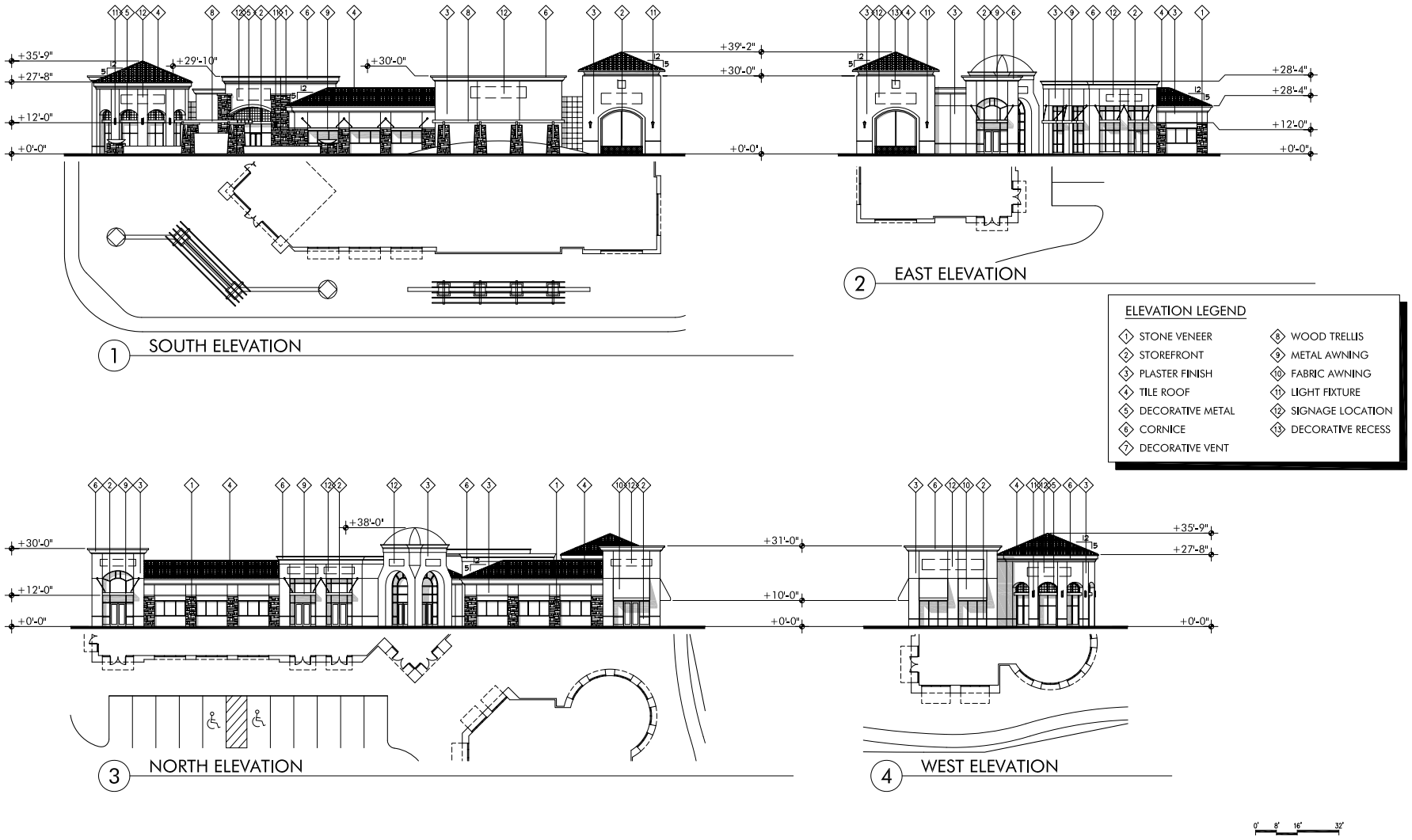
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\Visual\Fig3j_TownCenter_Arch.pmd -KF

Town Center Typical Architecture

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3j



Retail Building Elevations

Source: SGPA Architecture (2009)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

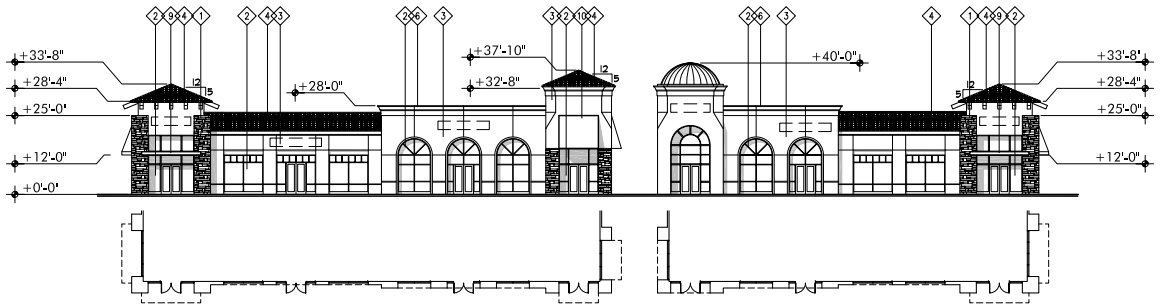
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\Visual\Fig3k_TownCenter_Arch.pmd -KF

Town Center Typical Architecture

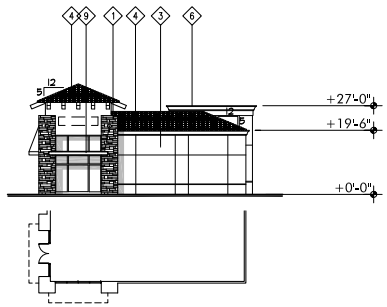
CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 3k



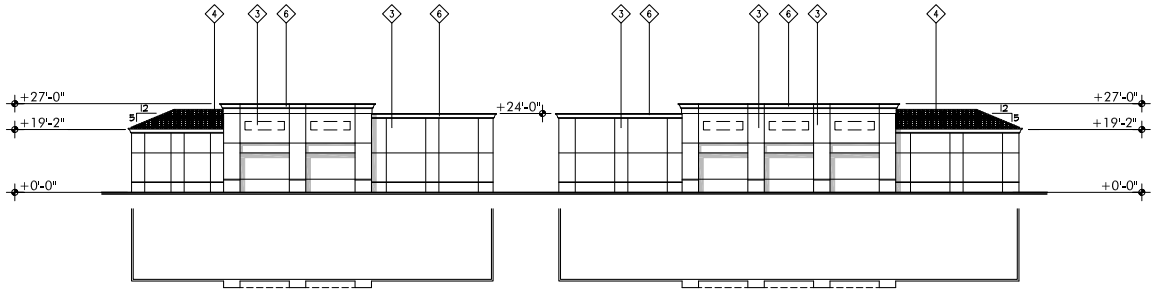
1 WEST ELEVATION



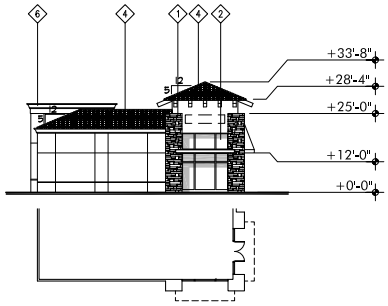
2 SOUTH ELEVATION

ELEVATION LEGEND

1 STONE VENEER	8 WOOD TRELLIS
2 STOREFRONT	9 METAL AWNING
3 PLASTER FINISH	10 FABRIC AWNING
4 TILE ROOF	11 LIGHT FIXTURE
5 DECORATIVE METAL	12 SIGNAGE LOCATION
6 CORNICE	13 DECORATIVE RECESS
7 DECORATIVE VENT	



3 EAST ELEVATION



4 NORTH ELEVATION

0' 8' 16' 32'

Retail Building Elevations

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: SGPA Architecture (2009)

I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\Visual\Fig3l_TownCenter_Arch.pmd -KF

Town Center Typical Architecture

CAMPUS PARK VISUAL IMPACT ANALYSIS

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Figure 3l

Non-residential buildings within the Proposed Project would conform to general architectural guidelines and criteria rather than strict design requirements. Continuity would be achieved through the use of complementary materials and building placement within lots. For example, the use of stone would be encouraged in order to reference local site characteristics and the rocky nature of the surrounding hills.

A trail staging area is proposed immediately west of Pala Mesa Drive, north of SR 76. This staging area would provide parking for recreational users intending to utilize the region's existing and/or future trail network. It would include an asphalt parking area; parking lot trees and landscaping; and perimeter landscaping, including a landscaped berm to screen lower asphalt portions of the parking area from view.

A sewer pump station would be constructed on 0.1 acre east of the proposed trail staging area and adjacent to Pala Mesa Drive (Figures 4 and 5).

The Project would require 1.6 million cubic yards of cut and fill to configure the proposed pads and slopes. The largest manufactured (cut) slope would be 65 feet tall, have a cut ratio of 1.5:1 (1.5 feet horizontal to every 1 foot vertical), and would be located in the northern portion of the project, along the eastern edge of Song Sparrow Drive. Additional manufactured slopes would be required in order to transition between the flat pad areas created for the houses and the surrounding hillsides, as well as between houses and within private lots. Parcel slopes surrounding the developed areas (as well as slopes within the project but not on private lots) would be HOA lots, and would be maintained by the association. With the exception of the single slope noted above, no manufactured (cut or fill) slope would exceed a maximum slope ratio of 2:1.

Landscaping would be used to increase continuity between various buildings and uses across the Project site (see the Landscape Concept Plan, Figure 6; complete landscaping lists are included in Tables 1a through 1h, provided at the back of this report). Primary street rights-of-way (Baltimore Oriole and Longspur Roads) within the Project site would be planted with formal rows of olives with informal accent tree groupings. These could include primary street trees of California sycamore and coast live oak with background, slope and accent trees of incense cedar, African sumac and Australian willow among others. The reader is referred to Table 1b for a complete list. The major roadways providing access to the Project (Horse Ranch Creek Road, Pala Mesa Drive), and SR 76 would be lined with trees. Within the Project, landscaping would include informal groves of trees such as sycamores and oaks with accent groves consisting of olives and/or flowering accent trees. In general, streetscape trees would be 40 to 50 feet on center in order to maintain 20 feet between mature canopies. Post-and-rail fences, vine arbors and low stone walls edging the streets and walkways also would be used to contribute to the rural character of the entry statement (see Figure 7 for the Conceptual Fencing and Monument Plan, and Figures 7a through 7c for the Conceptual Entry Monument and Community Wall, Fence, and Sound Walls and Barriers Concepts). Residential areas (both single-family and multi-family) would use the same trees, providing continuity within the overall development. These trees would include some of the most iconic—silk, camphor, Chinese flame and Brisbane box are all included, as well as others (see Tables 1c and 1d).

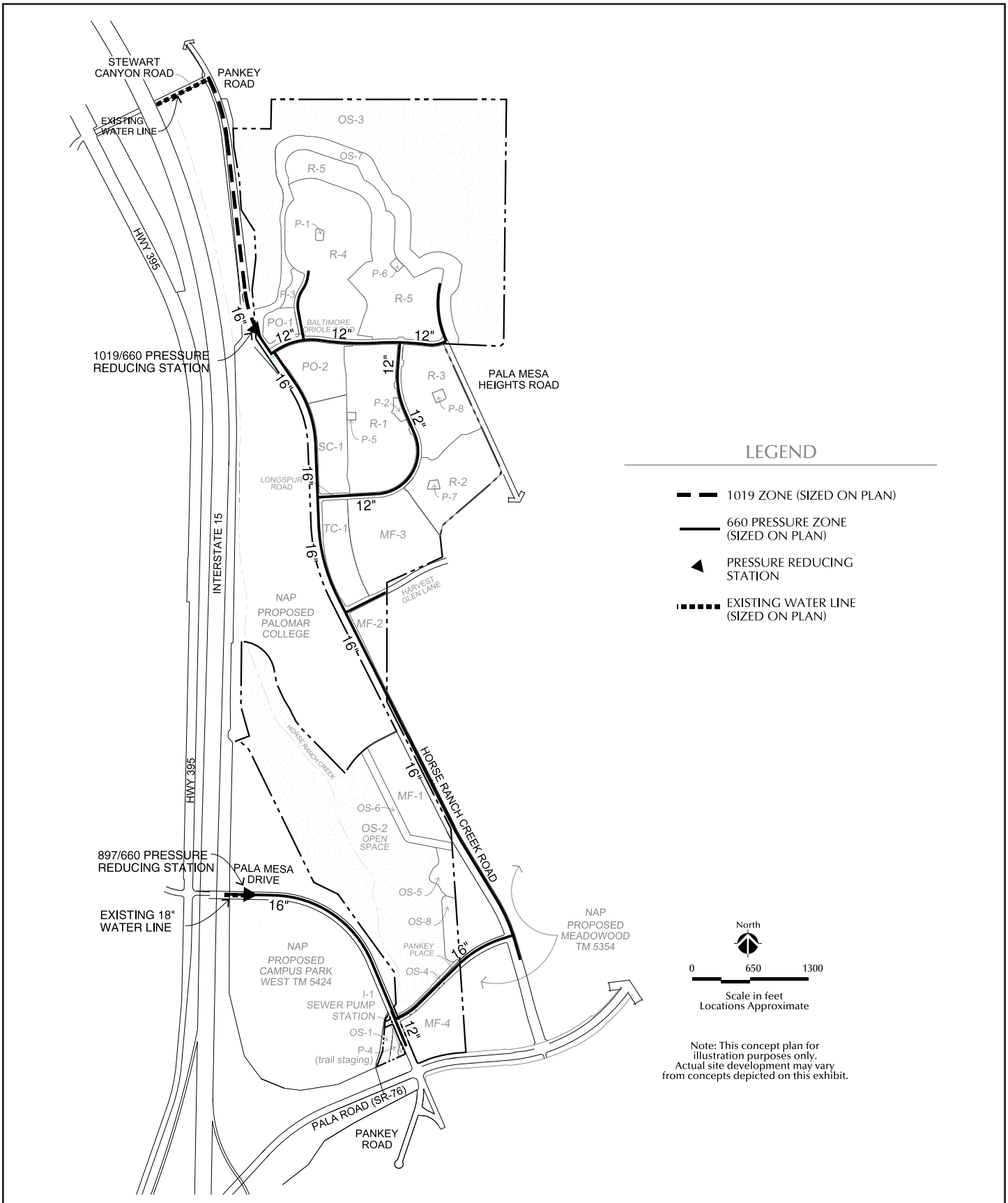
Landscaping also would be used to provide transitions between the proposed development and surrounding open space areas as well as to screen manufactured slopes. Native trees and shrubs would be used in the fuel modification/brush management zones surrounding the outlying houses, as allowed

in the Fire Protection Plan/Fuel Modification Plan (FPP; Hunt Research Corporation [Hunt] 2009) prepared for the Project (refer to Figure 6a for the Conceptual Fuel Management Areas). These plants would provide a transition and a buffer between the ornamental landscape within the neighborhoods and the native landscape on the surrounding hillsides or creek areas; the primary tree would be oak supported by sycamore at creek or channel crossings. Manufactured slopes and transition areas between neighborhoods within the Proposed Project would be planted with native and low water use vegetation such as California fuchsia, meadow sedge, ceanothus (wild lilac), and coastal agave (see Tables 1g and 1h for complete lists).

Additional landscape features such as fences, walls, and signs would emphasize entryways for the professional office, Town Center, and neighborhood areas within the Project. The primary entry on Horse Ranch Creek Road would be planted with California sycamore and olives. Walls and fences also would be used to create continuity and establish character. Walls would provide screening, sound attenuation, security, and neighborhood identity; these would be faced with stone (or have stone highlights) where visible to the general public. Perimeter walls would be constructed with concrete blocks between occasional pilasters; the pilasters would be faced with stone. Wooden post and rail fences would edge roadways and trails where equestrian uses are permitted (see Conceptual Fencing Plan, Figure 7).

Approximately 174 acres of existing vegetation (approximately 42 percent of the Project site) would be retained on site within dedicated biological open space preserves; coastal sage scrub-covered slopes would be preserved in the north, northwestern, and northeastern portions of the site, while riparian areas would be preserved along the southwestern boundary of the property. An additional 25.1 acres (fuel management zones, interior landscaped slopes and a detention basin) would be designated as open space for HOA maintenance, otherwise known as common open space. In addition, six passive-use neighborhood parks (each either 0.2, 0.3 or 0.5 acre) and an HOA recreation/community facility—including a pool and a small picnic area/barbecue—would serve local residents. An 8.5-acre active sports park would be located along Horse Ranch Creek Road. The park would include two baseball fields—one overlapping with a soccer/multi-purpose field—a restroom/maintenance building, and parking. In all, approximately 52 percent of the Project site would consist of park facilities or open space, including biological open space preserves and storm water management facilities. No development or fire clearing would be allowed within the preserved native open spaces, although hiking trails would connect the Town Center, residential areas, and internal community trails to existing hiking trails in the surrounding area (see Parks and Trails Plan, Figure 8). As described above, the Proposed Project would include buffers between the development and the open space areas. Buffers would overlap with the fire zones and would contain native species, per the fire management plan (Hunt 2009).

Several new roadways would be constructed to provide access to the Project's neighborhoods. Horse Ranch Creek Road would provide the primary entrance to the Project site and access to the majority of the development. This road would extend north from SR 76, ultimately connecting with the existing northern portion of Pankey Road. Horse Ranch Creek Road would be 78 feet wide (including a 14-foot-wide median), and would be placed within a 106-foot-wide right-of-way. It would consist of two travel lanes in each direction. The right-of-way would contain street lighting as well as 16-foot-wide landscape easements that would contain meandering pathways. As noted above, the pathways would consist of an eight-foot-wide decomposed granite trail on the west side of Horse Ranch Creek Road (for equestrian and pedestrian use) and a five-foot-wide concrete sidewalk on the east side (for bicycle



Source: DDS/GA (2009)

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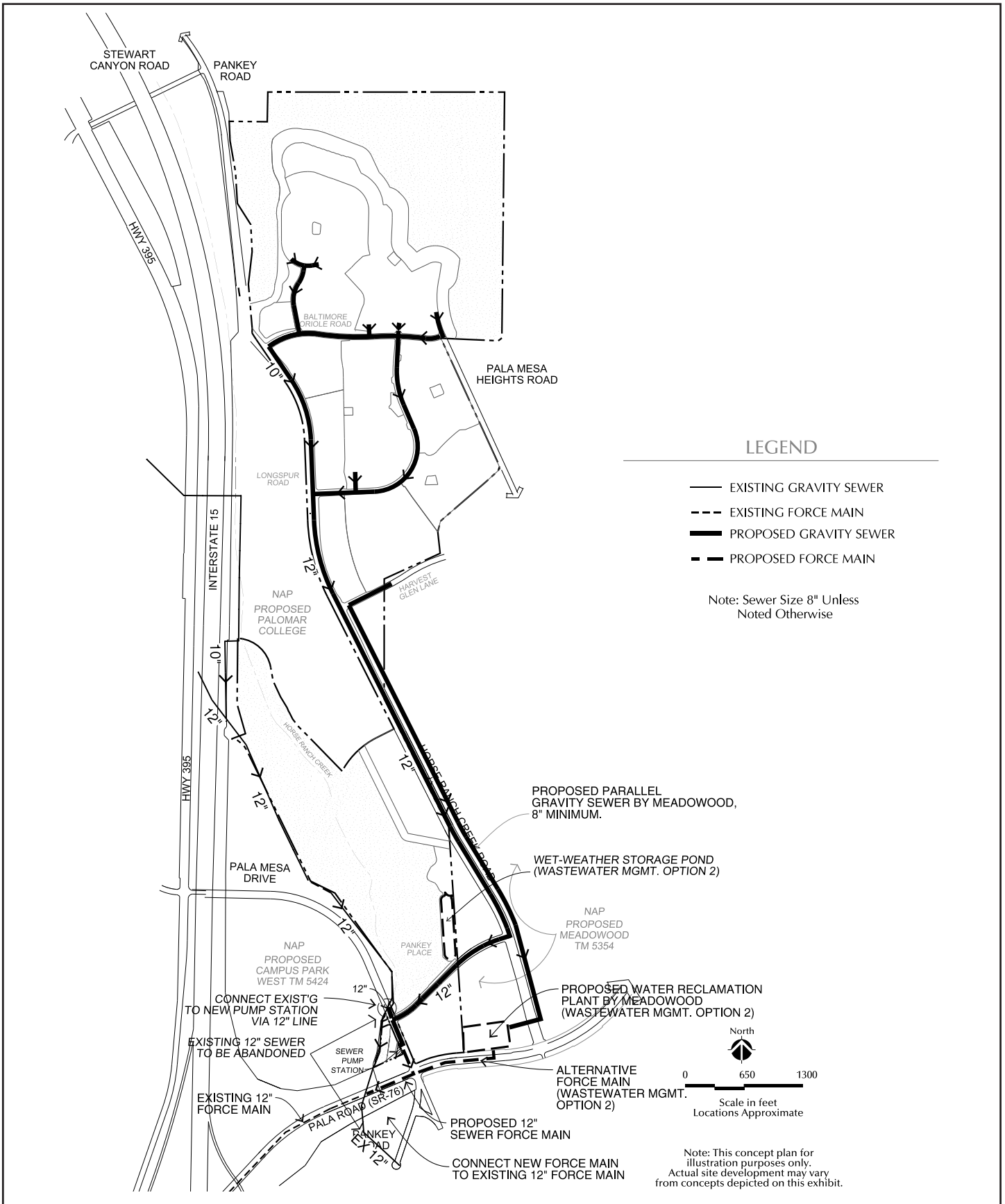
Conceptual Water Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 4



Source: DDS/GA (2009)

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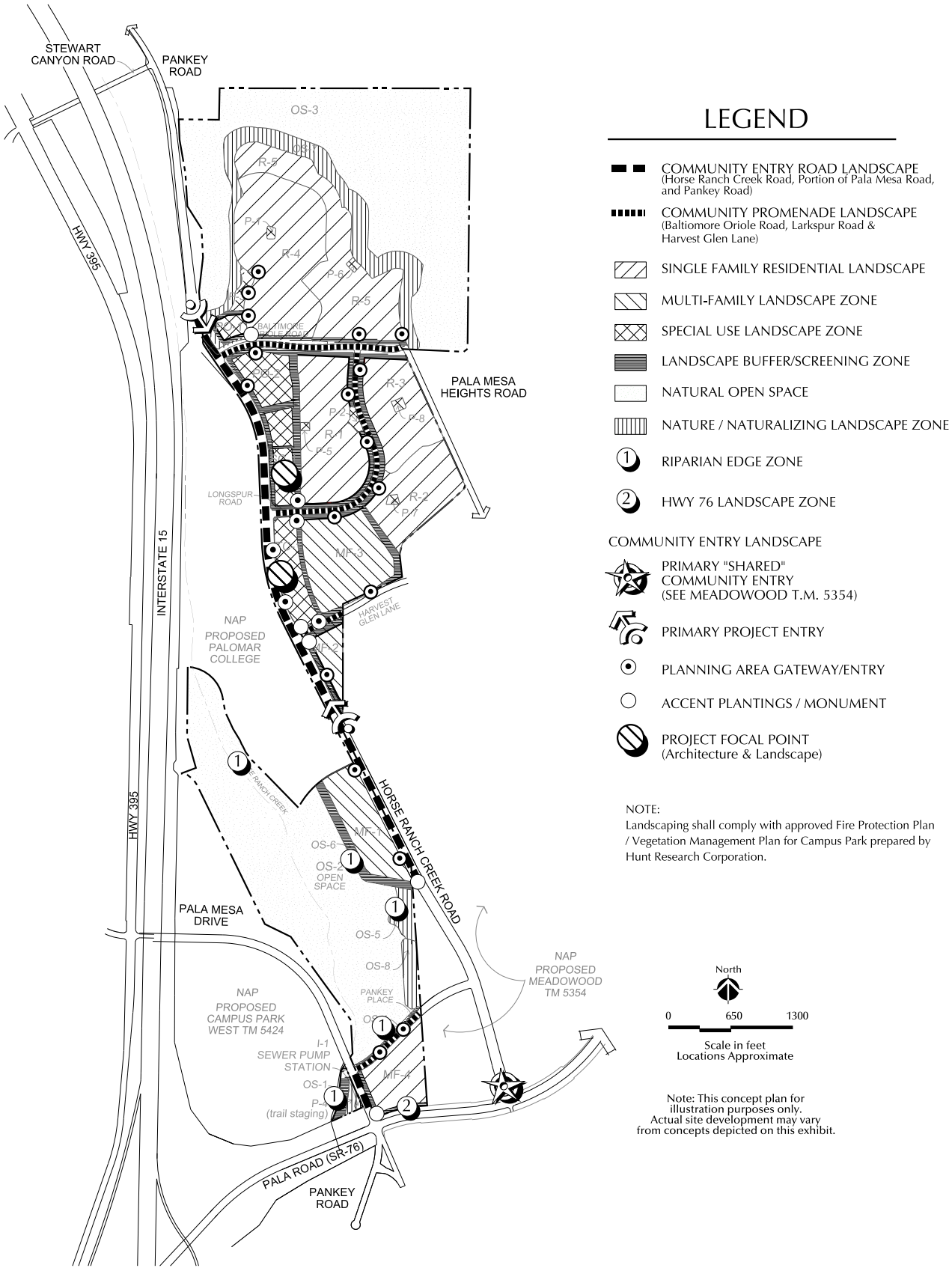
Conceptual Sewer Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 5



Source: DDS/GA (2009)

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Landscape Concept Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

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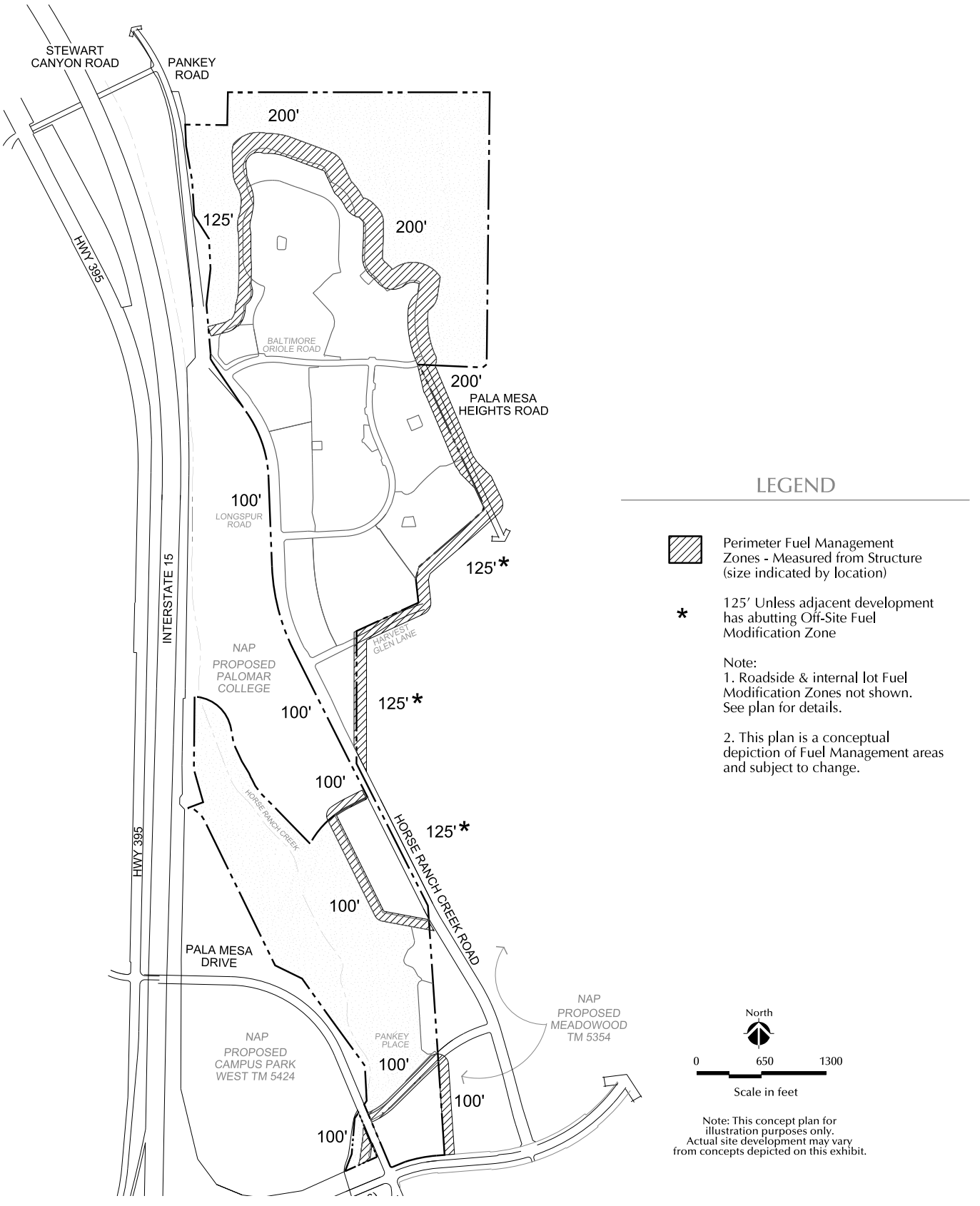
Figure 6



Source: DDS/GA (2009)

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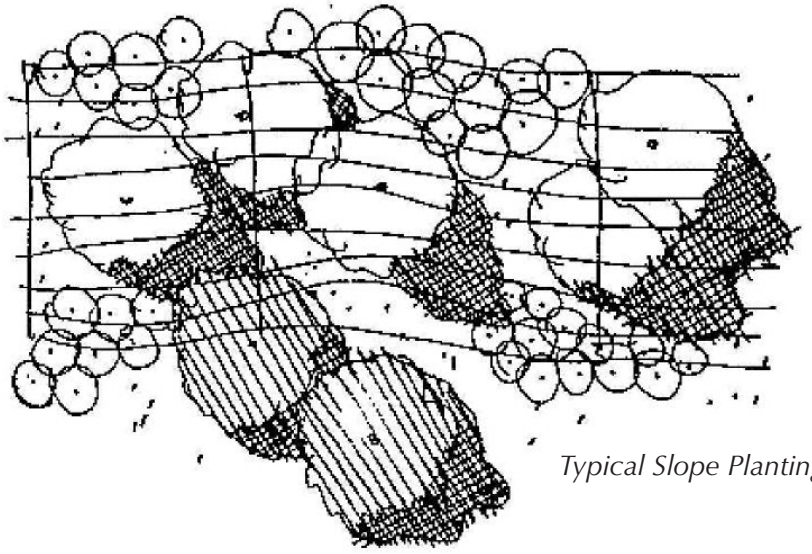
Conceptual Fuel Management

CAMPUS PARK VISUAL IMPACT ANALYSIS

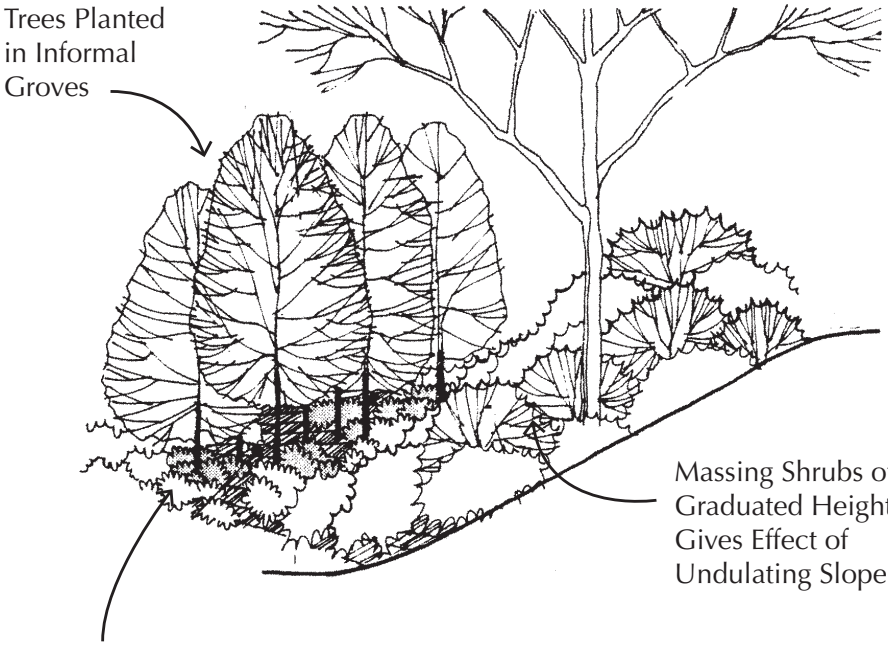
Figure 6a

HELIX



Typical Slope Planting

Continue Shrubs and Groundcover
Beyond the Limits of Slope
Where Possible to Soften Edges



Low Shrubs and Groundcover
Planted Amongst Trees -
Simulates Swale Area

Note: This concept plan for
illustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: SGPA Architecture and Planning (2009)

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Landscape Concept Manufactured Slopes

CAMPUS PARK VISUAL IMPACT ANALYSIS

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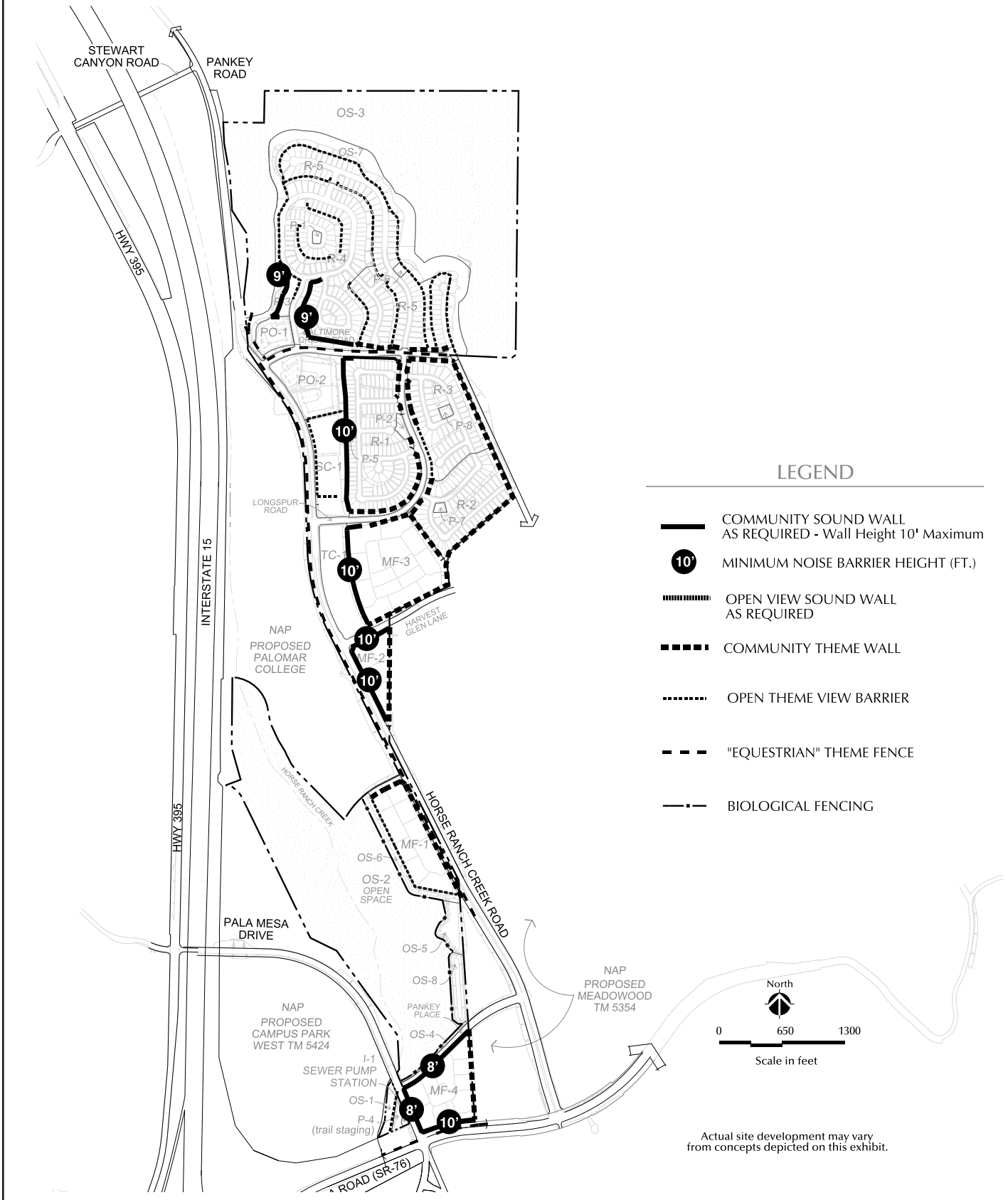
Figure 6b



Source: DDS/GA (2009)

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Wall and Fencing Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

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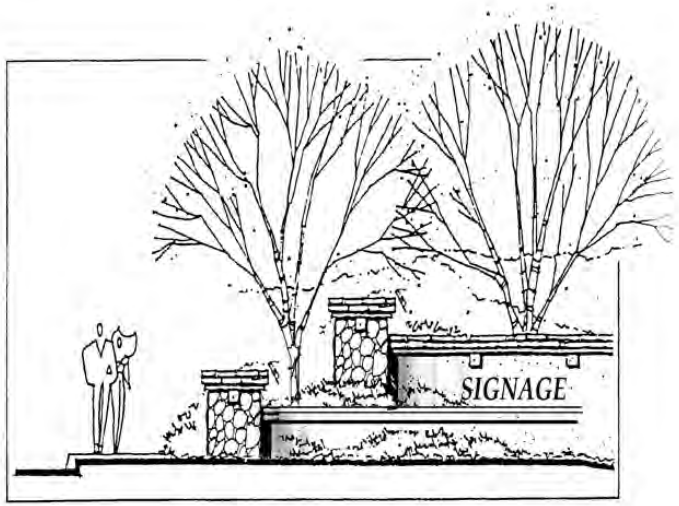
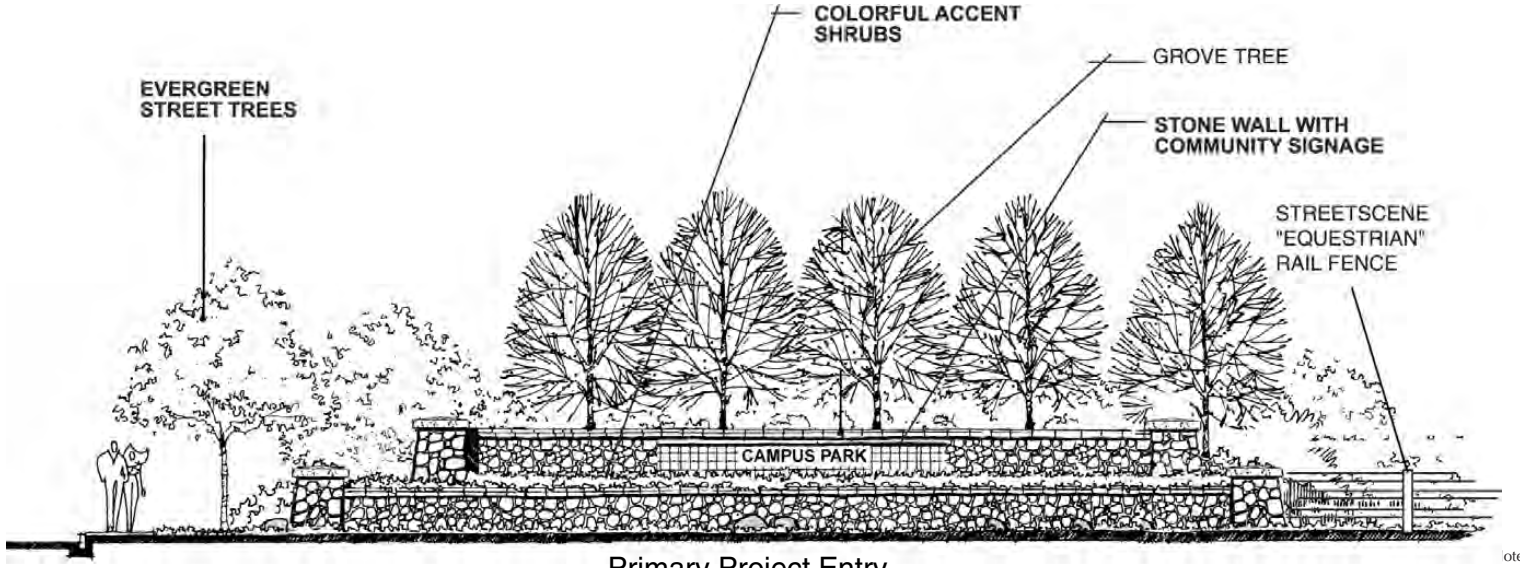
Figure 7



Planning Area / Gateway Entry



Primary Project Entry

ote: This concept plan for
.llustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: DDS/GA (2009)

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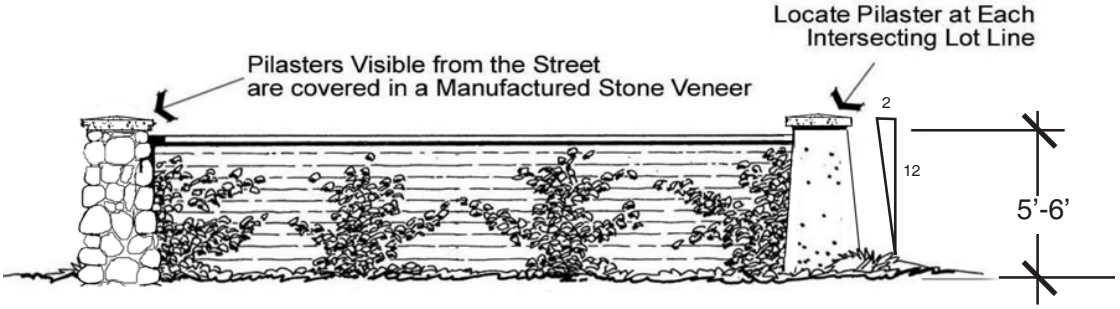
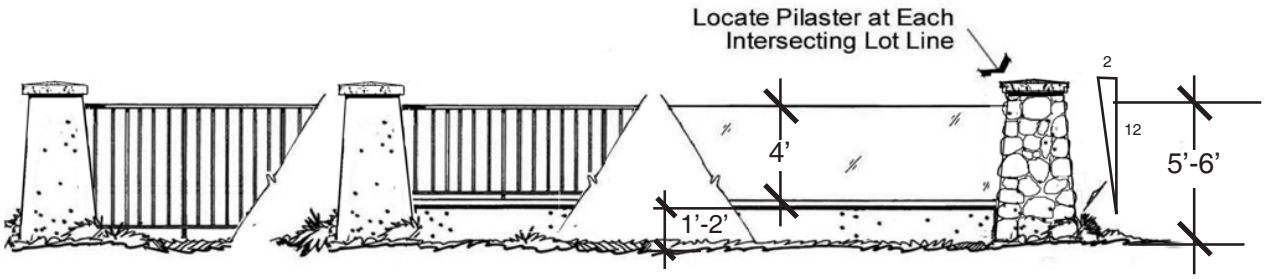
Entry Monuments

CAMPUS PARK VISUAL IMPACT ANALYSIS

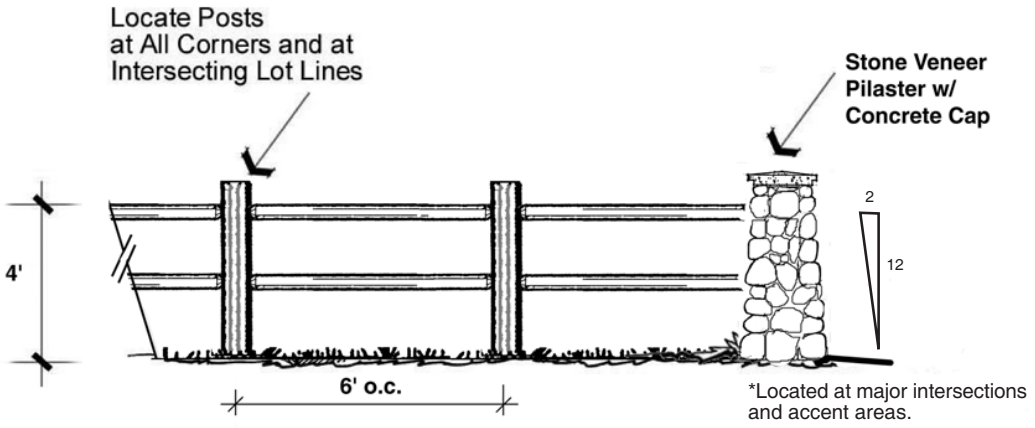
Figure 7a



Community Theme Wall – no scale
Split-faced concrete block, both sides, street side can be used
as a vegetative anchor. Stone veneer or stucco pilaster with beveled concrete cap



Open Theme View Barrier – no scale
Wrought iorn fence, or clear non-glare "Lexon" type panel
with stucco or stone veneer pilaster and split-faced block low wall, both sides.



Rural "Equestrian Style" Theme Fence – no scale
Wood or approved alternative material

Note: This concept plan for
illustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: DDS/GA (2009)

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Community Wall and Fence Concepts

CAMPUS PARK VISUAL IMPACT ANALYSIS

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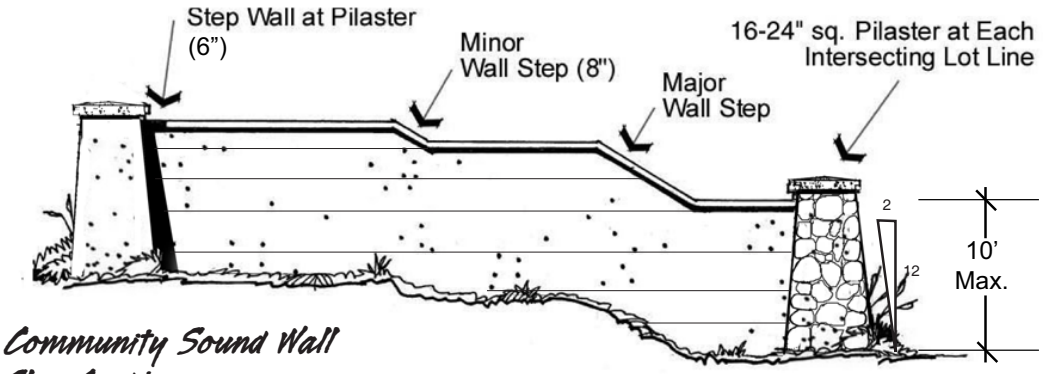
Figure 7b

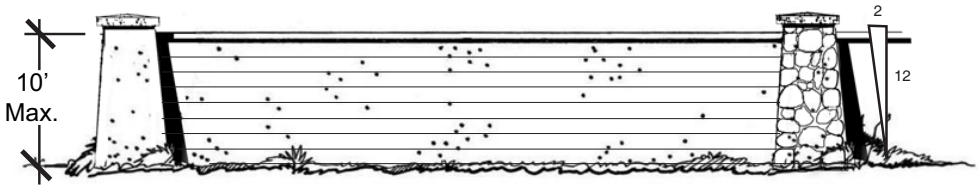


*

Community Sound Wall

Slope Condition – no scale

Note:
Pilasters Visible from the Street are covered in Stone Veneer

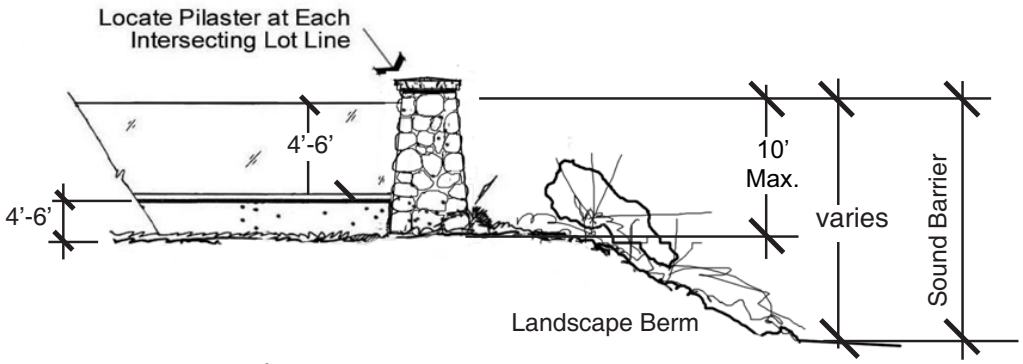


Located Pilaster at Each
Intersecting Lot Line and/or
40' o.c.

Note:
Pilasters Visible from the Street
are covered in Stone Veneer

Community Sound Wall – no scale

Split-faced concrete block or stucco, both sides with
split-faced concrete block pilaster with beveled concrete cap



Community Open View Sound Barrier – no scale

Clear non-glare "Lexon" type panel
with stucco or stone veneer pilaster and split-faced block low wall, both sides.

Note: This concept plan for
illustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: DDS/GA (2009)

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Community Sound Walls/Barriers

CAMPUS PARK VISUAL IMPACT ANALYSIS

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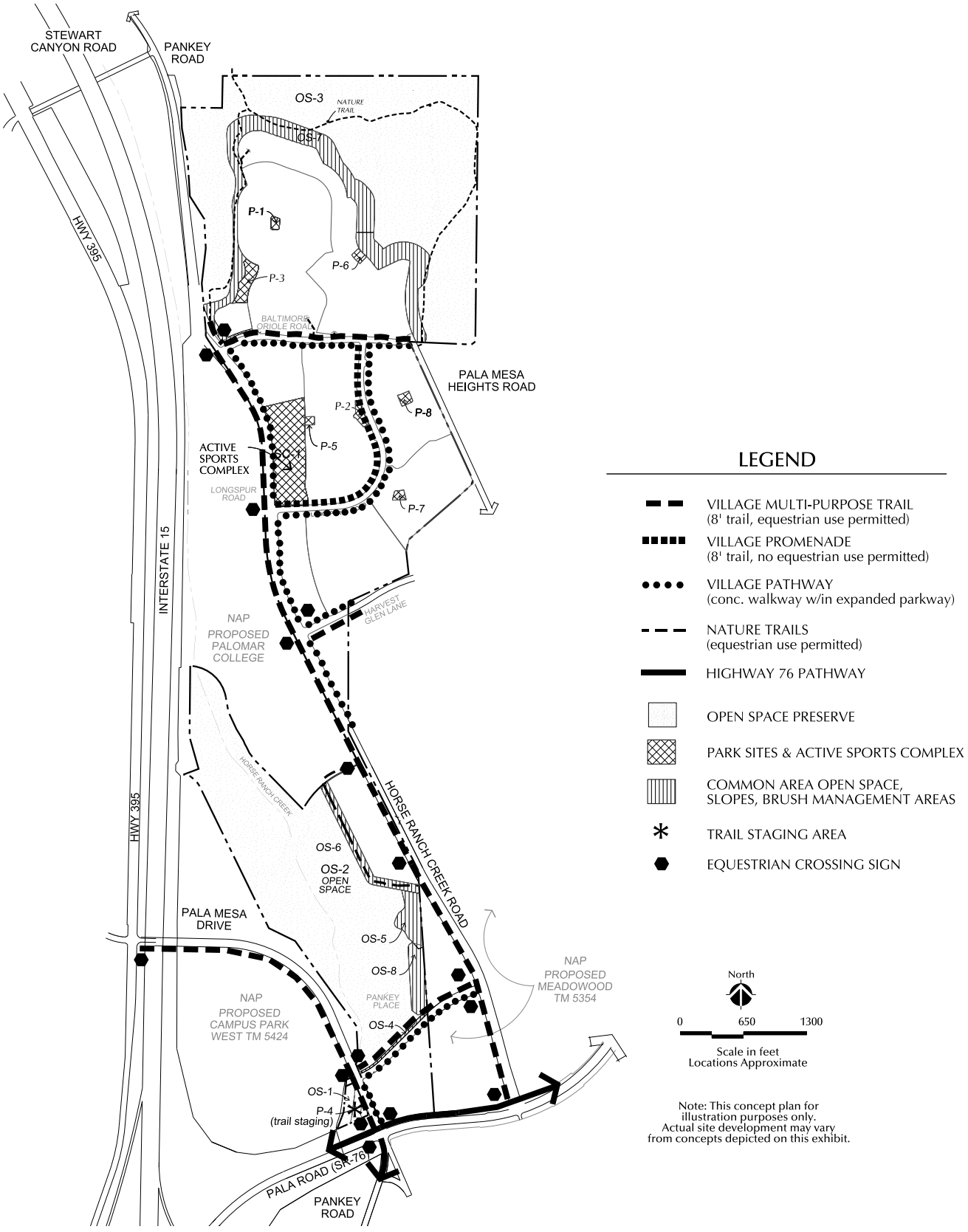
Figure 7c



Source: DDS/GA (2009)

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Open Space, Parks, and Trails Plan

CAMPUS PARK VISUAL IMPACT ANALYSIS

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Figure 8

and pedestrian use) connecting to neighborhood walkways and trails within the Project site and surrounding area.

Secondary street access would be provided from the south via Pala Mesa Drive, which would extend northwest from Pankey Place, and ultimately connect to Old Highway 395 west of I-15 via an existing, currently unused bridge. Cul-de-sacs and collector roads would serve the residential areas. All roads would have sidewalks (composed of either concrete or decomposed granite), landscape easements, and lighting. Some roads would include on-street parking; additional off-street parking lots would be provided within the professional office, Town Center, multi-family residential, and park areas.

SR 76, adjacent to the southern edge of the Project site and for a limited extent east and west of Pankey Road, is currently undergoing widening to accommodate region-wide traffic and to ensure acceptable traffic flow by others. The SR 76 trail in this area (see discussion under Recreational Facilities, below) would have an eight-foot wide decomposed granite trail and rail fencing installed by the Proposed Project on the north side of the road (see Figures 7 and 8).

The Proposed Project also includes off-site road and utility improvements. The proposed alignment for Horse Ranch Creek Road, the major community access road, extends through the parcel, and connects with SR 76 just east of the Project site. Additionally, an extension of Pala Mesa Drive would be constructed through the adjacent Campus Park West property to connect to the Pala Mesa Drive bridge over I-15. All new utility lines would be installed below grade and would not be visible, nor would they require the removal of trees or highly visible vegetation. An existing 69-kilovolt power line extending east-west across open space and the Project development area would be undergrounded in concert with adjacent planned development from future Horse Ranch Creek Road to east of Campus Park.

2.0 EXISTING CONDITIONS

This section addresses the existing setting and visual conditions in the area, and includes photographs of the site. This section also includes a discussion of the Project viewshed, as well as the numbers of viewers in the area, and the location, type and frequency of views. The existing visual and landform setting is based on an analysis of photographs, topographic mapping, aerial photographs, reference document reviews, and documented on- and off-site land uses, as well as site reconnaissance.

2.1 Existing Setting

2.1.1 Campus Park Project Site

Site Topography

The topography of the Project site generally slopes downward to the south and west, toward Horse Ranch Creek, which extends along the western Project site boundary and ultimately feeds the San Luis Rey River in the south. The southern area of the Project site is relatively flat, consisting primarily of flood plains associated with the creek and attendant riparian areas. The lowest elevation on site is approximately 250 feet above mean sea level (amsl) at the southern boundary of the Project site.

Topography is more varied in the northern area the site, where slopes comprising the base of Monserate Mountain slope upward to the north and east, and canyons transect the hills in a northeast/southwest direction, directing drainage into Horse Ranch Creek. The highest point on the Project site is approximately 850 feet amsl, located in the northeastern corner of the site. A small ridgeline with elevations of approximately 460 to 510 feet amsl extends from the surrounding hillsides southward along the western boundary of the Project site.

Hillsides in the northern area of the Project site are composed of gentle to steeply rising slopes. The steepest on-site slopes comprise the walls of the canyons running through the central portion of the northern area, while other steep slopes with more than a 50-foot rise exist on the hillside near the northwestern portion of the property and on the hillsides rising northward and eastward toward the mountains. Refer to Figure 9a, Steep Slope Map, for a map showing natural slopes with more than a 50-foot change in elevation.

Existing Site Land Uses

The Project site currently supports one residence and some minor passive agriculture (grazing) activities; the majority of the Project site has been used for grazing. Two ostriches are present, and (at the time of initial site visit) approximately 60 cattle were kept within the southern half of the site. Historically, the flatter portion of the site was used for crop farming. Containment and drainage channels were constructed in these areas to allow for irrigation and cultivation of crops. When I-15 and SR 76 were constructed, drainage from the property into San Luis Rey River was restricted to a channel and bridge structures. The Horse Ranch Creek drainage was originally altered during the construction of Old Highway 395 and SR 76. More recently, the creek was realigned during construction of I-15.

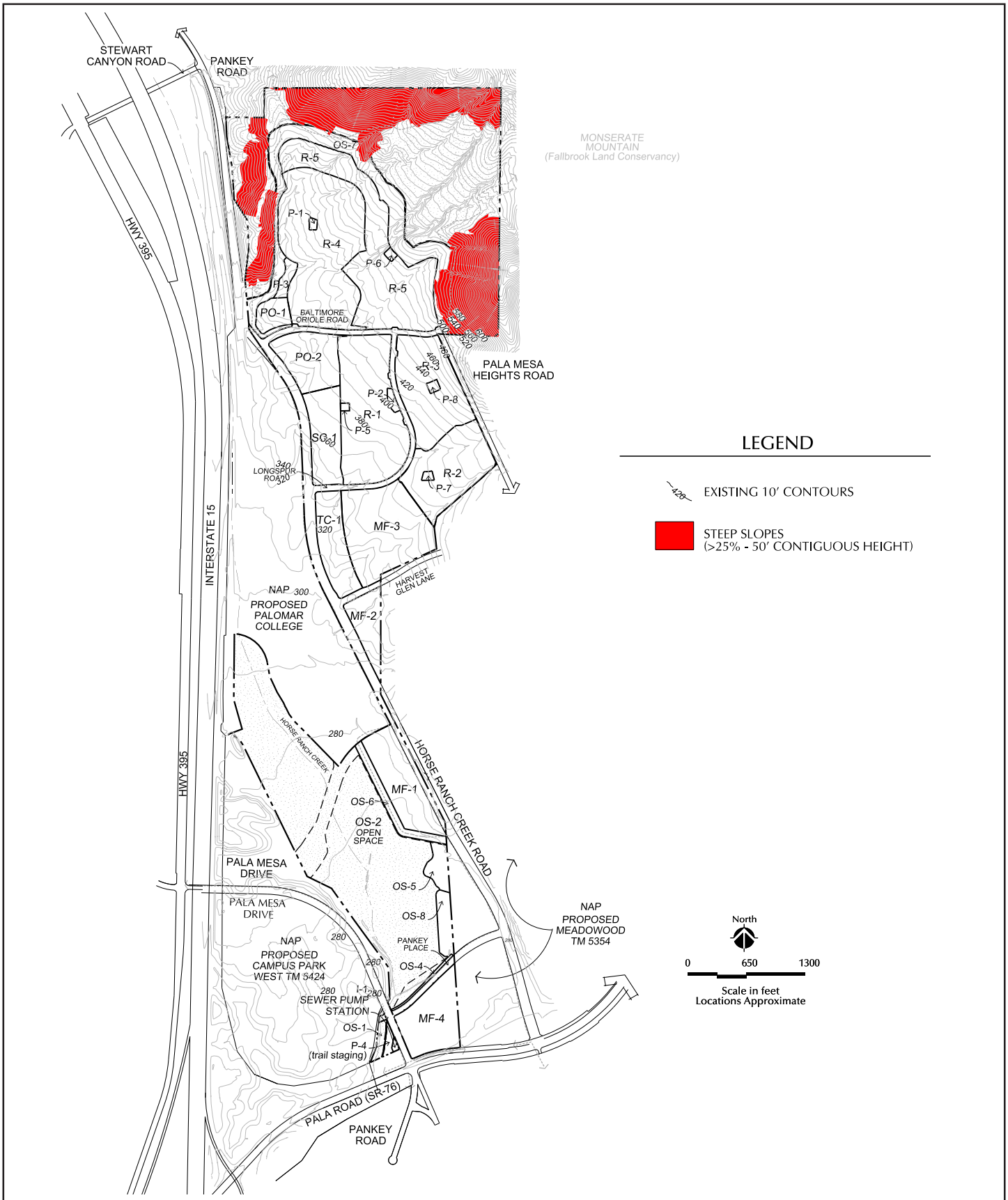
The southern extension of Pankey Road, which intersects with SR 76, trends through the southwestern-most portion of the Campus Park property. Several dirt roads are located on site, including Pala Mesa Heights Drive, which divides the Project site's 241-acre parcel to the south and the 176-acre parcel to the north. This private road provides access to the properties that are north and east of the road.

Vegetation

The northern portion of the project site burned in the Rice Fire of October 2007. The burned area consists of coastal sage scrub and non-native grasslands habitats. The fire did not burn the area to the south of proposed Pankey Place, the on-site residence, or the riparian areas. The following information and analysis is based on site surveys conducted prior to the fire.

The visually dominant features of the Project site consist of riparian vegetation in the approximate southern third of the site, grassy areas in the central third of the site, and a variety of native vegetation among the hills and canyons of the northern third of the site (Figure 9b).

Large sycamore and oak trees and a wide swath of riparian vegetation grow near Horse Ranch Creek, covering most of the southern portion of the Project site. The dense riparian vegetation associated with the creek spreads northward, narrowing to a smaller strip of trees where it leaves the Project parcel and parallels I-15. No buildings currently exist in these areas. The riparian vegetation does not



Source: Landmark Consulting (2009)

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Steep Slope Map

CAMPUS PARK VISUAL IMPACT ANALYSIS

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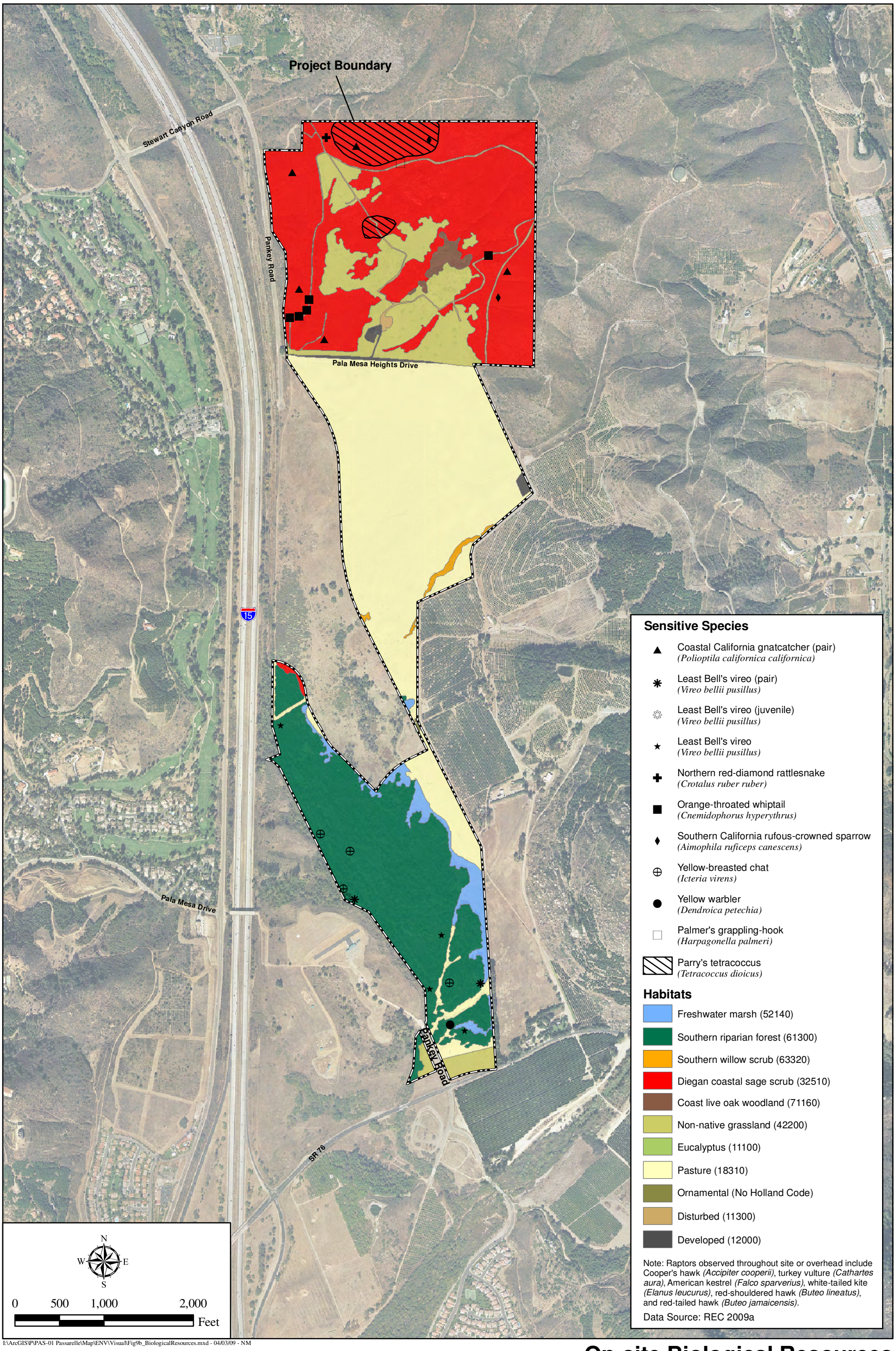
Figure 9a



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On-site Biological Resources

CAMPUS PARK VISUAL IMPACT ANALYSIS

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Figure 9b

border the southern boundary of the site. A grassy area, approximately 500 feet across and as wide as the property, buffers the riparian area from SR 76. The creek continues southwesterly after crossing the southern extension of Pankey Road.

The middle third of the Project site is almost entirely covered with low-growing, grassy vegetation on flat ground or low hills.

North of Pala Mesa Heights Drive the topography and the vegetation are more varied, and the site contains a larger variety of visual elements. Dark-colored oak trees and large shrubs grow in and along the canyons, and scattered stands of eucalyptus delineate the current residence and former home sites, the foundations of which currently are overgrown with native vegetation. The hills in the northern portion of the site mainly are covered with low-growing shrubs or grasses. Dense, shrubby native vegetation similar to that found in the surrounding hills, grows on the higher elevations of the Project site, near the property boundaries.

Non-native and disturbed vegetation types that occur on site include non-native grassland, ornamental trees, eucalyptus woodland, and disturbed and developed areas.

Existing Outdoor Lighting

The Project site currently has very low levels of existing lighting, due to the existence of only one residence on the property. Minimal lighting, limited to that needed for safety, exists at that residence. This lighting is visible from I-15 and is generally the only lighting visible to the east of the interstate at night between the Stewart Canyon Road undercrossing north of the site and SR 76 south of the site.

Typical Project Site Views

Several photographs were taken to illustrate the existing visual character of the Project site and the surrounding area. These are described in the following paragraphs. Figure 10 is an aerial photograph of the Project site and the surrounding area, and shows the location from which each photograph shown in Figures 11a through 11f was taken. Photographs 1 through 3 (Figures 11a and 11b) were taken on the Project site and depict existing land forms, vegetation, and structures on site, as well as features of the surrounding area that provide a backdrop for Project views. Photographs 4 through 12 (Figures 11b through 11f) illustrate typical views (TVs) toward the Project site from public roadways or trails in the areas surrounding the Project site.

TV 1 (Figure 11a) looks eastward across the Project site. This photograph was taken from near the western property boundary in the central portion of the Project site. A small shed (which has since been removed when the well site it protected was capped) and some power poles supporting utility lines are visible in the middle ground of the photograph. Grassy areas make up the foreground and surround the shed. Off site, neighboring groves are visible in the background at the right edge of the photograph. Hills that are part of Monserate Mountain, east of the Project site, comprise the background. This TV depicts both the visual unity of the central portion of the site, consisting almost wholly of grazed/non-irrigated vegetation, as well as the topographic diversity visible in this area.

TV 2 (Figure 11a) looks southward from the foundations of a former house in the northern portion of the Project site. The foreground shows a small portion of the (disturbed) coastal sage scrub existing in

the northern portions of the Project site. The middle ground includes the on-site grassy areas, the prior shed, and some power poles. Citrus and avocado groves neighboring the site appear as the dark green area above the left side of the Project boundary. The roofs of homes in the Lake Rancho Viejo residential development can be seen beyond the San Luis Rey River, in the distance. I-15 and the Lilac Road bridge over I-15, as well as the hills and mountains defining the valley in which the Project site is located, make up the background of this photograph. This view reinforces both the general continuity of the central portion of the site seen in TV 1 as well as the diversity of topography and vegetation provided in the southern portion of the property and off site.

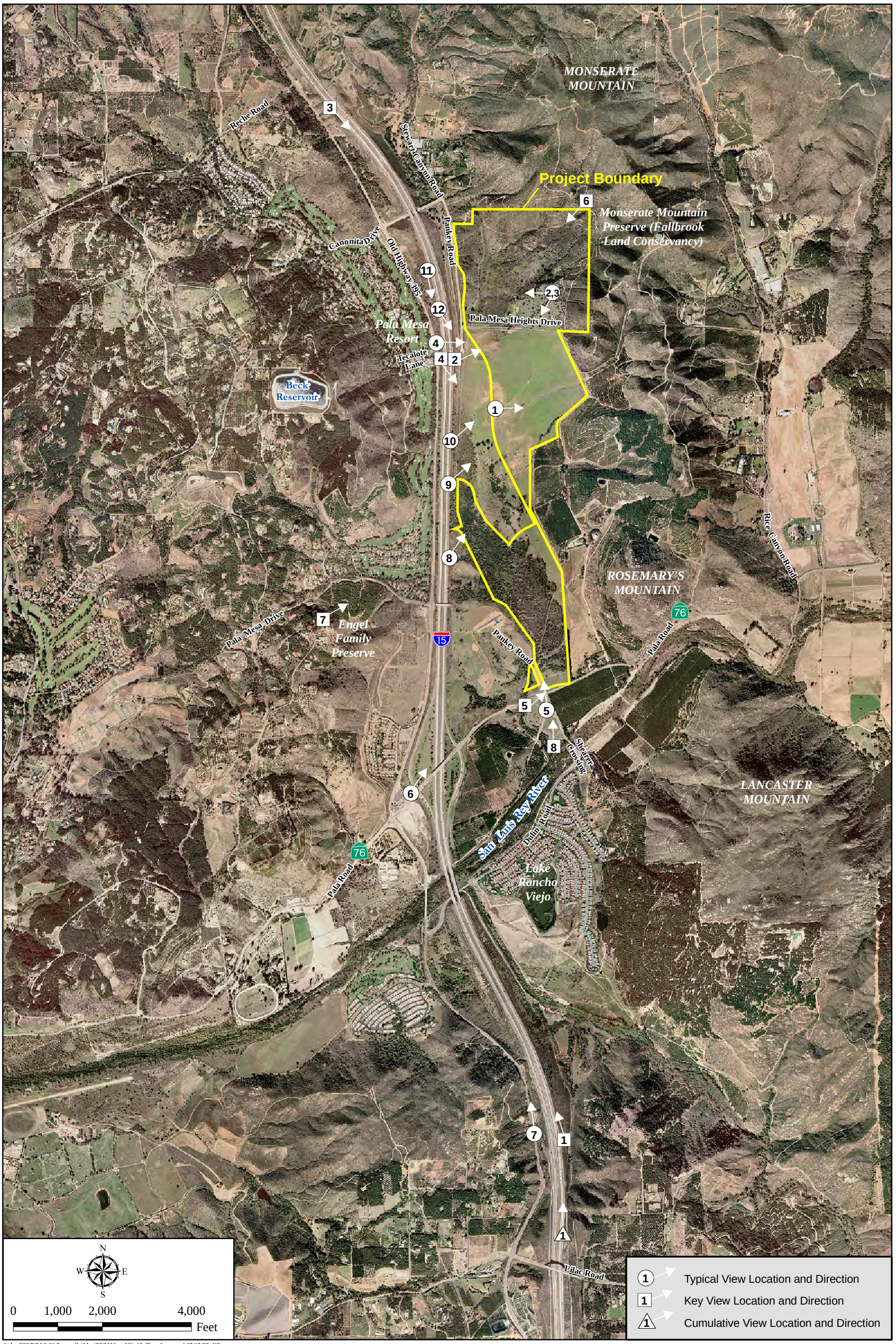
TV 3 (Figure 11b) was taken from the same location as TV 2, but looks westward. I-15 is visible in the middle ground, at the left and right edges of the photograph, just above the property boundary. A small hill on the northwestern border of the Project site blocks views to (and from) the interstate in most of the middle-ground of the photograph. The hills west of I-15 make up the background of this photograph; single-family estate style homes sited among these hills are visible. The dominance of the topography over the built environment is notable, although the freeway and private residences are clear components of this view.

TV 4 (Figure 11b) was taken from the intersection of Tecalote Lane and Old Highway 395, at the entrance to the Pala Mesa Resort and looks eastward across I-15 at the Project site. Old Highway 395 and vegetation lining it comprise the foreground of this photograph and the primary developed view elements. The vehicles on I-15 are also visible. The one existing residence on the Project site is visible in the left-hand portion of the photograph, below the water tank on the hill in the background. The areas of more natural vegetation on site are visible to the left (north) of the residence, and the grassy areas that cover most of the southern portion of the Project site are visible to the right (south) of the residence. The naturally vegetated hills that make up the Monserate Mountain range comprise the background of this photograph and dominate the middle and background elements from this viewpoint.

TV 5 (Figure 11c) is a wide-angle view taken from Pankey Road at SR 76. This photograph looks northward from the very southern portion of the Project site. The intersection of Pankey Road and SR 76 is visible in the foreground, and Pankey Road extends away from the viewer, north of SR 76, in the center of the photograph. Some small grassy areas are visible on the north side of SR 76, backed by the dense riparian trees associated with the floodplain areas of Horse Ranch Creek. Hills and mountains defining the valley in which the Project site is located make up the backdrop of this photograph. While the topographic and vegetative diversity of the Project site and surrounds are visible (note the riparian versus scrub habitat and valley versus hill and mountain formations), foreground dominant elements from TV 5 include the paved and dirt roads and utility lines.

TV 6 (Figure 11c) was taken from the western edge of the I-15/SR 76 interchange. The Project site generally is not visible from this intersection, except for very small portions between the trees in the middle ground. The mountains to the east of the Project site, including Rosemary's Mountain at the right edge, are visible in the background. Mature vegetation, background hills and roadway elements are equally dominant.

TV 7 (Figure 11d) was taken from northbound Old Highway 395, and looks northward at the Project site and the surrounding area. Old Highway 395 generally parallels I-15 to the west. At the point where this photograph was taken, Old Highway 395 is located at a higher elevation than the interstate and both are visible. The view encompasses the hills and peaks surrounding the Project site,



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Photograph Location Map

CAMPUS PARK VISUAL IMPACT ANALYSIS

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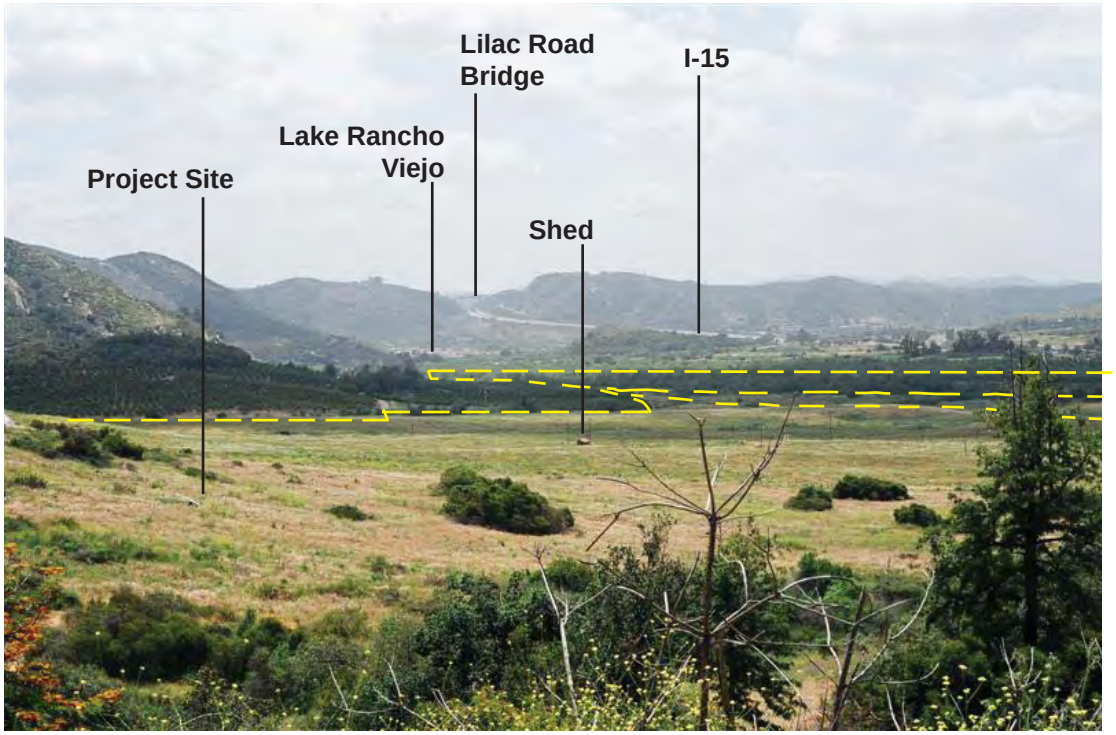
Figure 10

Typical View 1: View eastward from central portion of project site.



Typical View 2: View southward from house foundation in northern portion of project site.

Typical Views

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 11a

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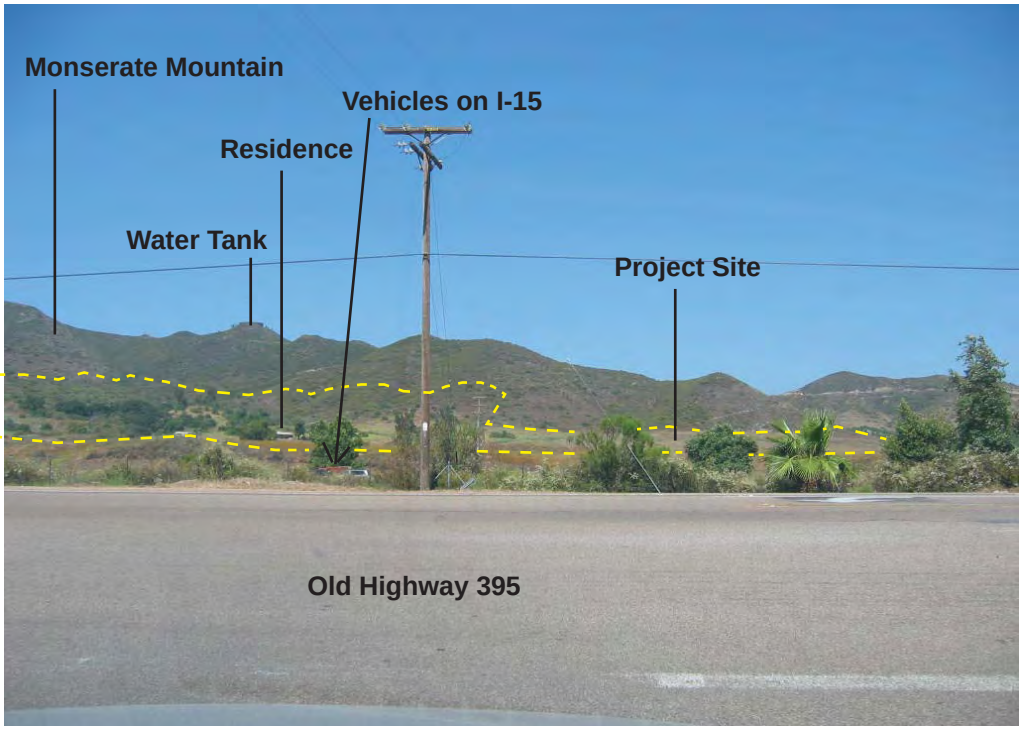
Typical View 3: View westward from house foundation in northern portion of site.



Typical View 4: View eastward from Tecalote Lane.

Typical Views

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Figure 11b

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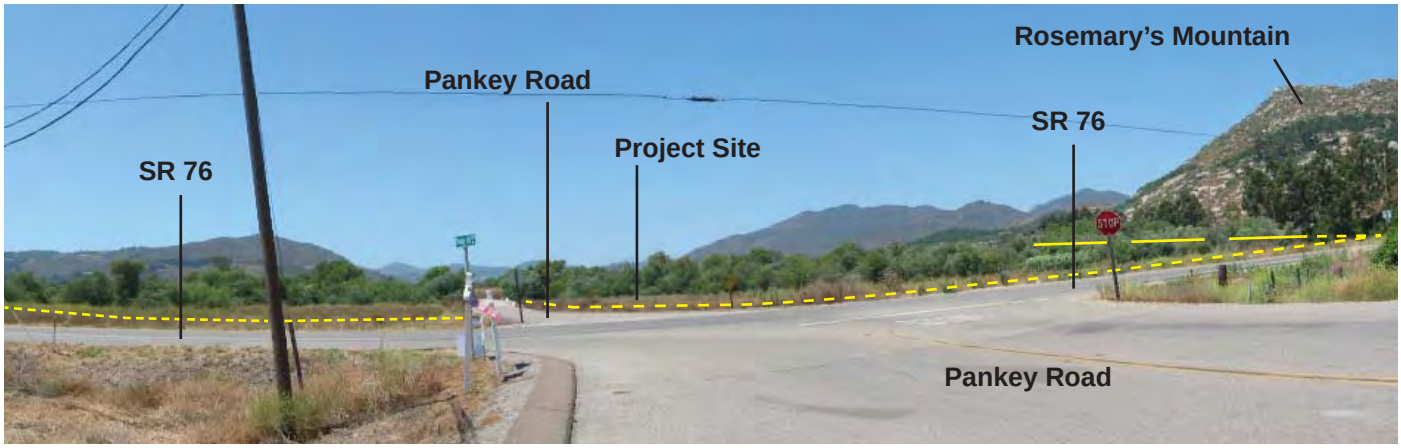
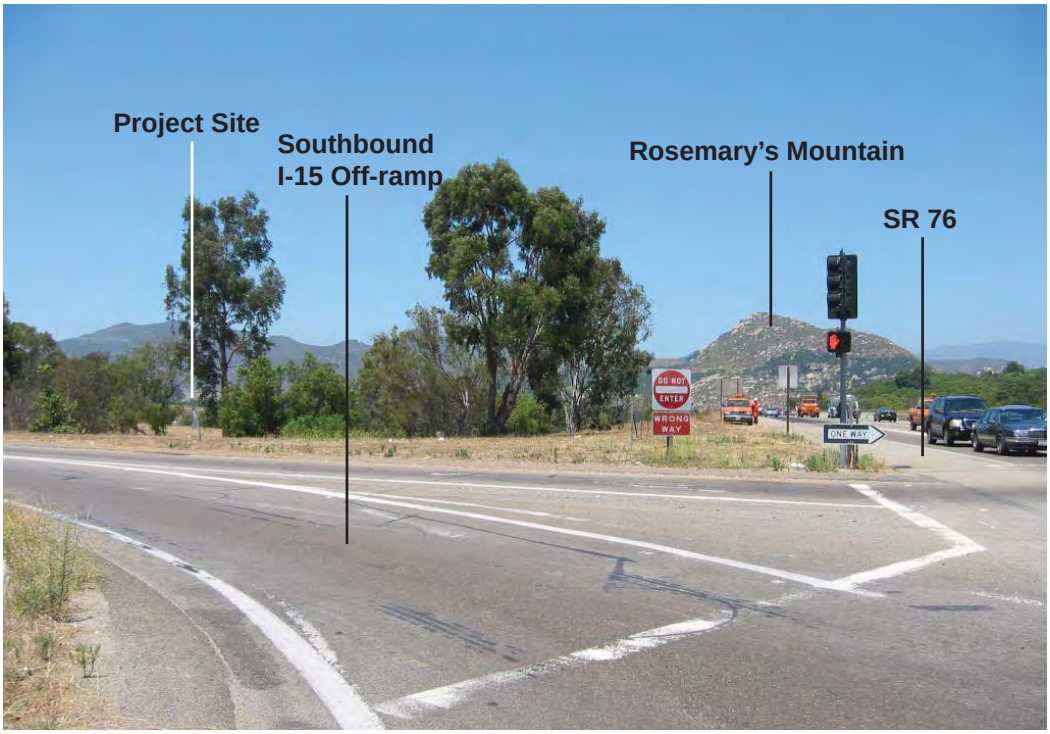


Typical View 5: View northward from Pankey Road at SR 76.



Typical View 6: View eastward from northwest corner of I-15/ SR 76 interchange.

Typical Views

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 11c

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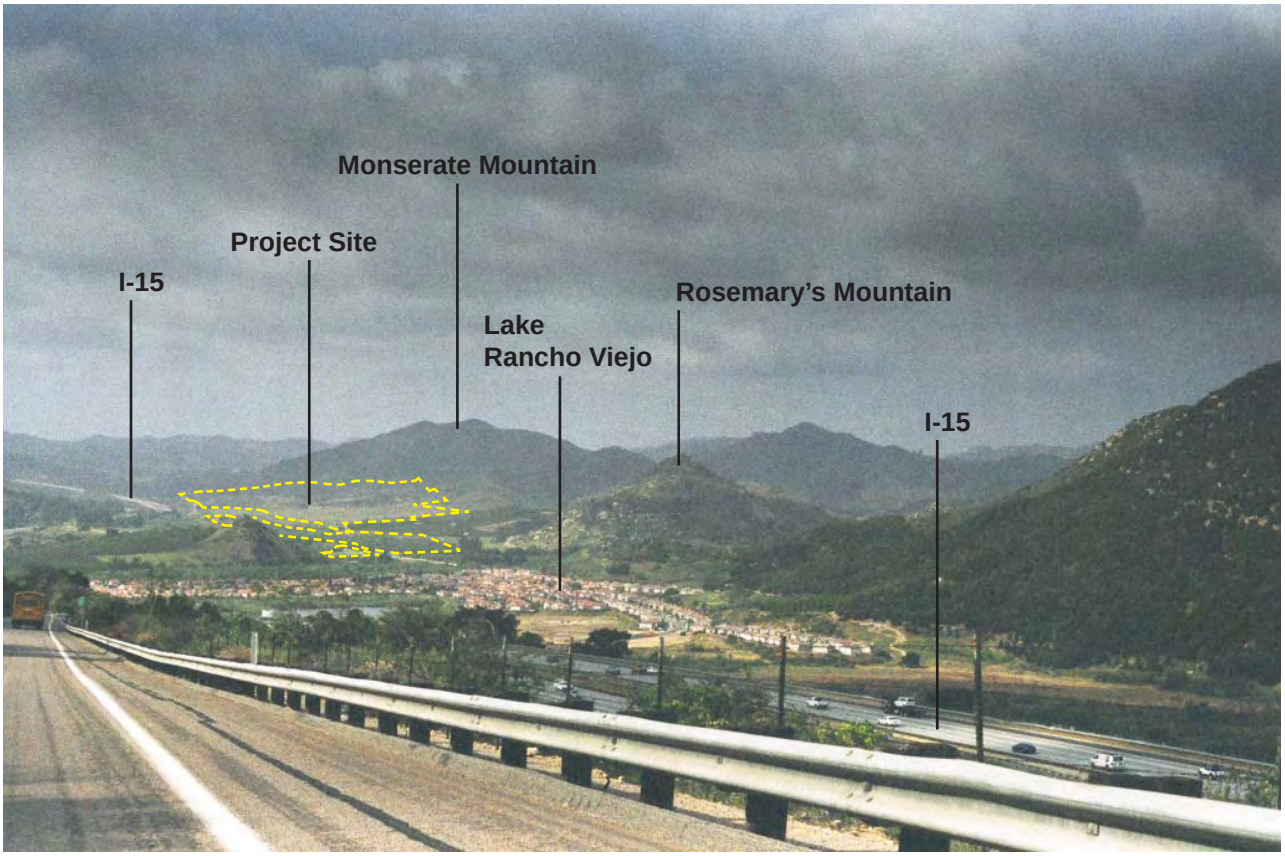

Typical View 7: View northward from Old Highway 395, north of Lilac Road overcrossing.

Typical View

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Figure 11d

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Typical View 8:
View from northbound I-15 adjacent to south/central portion of project site.

Typical View 9:
View from northbound I-15 adjacent to central portion of project site, north of TV 8 location.

Typical View 10:
View from northbound I-15 to central portion of project site, north of TV 9 location.

Typical Views

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 11e

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Typical View 11: View from southbound I-15 adjacent to north/central portion of project site.

Typical View 12: View from southbound I-15 adjacent to north/central portion of project site, south of TV 11 location.

Typical Views

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 11f

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including Monserate Mountain in the center background. The Project site is located in the far middle ground of the photograph, visible as a light-green swath of grassy area surrounded by darker agricultural and riparian trees. Lake Rancho Viejo residential development, located just south of the San Luis Rey River, is visible in the center of this photograph between the Project site and the interstate and provides a visually dominant built element. Although it only comprises a portion of the seen view, and the mountains with their orchards and native vegetation are topographically dominant, the contrasting roof and structure color and density of the housing contrasts sharply with other more natural or rural elements in the view.

TVs 8 through 10 (Figure 11e) illustrate a sequence of views from northbound I-15, starting downhill from TV 5 and north of SR 76. TVs 8 and 9 illustrate the view toward the site blocked by berms and vegetation. The grassy areas on the Project site (and immediately to the west of the Project site) are blocked by the trees in TV 9, but are visible between the trees in TV 10. The single residence on the Project site and the trees surrounding it are (largely obscured but) located in the middle of TV 10, and Monserate Mountain comprises the background.

TVs 11 and 12 (Figure 11f) illustrate two typical views from southbound I-15. TV 11 looks directly toward the Project site; the ridgeline along the northwestern boundary of the site is visible in the middle ground at the left edge of the photograph. The grassy areas within the central portion of the Project site are visible between this ridge and the hill to the west (right) of the freeway. Lancaster Mountain is visible above the site, and neighboring groves are discernable above the ridge. TV 12 is closer to the site along southbound I-15; the ridgeline is at the left edge of the photograph, and the grassy areas are in the center. Although the Project site is in the middle ground, and views towards it are open, dominant visual elements from these viewpoints consist of the mountains in the background and north- and southbound lanes of I-15 in the foreground/mid-ground. The industrial developed nature of the highway contrasts sharply with the more natural-appearing hills and the intervening Project site elements are further visually minimized.

2.1.2 Surrounding Area

Surrounding Topography

The Project site is located in a narrow north-south trending valley generally referred to as the I-15 corridor. As shown in Figures 11a through 11f, the area surrounding the site is topographically varied. The Project site is bordered on the east and north by Monserate Mountain and foothills. The highest point in the Monserate Mountain range is at 1,567 feet amsl. A public trail maintained by the Fallbrook Land Conservancy and accessed via the northern extension of Pankey Road winds to the summit and provides views both to the east and to the west, over the Project site. Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. Rosemary's Mountain, a large rocky peak, reaches a height of 992 feet amsl east of the southern boundary of the Project site, just north of the San Luis Rey River and SR 76.

The San Luis Rey River trends northeast to southwest within ¼ mile of the southern extent of the Project site. South of the river, Lancaster Mountain rises to 1,485 feet amsl, creating the southeastern boundary of the I-15 corridor valley. The southern boundary of the valley consists of a series of hills generally paralleling the river. I-15 extends north/south through these hills. At the freeway's southern summit within the viewshed, Lilac Road spans the hills over the highway with a visually prominent bridge.

West of the Project site and I-15, another north/south trending series of peaks creates the valley's western boundary. The highest among these peaks rises to approximately 929 feet amsl. I-15 climbs in elevation to the north, as the Monserate Mountain range and the range west of the interstate converge.

Surrounding Land Uses

Figure 10, the previously-cited Photograph Location Map, is an aerial photograph that illustrates the various land uses and the visual character of the surrounding area. Some of the largely undeveloped Monserate Mountain area is located within a resource conservation area owned and managed by the Fallbrook Land Conservancy. A water tank is located northeast of the Project site, and a service road, also serving as a recreational trail, trends along the mountain slopes, providing access to the tank and ridgeline. Citrus and avocado groves and passive agriculture are the primary land uses east of the Project site (between the property boundary and Monserate Mountain and south of SR 76). Disturbed by largely undeveloped uses are present on adjacent land to the west of the Project site and east of I-15 (proposed Campus Park West site), including a model airplane landing strip. That site also contains some undeveloped wetland habitat.

Open space also exists south of the Project site, associated with the San Luis Rey River. The river is identified as a Resource Conservation Area in the San Diego County General Plan, both for sensitive species and "large patches of Riparian woodland vegetation" (X-K-18).

The primary land use surrounding the Project site, besides agriculture, is residential. Residential development includes a subdivision (Lake Rancho Viejo) of tile-roofed, single-family homes south of the river and the Project site. Large, estate style single-family residences on large lots are located among the hills west of the Project site and I-15. Landscaped yards, small-scale agricultural facilities (e.g., nurseries, and citrus or avocado groves), varied topography transected by winding roads, and mature trees make up the visual character of the area. Night lighting from the residences west and south of the Project site is visible from public roadways in the area, but is filtered by existing mature vegetation. Some native vegetation and undeveloped areas are scattered among these hills. The Beck Reservoir and the Engel Family Preserve, owned by Fallbrook Land Conservancy, are also located in the hills west of I-15. Pala Mesa Resort, a private resort with a golf course, is located at the bottom of the hills to the west of the highway, directly across I-15 from the Project site, and is clearly visible on Figure 10 as tree-rimmed greensward.

A group of homes and some nursery facilities are located among the hills east of the highway and north of the Project site; local topography blocks most views of the Project site from these homes.

No public parks or recreation areas other than Monserate Mountain trail, which extends to the north and northeast, exist near the Project site on the east side of I-15. A trail owned and maintained by the Fallbrook Land Conservancy within the Engel Family Preserve is located near the top of the hills paralleling I-15 on the west. This trail is accessed from Sumac Road and overlooks the I-15 corridor and much of the Project site.

2.2 Project Site Visibility

2.2.1 Project Viewshed

A "viewshed" is an analytical tool used to aid in the identification of views that could be affected by a potential project. The viewshed is defined as the surrounding geographic area from which the project is likely to be seen, and is delineated 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 Project analysts. Variations between potential visibility to the site and actual possible views are discussed in the text below. The viewshed boundary represents the geographic limits for this visual assessment.

Figure 12, Viewshed Map, illustrates the Project viewshed on an aerial photographic base. The viewshed generally is confined to the areas within the ridgelines that surround the I-15 corridor and define the river valley in this area. The ridgelines of Monserate Mountain and Lancaster Mountain comprise the eastern viewshed boundary while the hillsides west of I-15 delineate the western viewshed boundary. The southern and northern viewshed boundaries are defined by the peaks spanned by the West Lilac Road bridge approximately 1½ miles to the south and the hills leading upward to Mission Road to the north. Smaller peaks and hillsides and the depression of the river valley create areas within these defined boundaries from which views to the Project site are shielded.

2.2.2 Existing Viewer Sensitivity

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

Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. For the Proposed Project, viewer sensitivity has been identified based on the analysts' experience in similar settings and County planning documents (i.e., General Plan and Fallbrook Community Plans, discussed in Section 2.3 of this document).

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of the view, the speed at which the viewer moves, and position of the viewer.

Motorists

The visual experience of motorists traveling on I-15 is varied, and in the area of the Project site primarily includes views of agriculture and open space, although residences and businesses are also visible south and west of Project site. The highway is heavily traveled, being one of the main north-south routes between the San Diego and the San Bernardino/Riverside areas and beyond. I-15 provides views of the Project area and surrounds to 128,000 vehicles north of the SR 76 interchange and 123,000 vehicles south of the SR 76 interchange each day (LOS Engineering, Inc. 2009). The southern portion of the Project site is located approximately 2,000 feet east of I-15, and is not

generally visible from the highway due to view-restricting vegetation and topography. The northern third of the Project site generally is located closer to I-15; the closest portion of the boundary line lies within 200 feet of the freeway. Views toward the Project site from I-15 (some open and some restricted) are available to motorists traveling along I-15 next to the Project site. As the site extends roughly north-south for approximately two miles, but is also visible for northbound travelers from the south prior to reaching the site, it would be within the larger viewshed seen by the motorist for approximately two minutes at freeway speeds.

Portions of the Project site are visible from Old Highway 395 (roughly paralleling I-15 to the west) and from SR 76 near the southern boundary of the Project site. SR 76 is posted at 55 miles per hour (mph), and Old Highway 395 is posted at 40 mph (although prevailing speeds of approximately 60 mph are identified in the Project Traffic Analysis [LOS Engineering, Inc. 2009]). Views from these roadways generally are brief and transitory due to the relatively high travel speeds, and intervening vegetation/topography (and for Old Highway 395, the juxtaposition of I-15 vehicular activity between the viewer and the site). Open views encompassing the site exist from Old Highway 395 as it drops toward the valley from the hills to the south, and SR 76 where it abuts the project for a short distance. Refer to Figures 11b through 11f, discussed above, for illustrations of views from these public roadways.

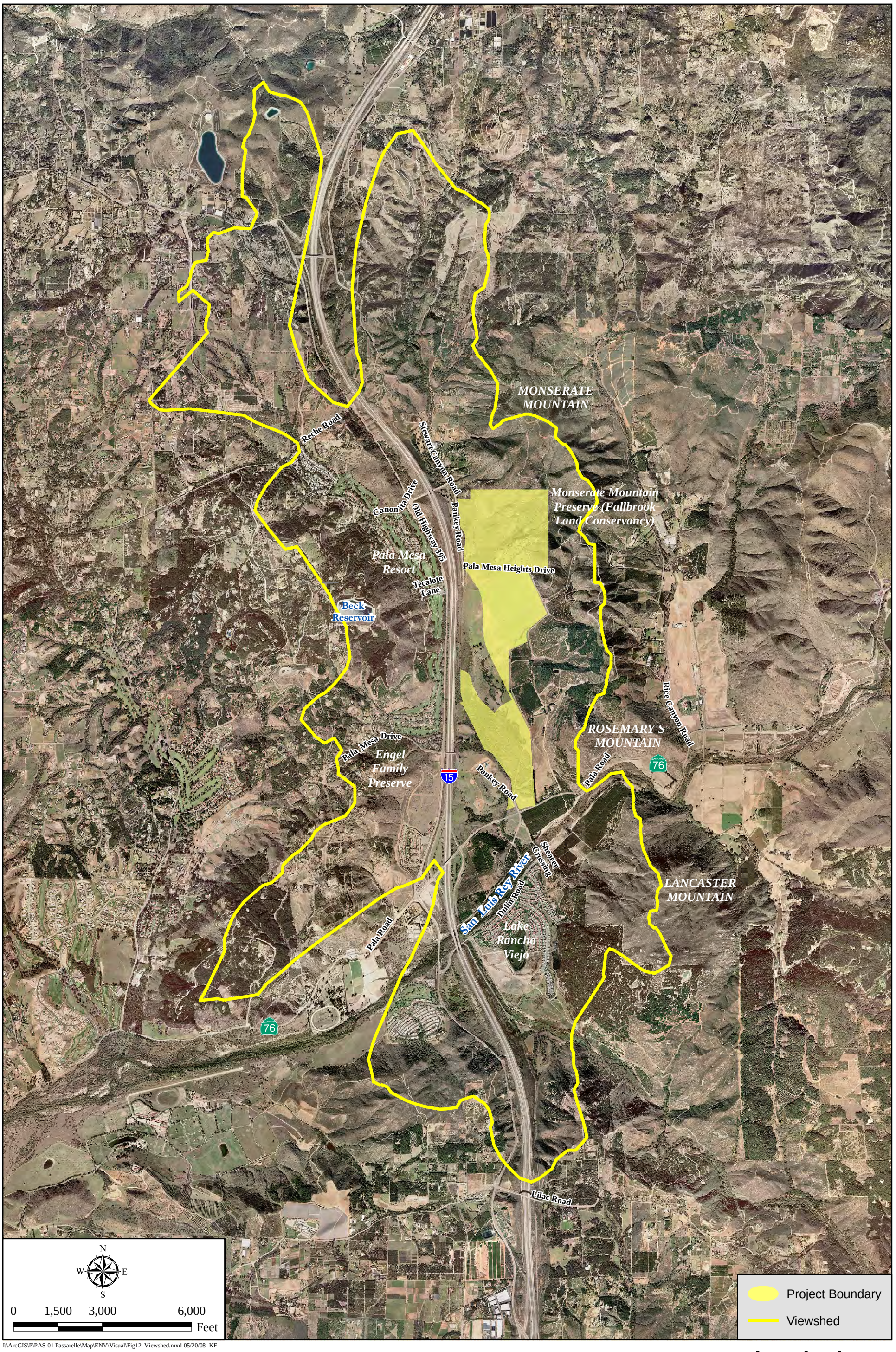
In general, drivers and their passengers along these roads are expected to be passing through the area, on their way to larger communities/destinations to the north or south. Area residents would make up a smaller, but perhaps more common, percentage of the viewers along these primary north/south roadways.

Although drivers passing through the area are expected to note project-related changes to the roadway and be affected by them, their primary focus is on speed of travel and interaction with other drivers on the road. This combined with both the relatively short duration of exposure time and the number of competing visual elements due to the expansive viewshed, is expected to lessen the importance of specific view elements for this group of viewers. Although speed and traffic conditions would comprise an element of/ distraction from passenger views as well, it generally would be to a lesser extent than for the driver. In these cases, passengers within the vehicle could be more focused on the passing viewscape. Although lessened in level of effect, any distraction at all, when combined with the relatively short duration for visibility, would result in the visual impact of specific view elements being less important for this group of viewers (e.g., less important relative to viewers such as residents, discussed below).

Residents

Numerous homes are located within the Project viewshed west of the Project site and I-15. Large, estate-style single-family residences are located on the eastern slopes of the hills west of I-15. Many residents in this area have elevated views of at least a portion of the Project site. These are long-term, stationary views toward a generally rural area with mountainous backdrop. Some residents at higher elevations may see the Lake Rancho Viejo single-family subdivision south of the San Luis Rey River. (Views from Lake Rancho Viejo toward the Project site generally are restricted by topography and vegetation; the Proposed Project would not alter these view-restricting features.)

As shown on Figures 10 and 11a through 11f and previously described, the area west of I-15 consists of rugged terrain. Homes are sited throughout the hills, with a substantial amount of local



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Viewshed Map

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 12

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topographic variation (small hills, bumps and gullies located on the larger hill forms). Residential landscaping also provides frequent shielding of view elements, both from the home where the landscaping is installed as well as for adjacent structures. In other cases, residential (or related) structures themselves block views.

Regardless, where views exist, they can be expansive, and many homes are sited specifically to take advantage of these open views. In these instances, open views encompassing adjacent developed uses, the I-15 corridor valley, and the surrounding mountains to the east are visible, with Monserate Mountain and associated ridge features providing a dominant and natural background to the views from this area.

Residential viewers would be expected to be more sensitive to changes in the immediate viewscape. For these viewers, the Project area can provide an often-seen and intimately known view.

Recreationalists

Monserate Mountain Trail, a hiking trail, is located north and east of the Project site. Portions of this trail are included in the County of San Diego Trail Master Plan. Views to the Project site from the trail generally are blocked due to local topography; however, some portions of the trail offer unrestricted overviews of the Project site, particularly where the trail parallels the northern and northeastern boundaries of the Project site. In these areas the project site makes up the foreground of views that also encompass the I-15 corridor and points beyond. Currently these views include natural vegetation and grassy areas on the Project site; groves neighboring the site in the middle-ground; and some residences, agriculture, highways, and natural areas in the background. The viewer has an expansive view over a diverse landscape. The dominant features of the view (the up-close scrub habitat in the foreground, the grassy areas in the middle ground which draws the eye due to the change in color and scale of the non-vegetated area in contrast to the surrounding area, and the dominant topographic features in the background) all combine to create a primarily natural to rural view from this locale (discussed as Key View 6, within Subsection 3.3.1, Permanent Visual Effects, below).

Another trail is located in the Fallbrook Land Conservancy's Engel Family Preserve, accessible from Sumac Road just south of Pala Mesa Drive. This preserve is located in a mostly residential area west of I-15. The preserve's trail provides an extensive, elevated view of the San Luis Rey River Valley and the I-15 corridor, including the Project site and Monserate Mountain in the background. This trail is primarily a hiking trail; views of the Project site are available from a seating area that overlooks the valley. The viewer looks over I-15 and the intervening Pala Mesa Resort (down slope and in the foreground), to a view comprised primarily of open space and agricultural uses (discussed as Key View 7, within Subsection 3.3.1, Permanent Visual Effects, below). Again, the existing view is one of diversity – with developed, natural and agricultural elements – but the scale of the agricultural areas and hillsides/ mountains dominate the visual experience.

Individuals using the cited trail system would be expected to be more sensitive to changes in the immediate viewscape. Per the Fallbrook Land Conservancy (May 2007: pers. comm.) estimated users average two-to-three individuals per day for the Monserate Mountain Trail, and two-to-three individuals per week for the Engel Family Preserve. Viewers using these trails would be moving at pedestrian rates of travel, or even sitting at overlooks (such as within the Engel Family Preserve). As a

result, they are expected to be sensitive to Proposed Project modifications to the existing setting, as well as, potentially, any change from a more to less "natural" experience.

There are no public parks in the vicinity of the Project site. Several private golf courses exist within five miles of the Project site. The nearest is Pala Mesa Resort, directly west of the Project site and separated from it by I-15. The vegetation and landforms within this public golf course screen golfers' views of the highway and the Project site.

2.3 Applicable Policies and Planning Documents

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

2.3.1 State of California

California adopted a Scenic Highway Program (Streets and Highways Code, Section 260 *et seq.*) in 1963 to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas that are adjacent to highways. The scenic designation is based on the amount of natural landscape visible to motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist's enjoyment of the view.

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. The eligible designation can be changed to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the Department for a scenic highway approval, and receives notification from Caltrans that the highway has been designed as a Scenic Highway.

2.3.2 County of San Diego

General Plan - Scenic Highway Element

The Scenic Highway Element of the County General Plan (adopted January 1975, amended December 1986) was established to preserve and enhance the County's scenic, historic and recreational resources with a network of scenic highway corridors. The County has designated numerous roadways as scenic routes, based on the following criteria:

- Routes traversing and accessing major recreation or scenic resources
- Routes traversing lands under the jurisdiction of public agencies
- Routes supported by significant local community interest
- Routes offering unique opportunities for the protection and enhancement of scenic recreational and historical resources

SR 76 from El Camino Real east to I-15, excluding the portion within the City of Oceanside, is a County-designated First Priority Scenic Route (route meeting three or more of the Scenic Highway System Priority List criteria) and is located ½ mile west of the southern edge of the Project site.

I-15 from SR 76 north to the Riverside County line is a County Third Priority Scenic Route (route meeting one of the criteria). Since no public agency holds a large block of land in this area, it is assumed that the designation was based on the presence of scenic resources or significant local community interest.

Reche Road and Mission Road also are listed as second priority scenic routes (routes meeting two of the above criteria). Reche Road extends westward from Old Highway 395, west of I-15 and approximately one mile north of the project site. Mission Road is an east-west trending road located approximately 1.5 miles from the north edge of the project site.

County of San Diego Fallbrook Community Plan, Fallbrook Design Guidelines, and I-15 Corridor Subregional Plan

The Project site is located within the Fallbrook Community Plan area and the I-15 Corridor Subregional Plan area. Goals and policies within the Fallbrook Community Plan related to the Fallbrook Design Guidelines, as well as elements in the I-15 Corridor Subregional plan that are applicable to the Proposed Project, are detailed in Table 2 (provided at the back of this report), in the discussion of Guideline No. 3 in Section 3.3 of this report. Standards relating to site planning; walls, fences and berms; landform; vegetation retention; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are included.

2.3.3 Resource Protection Ordinance

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

On July 23, 2004, the County Planning Commission granted an RPO exemption for the Campus Park and Campus Park West developments consistent with the RPO exemption of all or any portion of a Specific Plan Area with at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988, subject to specific findings made by the Planning Commission, or, on appeal, the Board of Supervisors at a public hearing.

2.3.4 Hillside Development Policy (I-73)

The County's Hillside Development Policy requires that development of building sites in hillside areas be planned and constructed so as to provide building sites while optimizing the aesthetic quality of the final product/site. Physical site resources to be preserved or enhanced include existing natural terrain,

established vegetation, visually significant landforms, and portions of a site that have significant on-site vistas.

2.3.5 Dark Skies/Glare

The County of San Diego Outdoor Lighting Ordinance (Division 9, sections 59.101-59.15 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. Zone A, defined as the area within a 15-mile radius centered on the Palomar Observatory and within a 15-mile radius centered on the Mount Laguna Observatory, has specific light emission restrictions. The unincorporated portions of San Diego County not within Zone A fall within Zone B, and are subject to lesser restrictions. Outdoor lighting, such as security or parking lot lighting, must be less than 4,050 lumens and fully shielded within Zone B. The Project site is located approximately 17 miles from the Palomar observatory and even further from the Laguna Observatory, and is therefore within the Outdoor Lighting Ordinance Zone B.

3.0 VISUAL IMPACT EVALUATION

3.1 Guidelines of Significance

The Project will result in a significant impact if it would:

Visual Resources

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

2. 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. Result in physical changes (i.e., land disturbing activities) to the visual environment that would demonstrably and adversely effect the viewshed of a designated scenic highway, scenic vista, or the I-15 Corridor Subregional Plan area (as contained in the Fallbrook Community Plan).

Dark Skies and Glare

4. 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. 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.

3.1.1 Guidelines Sources

Guidelines Nos. 1 and 2 are derived from the CEQA Guidelines, Appendix G, Environmental Checklist Form, and are intended to support definition of whether a proposed project will have a significant impact on visual character and quality. These two significance guidelines also are based on established principles from the most widely used and accepted visual resource assessment methodologies, including the U.S. Department of Transportation, *Federal Highway Administration's Visual Impact Assessment for Highway Projects*; the U.S. Department of Agriculture, Forest Service Visual Management System; and the U.S. Department of Interior, Bureau of Land Management (BLM) modified Visual Management System. The concepts contained in these assessment approaches provide accepted practices for evaluating visual resources both objectively (visual character) and subjectively (visual quality). This is accomplished by comparing the existing visual environment to the construction and post-construction visual environment; and subsequently, determining whether the project will result in physical changes that are deemed to be incompatible with visual character or degrade visual quality, as outlined in Guideline Nos. 1 and 2.

The terms "dominance," "scale," "diversity," and "continuity" in Guideline No. 1 are defined as follows:

- Dominance in pattern character occurs when a specific feature is prominently positioned, contrasted or extended to a point where the specific feature strongly influences the pattern character of a scene (e.g., a telecommunications tower in an undeveloped area).
- Scale is the size relationship among landscape components in the visual environment. Scale is the result of the overall size and positioning of pattern elements and character (e.g., the scale of a power plant is greater than that of a backup generator).
- Diversity is the frequency, variety and positioning of pattern elements. The more these pattern elements are intermixed, the greater the resulting diversity (e.g., a town sited between a highway and river, surrounded by a combination of residential uses, agricultural operations and natural landscape would have a high level of diversity).
- Continuity is the uninterrupted flow or transition among pattern elements (e.g., miles of grasslands on rolling hills would comprise high continuity).

Guideline No. 3 is based in part on the principles discussed above as well as the Scenic Highway Element and Fallbrook Community Plan. Any impacts to visual quality and character of scenic highways, vistas, and I-15 Corridor will be evaluated in terms of visual quality and character. In addition, the project is required to be in conformance with applicable County standards related to aesthetics, including the General Plan and standards that apply to the I-15 corridor, such as the I-15 Corridor Subregional Plan. Non-compliance would result in a project that is inconsistent with County standards and may result in a potentially significant impact.

Guidelines Nos. 4 and 5 rely on the lamp and shielding requirements established in the San Diego County Light Pollution Code (Sections 59.108-59.110) that have been determined to effectively reduce impacts on dark skies. The standards are the result of a collaborative effort between technical

lighting experts, astronomers, and County staff to effectively address and minimize the impact of light pollution on dark skies. The standards were developed in cooperation with lighting engineers, astronomers, San Diego Gas & Electric Company, Palomar and Mount Laguna observatories, San Diego County Department of Planning and Land Use and Department of Public Works, and local community planning and sponsor groups. As outlined under the Legislative Intent of the LPC (Section 59.101), "The intent of the Division is to restrict the permitted use of outdoor light fixtures emitting undesirable light rays into the night sky which have a detrimental effect on astronomical research." The Code was written specifically to ensure that new outdoor lighting would have minimal impacts on astronomical observatories. Therefore, compliance with the ordinance is, by definition, assurance of no significant impact. The corollary to this is that non-compliance results in possible significant impacts. Therefore, a project that exceeds these significance guidelines would represent a potentially significant impact on dark skies.

3.2 Analysis Methodology

In compliance with the guidelines of significance and analysis methodologies determined for the Proposed Project, this analysis includes the following elements and considerations:

- Cross-sections of major areas of grading and comparison of the existing condition and visual prominence of the Project on finished grade.
- A map of the viewshed and a discussion of communities and roads from which it may be viewed as a prominent feature.
- Photo simulations of the Proposed Project from selected Key Views.
- A discussion of the compatibility of the scale and mass of the Proposed Project with the surrounding area.
- A discussion of the architectural style of the structures and their site utilization related to the manner in which surrounding properties have developed.
- A discussion of the proposed landscape plan in light of the ability of the plantings to soften the exterior appearance and relative massiveness of the proposed structures.

3.3 Analysis of Project Effects and Determination of Significance

Analysts conducted a field survey to assess the visibility of the Proposed Project from the surrounding area. Key Views, consisting of photographs taken from public viewpoints, are used below to support the analysis. These were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. Locations for key views to the Project site were selected using the following criteria:

- Type of viewers/viewpoint (public views generally are considered more sensitive than private views)
- Breadth of the view (views taking in a number of elements rely less on any one element than those focusing on a specific criterion)

- Depth of the view (increased distance from the observed element makes it appear smaller, less detail is registered, and visibility may be affected by atmospheric conditions such as fog, smog, etc.)
- The amount of time (duration) and/or number of times each observer is exposed to the view
- Number of viewers exposed to the view (a greater number of viewers makes the view more sensitive)
- Designated scenic viewpoints and scenic highways are considered sensitive viewpoints

3.3.1 Permanent Visual Effects

Refer to Figure 10 for the locations of the key views discussed below, and to Figure 13 for a map depicting the location of the cross-sections also included in the discussion below.

Incompatible Change in the Composition of the Visual Environment (Guideline No. 1)

This section addresses perceived change to existing views to the property based on implementation of the Proposed Project for most public and private viewers. The discussion addresses land uses and related structures and landscaping proposed by the Campus Park Project, implementation of the conceptual landscape plan (Figure 6), as well as sound walls proposed to attenuate noise levels for potential new residents of the Project site (Urban Crossroads 2009). Primary locations for views to the Proposed Project are discussed, starting with I-15, which provides some of the closest and most consistent views to the Project (the reader is also referred to the discussion of I-15 under Guideline No. 3, below, which addresses conformity with I-15 scenic corridor guidelines). Four simulations from I-15 are presented in the discussion below. Cross-sections also are provided to illustrate proposed grading at several key points (see Figure 13, as noted above).

Views from I-15

The alignment of I-15 allows for a variety of visual experiences for drivers approaching and traveling through the valley within which the Project is located. Expansive views of the I-15 valley corridor are available from both the north and the south approaches. These views include large portions of the valley, the San Luis Rey River, surrounding hillsides, and a local landmark bridge spanning the hilltops at the valley's southern edge. Most houses within this portion of the I-15 corridor that are visually accessible to drivers on both north- and southbound I-15 are located in neighborhoods west of the freeway, are sited on large lots, and are not highly visible due to ornamental landscaping. Lake Rancho Viejo, high contrasting and highly visible (generally due to the red tile roofs), more dense homes are located south of the San Luis Rey River and east of I-15. These latter homes currently constitute a discordant element within the surrounding area, which generally appears open, agricultural, and primarily undeveloped immediately adjacent to the river.

As stated in Section 1.3 of this report, the Proposed Project would develop multiple uses, including single-family and multi-family residential, professional office, a Town Center, commercial/retail and recreational uses. The Proposed Project also would preserve riparian and some upland vegetation existing on the Project site within dedicated open space lots. Additionally, most of the southwestern portion of the Project site would be preserved in open space, including vegetation within Horse Ranch Creek. The only proposed development within the southern third of the Project site consists of multi-

family housing abutting SR 76 and sewer pump station, and the trail staging area west of the housing area and Pala Mesa Drive.

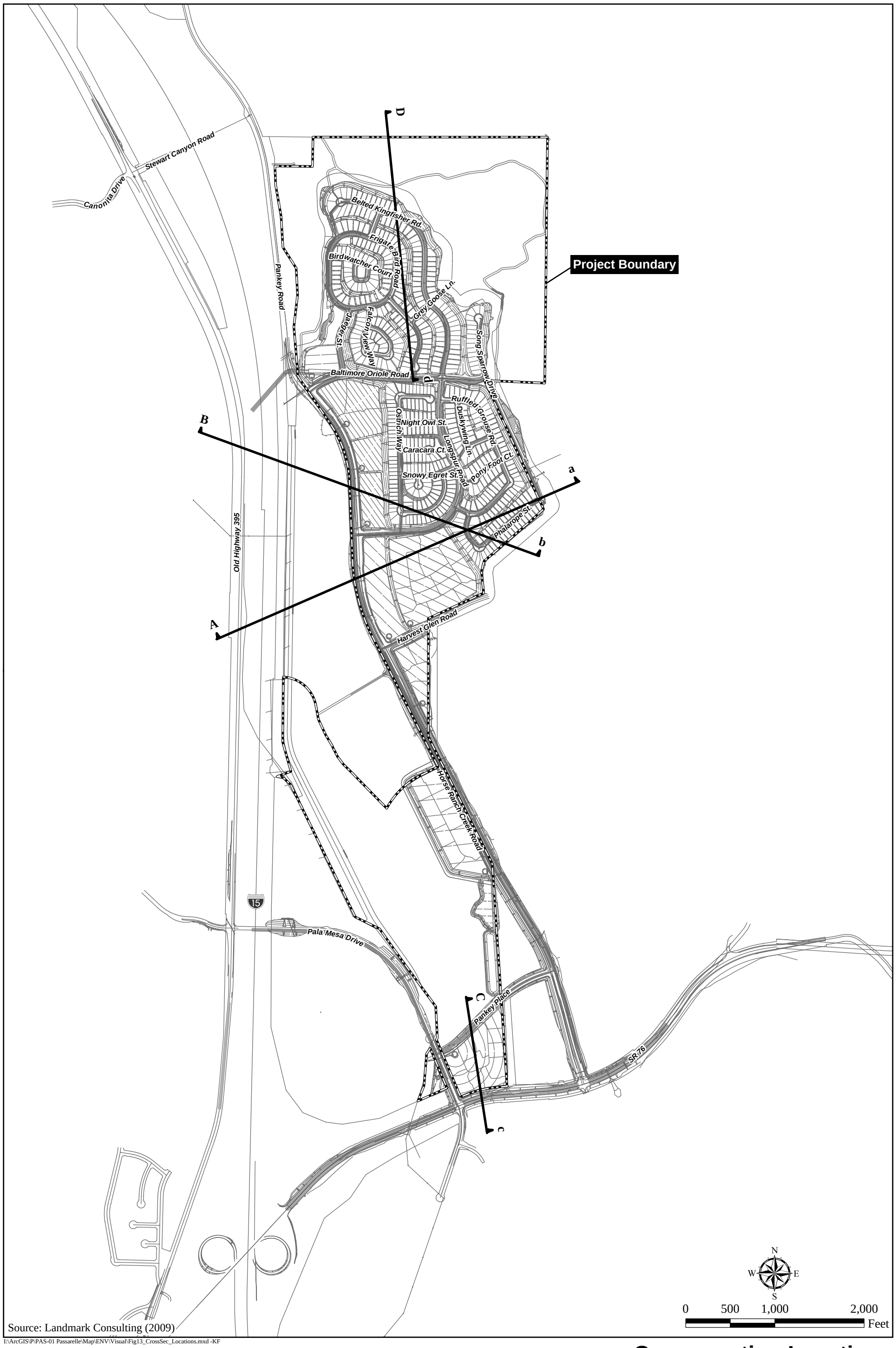
Figure 14, Photo Simulation Key View 1, provides a simulation depicting the level of change potentially seen by northbound drivers on I-15, approximately 1 mile south of SR 76. Various elements of the Proposed Project would be visible within northbound views including single-family housing in the northern portion of the site, Town Center and multi-family residential buildings in the center of the site, and the multi-family residential area along SR 76. The simulation depicts the residential buildings in off-white with earth-tone roofs, and the Town Center buildings in white to generally illustrate worst-case massing.

Visual buffering provided by landscaping is not shown, including trees proposed for Project installation along SR 76, and achieving up to 30 feet in height at maturity. Streetscape and HOA planting throughout the development, as well as landscaping installed by private homeowners in the more northerly portions of the project would additionally increase greenscape effects. As illustrated by the simulation, a number of elements attenuate adverse visual effects from this locale. These include: retained riparian areas, lack of change to surrounding groves, the small scale of area actually affected within the expansive view seen, lack of change to the natural background slopes that play such a dominant visual role in this view, and the visual repetition of the natural light and dark "speckling" shown by boulders on steep hillsides within vegetation being echoed in the structure walls versus roofs and interspersed greenbelts. The combination of these elements would result in a less than significant level of compositional change from this segment of the scenic highway.

From its southern boundary along SR 76, the Project parcel extends approximately 2 miles north/south at a variable distance east of I-15. As noted above, motorists traveling on I-15 at the speed limit of 70 mph would be driving next to the Project site for less than two minutes. During this time, views toward the Project site and the surrounding hillsides are somewhat restricted by vegetation and topography, particularly adjacent to the southern and northernmost portions of the Project site. The creek extends along approximately one mile of the Project site boundary, and supports large trees. The trees restrict views to the Project site from I-15, particularly for approximately one half mile where the creek (and the site boundary) are closest to the freeway. The trees would prevent motorists traveling north on I-15 from seeing the multi-family and Town Center buildings when closest to them. Next to the north-central portion of the Project site, however, the upstream areas of Horse Ranch Creek are narrower and support less vegetation. More open views are available and include the on-site and neighboring grassy areas and abutting Monserate Mountain. The reader is again referred to Typical Views 8 through 12 (Figures 11e and 11f).

Cross-section A (Figure 15) was drawn across a point on I-15 northbound approximately 2¾ miles north of Key View 1 and 1¼ mile north of SR 76, near the center of the Project site, through the Project site in an east-west direction, and illustrates the relationship of the Project site to the interstate. Old Highway 395 and I-15 are located at the far left edge of this cross-section. The Project site in this area is generally flat, sloping up slightly to the east (right edge of the cross-section) and at the same general elevation as I-15. The slow rise in topography to the east across the Project site, and the retention of all proposed development generally toward the valley floor in relation to the steeper rise east of the Project site, is illustrated.

Figure 16, Photo Simulation Key View 2, depicts the existing and post-construction Project conditions from Key View 2, taken from northbound I-15 more than three miles north of Key View 1, near the



Source: Landmark Consulting (2009)

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Cross-section Locations

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 13

Existing Condition

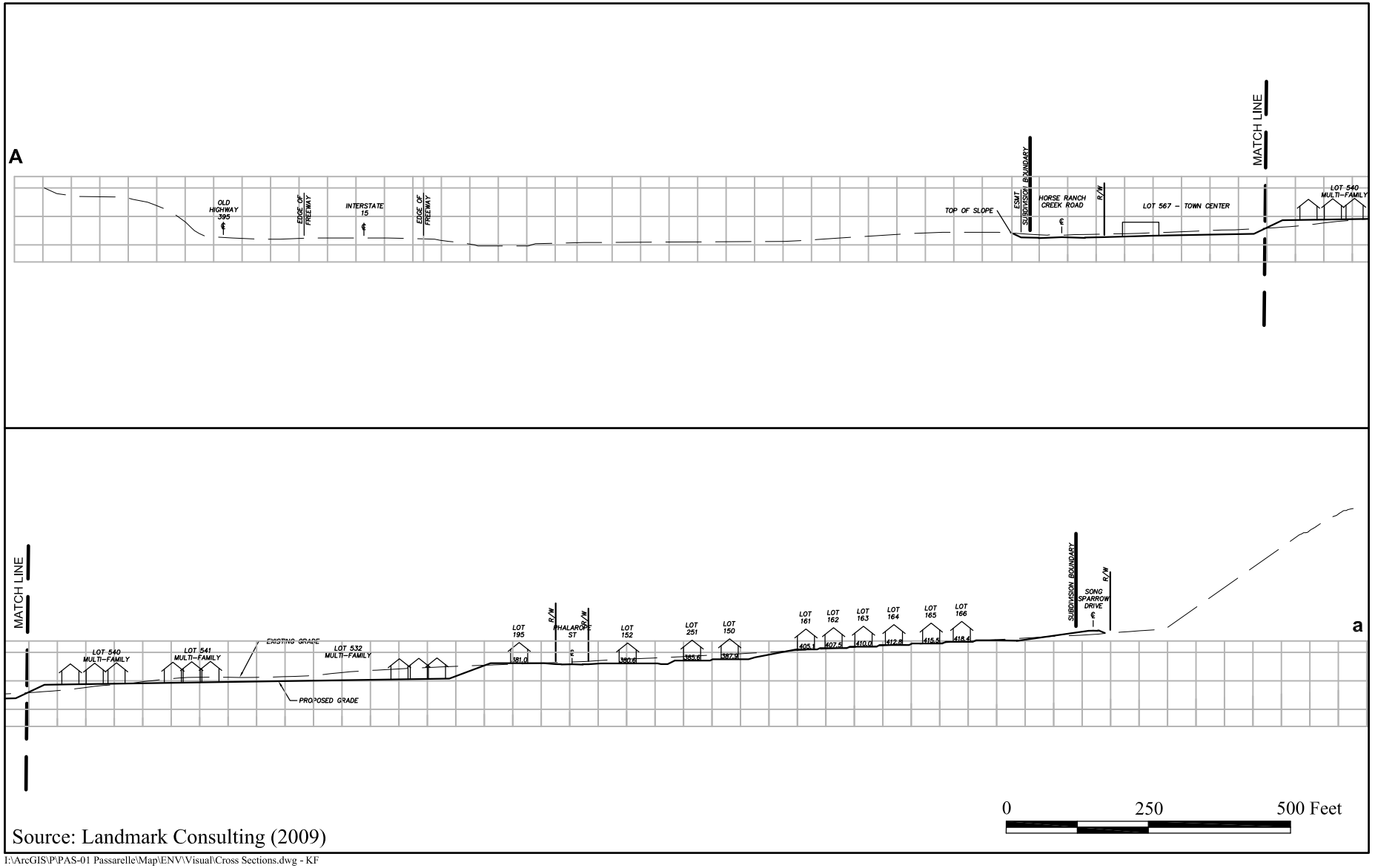
Key Map
no scale

Simulation

Source: DDS/GA 2009

HELIX DDS/GA INC.

Photo Simulation Key View 1
CAMPUS PARK VISUAL IMPACT ANALYSIS
Figure 14



Source: Landmark Consulting (2009)

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Cross-section A

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 15

Existing Condition

Simulation

Key Map
no scale

Source: DDS/GA 2009

HELIX DDS/GA INC.

Photo Simulation Key View 2
CAMPUS PARK VISUAL IMPACT ANALYSIS
Figure 16

central part of the Proposed Project. This view looks northeastward across the Palomar College property and then the Project site. Grassy areas are dominant elements in the existing view; however, other vegetation also is visible. Trees located near former home sites and in the on-site canyons are visible in the center of the view; the existing residence is also visible among these trees. Monserate Mountain makes up the background of this view. Some vegetation that grows at the border of the Project site and I-15 is visible at the left edge of the photograph.

The Proposed Project would develop several types of buildings in the grassy areas currently visible from Key View 2 and other portions of I-15 next to the northern portion of the Project site. Single-family homes would be located to the north and east, in the grassy areas that abut the adjacent mountains, in the middle-ground of this view. Office professional uses would be located westerly of the residential uses, along the western property boundary. The view from this viewpoint of PO-1 and PO-2, with the residential areas located behind them, provides the focus of the simulation.

Prior to landscaping of individual lots by private homeowners, the view from northbound I-15 toward these houses would show structure walls and building roofs. The houses would have varied shapes and heights (not exceeding 35 feet) and earth-toned roofs and would appear small in scale due to the distance of approximately 1,500 feet (¼ mile) from the viewer. Any adverse effect would be further subdued as individual lot landscaping is added and homeowner trees/shrubs mature within community maintained landscaping.

Streets would be lined with small- to medium-sized trees with broad canopies. Manufactured slopes between groups of houses or along the eastern edge of the Proposed Project may be visible from northbound I-15 in the short-term, but as shown in Figure 16, would be quickly obscured from off-site views by the Proposed Project streetscapes. These would be part of the fuel-modification/fire safety zones surrounding the group of houses. The slopes would be planted with shrubs and trees with similar visual character to those on the surrounding hillsides, providing a visual transition between the ornamental landscape within the development and the preserved native vegetation and open space in the surrounding hills.

The office professional buildings (PO-1 and PO-2) would be closer to the viewer than the residential areas. Project-required sound walls are visible behind and at a higher elevation than the office professional buildings; these are depicted in light brown/tan (and again, for purposes of visibility, without the vining vegetation that would cover them pursuant to the landscape plan). Horse Ranch Creek Road would be lined with street trees planted 40 to 50 feet on center that would be visible in front of these buildings and facilities; these trees would soften the building masses and provide vegetative screening.

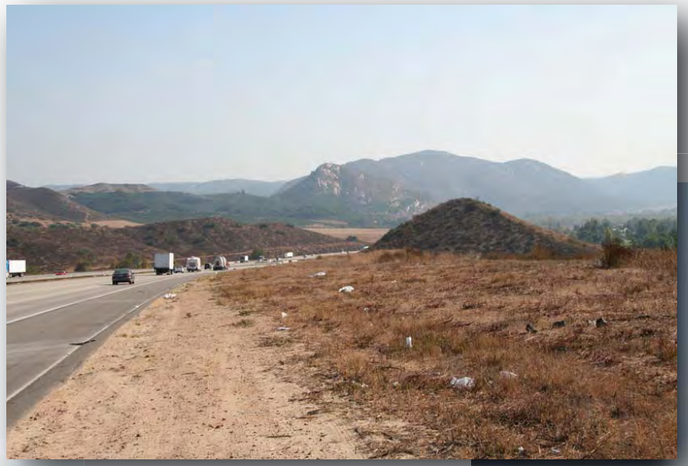
The trees along Horse Ranch Creek Road and vegetated roadway slopes would comprise a major part of the view. Project assumptions assume a range of tree plantings (15 gallon to 24-inch boxes) with planted heights of 8-to-12 feet at installation, and 2-to-3 feet of growth per year. These assumptions were reflected in the modeling assumptions. Trees depicted in the simulation were modeled to average 24 feet in height five-to-seven years after planting, additionally randomized in the model by 15 percent. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings and would act as a visual screen. Portions of the buildings would be visible behind the trees, as they would be spaced to allow 20 feet between mature canopies pursuant to the Project FPP. The simulation shows PO-1 at the left-hand side of the

simulation. The larger tan building just left of center in the depiction represents the side of the one-story PO-2 development that is closest to the property line (i.e., immediately east of the future Palomar College campus). As illustrated in the simulation, the other buildings in PO-2 are additionally obscured by set back from the property line, with an intervening parking lot. Trees associated with Project-required parking lot landscaping provide additional shielding.

As illustrated by the simulation, a number of elements minimize adverse visual effects from this locale. These include: lack of change to the natural background slopes that play such a dominant visual role in this view, the relatively small scale of Project features within the expansive view seen, the articulation of the architectural features, and coloration of the roofs. In addition, the interspersed vegetated areas would create a visual repetition of the natural light and dark variations of the background vegetation, and the street trees and Project landscaping would reduce the visible mass of the buildings. The combination of these elements would result in a less than significant level of compositional change from this segment of the scenic highway.

Figure 17 illustrates a photo simulation from Key View 3. Key View 3 was taken from the northernmost point in the Project's viewshed, along southbound I-15, more than 1 mile north of Key View 2 and approximately 1½ miles south of the Mission Road exit, just north of the Stewart Canyon Road under-crossing. As shown in this key view, local topography (e.g., the hill at the northwestern corner of the Project site) blocks views to most of the property. This hill restricts some views toward the Project site from southbound (and northbound) I-15 near the northernmost portion of the Project site. A small portion of the Project site is visible in the photograph's middle ground as the road curves to the right. Hills to the south and east of the site and citrus/avocado groves neighboring the Project site at the foot of these hills comprise the background of the photograph. These background hills would not be altered by the Proposed Project, and would continue to provide a background for views similar to those in Key View 3.

Also as shown in the photo simulation, visible portions of the Proposed Project from the vicinity of Key View 3 include the upper stories, roofs, and tree canopies of the single-family residential neighborhoods, and slopes. These slopes would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains. Portions of the Proposed Project that may be visible to the right (south) of the hill would include distant professional office buildings, the sports complex, the Town Center, multi-family residential buildings, and planting associated with Horse Ranch Creek Road. Town Center structures are planned to be one-story buildings ranging from generally 28 to 39 feet in height at roof peak. Finally, the multi-family residential buildings along SR 76 also are visible. The depiction is a worst-case illustration. It shows proposed structures and the partial shielding provided by intervening topography as well as the low-lying nature of the Proposed Project relative to the magnitude of the surrounding topography. Even in this worst-case simulation, it can be seen that the change in composition is not incompatible with the existing setting. The dominance of the surrounding hills and mountains continues to draw the viewer's eye. Adverse effects would be lessened once the additional attenuating factors are incorporated. These factors include applying softer colors for the buildings and screening vegetation shown for the site on the Project landscape plan (refer to Figure 6). As the Project landscaping matures, more green and less of the buildings would be visible, additionally relating the current vegetatively barren site to the abutting hillside groves. Overall, given the intervening topography, the minimizing effect the rise in elevation of I-15 has on "shortening" building mass, the location of proposed elements toward the base of slopes, and the beneficial effect



Existing Condition

Key Map
no scale

Simulation

Source: DDS/GA 2009

HELIX DDS/GA INC.

Photo Simulation Key View 3
CAMPUS PARK VISUAL IMPACT ANALYSIS
Figure 17

demonstrated by Project-required landscaping, changes to the I-15 viewshed are determined to be less than significant from this viewpoint.

Figure 18 (Cross-section B) was drawn through a point on I-15 approximately 1 mile south of Key View 3, near Key View 2, and extends from Old Highway 395 eastward and slightly southward through the northern portion of the Project site. Old Highway 395 and I-15 are shown at the left (west) edge of the cross-section. The Project site slopes upward to the east (right edge of the cross-section). Cross-section B illustrates cutting and filling of the existing grade to create flat pads on which the single-family dwellings, roads, and the active-sports park site would be located.

The manufactured slopes created by Project grading may be visible from I-15, but generally would be planted with shrubs and trees that would provide erosion control and would visually screen the slopes. The vegetation required by Project design would effectively lower any adverse effect associated with these fill and cut slopes to less than significant levels. Particularly with regard to the largest cuts on the east side of the Proposed Project, however, the erosion control hydroseeding would be critical to maintaining current views from off-site westerly viewers. The reader is referred to the discussion in Guideline No. 2 for additional information on this topic.

Figure 19 illustrates a photo simulation from Key View 4. Key View 4 was taken from a moving vehicle at a point on southbound I-15 adjacent to the northern portion of the central Project site, near Cross-section B and northward-looking Key View 2, and illustrates a southwesterly, open view toward Project site, with the Palomar College property in the foreground. Rosemary's Mountain and Lancaster Mountain comprise prominent background features in this view. The citrus groves that border the Project site to the east are also visible; these groves spread northward toward the left edge of the photograph. Brown, grassy flat areas and power lines on and adjacent to the Project site are visible between the groves and the northbound I-15 lanes in the foreground.

Similar to the I-15 northbound views, views from southbound I-15 would include developed elements following Project implementation. The Key View 4 simulation illustrates a portion of the project site that would be visible from the freeway, as seen in Figure 19. The single-family homes of planning area R-1 and the office professional structures are seen in this simulation with the proposed structure façades, including the metal and stucco/stone accents and glass windows of the office buildings. The multi-family uses (MF-3 and MF-2), as well as the Town Center show as block massing, in part due to representation of proposed (unshielded) sound walls, and in part because of their distance from the viewer at this viewpoint. Street trees and slope landscaping also are simulated. Similar to Figure 16, the trees are shown at approximately 24 feet in height, the assumed height of the trees five to seven years after planting. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings, and would act as a visual screen, although portions of the buildings would be visible behind the trees, which would be spaced to allow 20 feet between mature canopies, consistent with the Project FPP.

The multi-family residential units also would have a maximum height of 35 feet. Varied setbacks and building elements that visually minimize building mass and prominence would be used to create variety among these buildings, and landscaping would be used to create continuity with the larger Proposed Project and to soften building masses. Utility areas would be screened, and parking areas would be surrounded by landscaped berms or buffers. No building within the Proposed Project would

rise above the horizon line created by Monserate Mountain or peaks to the south, which provide- a background to views from I-15.

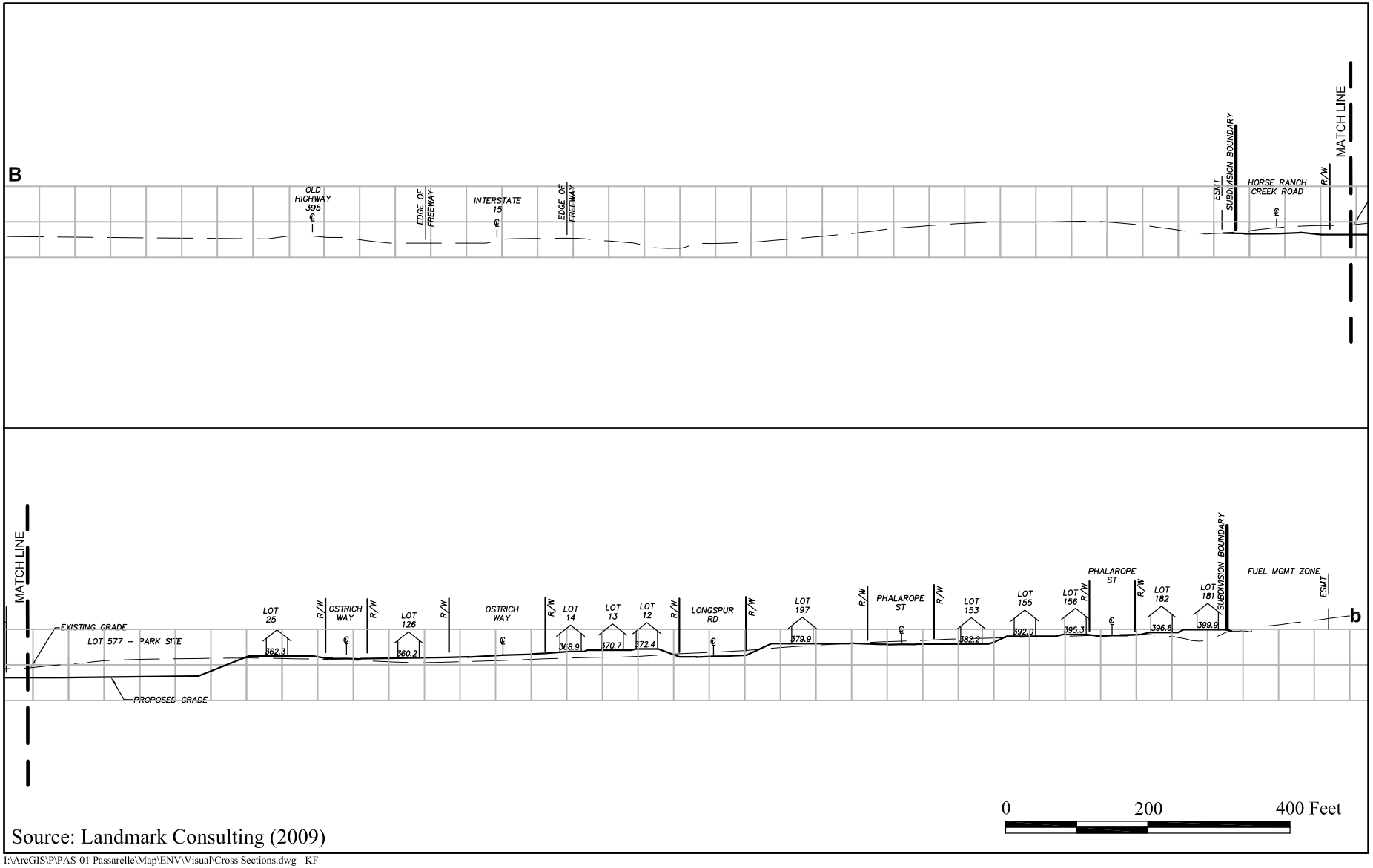
As previously discussed, right-of-way for Horse Ranch Creek Road, the major access road proposed for the Project, would be aligned along the western edge of the Proposed Project and would be visible from Key View 4. The trees shown screening the buildings are part of the roadway landscaping. From I-15, some views of other portions of the Proposed Project would be available between the trees, such as professional office buildings, the Town Center, and the active sports park.

Additionally, manufactured slopes are depicted below the trees in the simulation. These slopes are shown covered with proposed landscaping, which would be used to provide erosion control and a transition to the surrounding native vegetation. Some manufactured slopes created by project grading between buildings, at the east edge of development closest to the background slopes or at the edges of the Proposed Project (such as to support Horse Ranch Creek Road) additionally may be briefly seen from I-15. These would be variously planted with shrubs, trees and hydroseed to provide erosion control and visually screen the slopes. Generally, the vegetation required by Project design would effectively lower any adverse effect associated with these fill and cut slopes to less than significant levels. For the area of cut at 1.5:1 at the eastern Project edge, erosion control hydroseeding required by the Project would be critical to maintaining current views from off-site westerly viewers.

In summary, the Proposed Project development would retain approximately 42 percent of the Project site, including on-site riparian and coastal sage scrub vegetation, thereby retaining existing diversity related to habitat. Given the rise in topographic features associated with Monserate Mountain, Rosemary's Mountain and Lancaster Mountain to the north, east and south, respectively, structures associated with development would appear small in scale. This effect would be enhanced by the distance from the Project at which most views would be situated, as well as their often being higher in elevation. Because views subject to modification are located primarily east of existing viewpoints, the heavy landscaping associated with Horse Ranch Creek Road (generally on the western perimeter of the Project) would provide substantial amounts of vegetative screening. Although similar vegetation is not currently located on site, this irrigated streetscape would echo the green of the abutting groves on the Project's east side. Finally, development would not rise above the horizon line created by the background mountain range, which would not be altered. These peaks would remain the overwhelmingly dominant element in views to the east. Project design (varied product type, height, color as well as Project landscaping (including the street trees and slope planting), would result in the visual impact of change to the view caused by the Proposed Project being less than significant. As such, a less than significant impact is identified regarding incompatibility with existing visual character based on review of diversity, scale, continuity and dominance.

Views from State Route 76

SR 76 borders the Project site at its southern edge. SR 76 is a First Priority Scenic Route west of I-15, but has no scenic designation east of I-15, where the Project site is located. The visual character of SR 76 mainly is rural in nature although the road does pass through a few towns and developed areas. Common visual elements on the land adjacent to SR 76 in the vicinity of the Project site are citrus groves, large ornamental or dense riparian trees, and undeveloped open lots. The southernmost portion of the Project site is visible from SR 76, as illustrated in Key View 5 (Figure 20).



Source: Landmark Consulting (2009)

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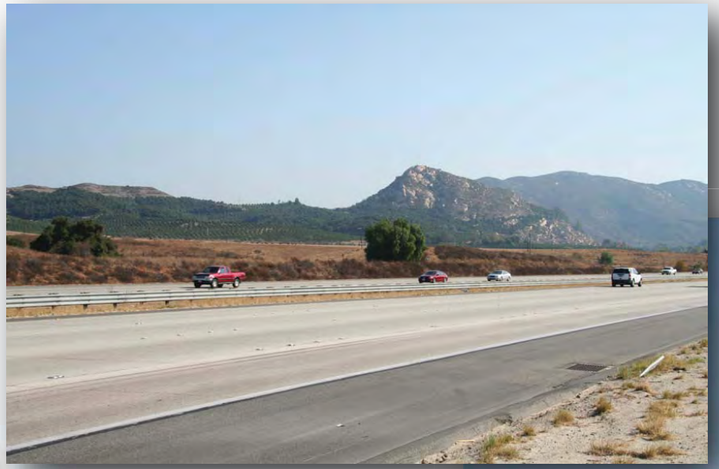
Cross-section B

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 18



Existing Condition

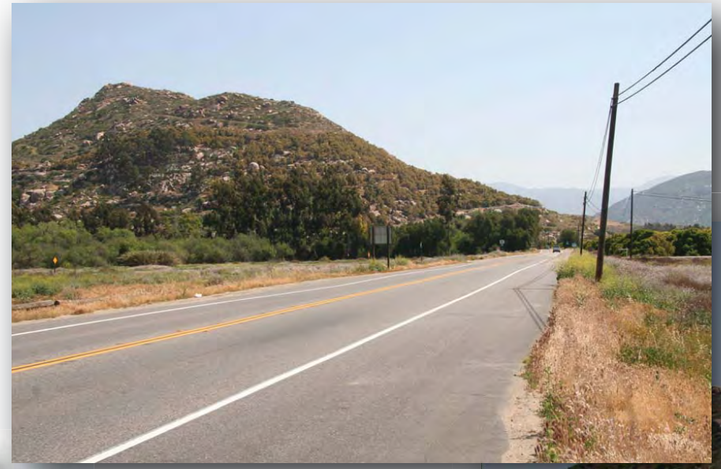
Simulation

Key Map
no scale

Source: DDS/GA 2009

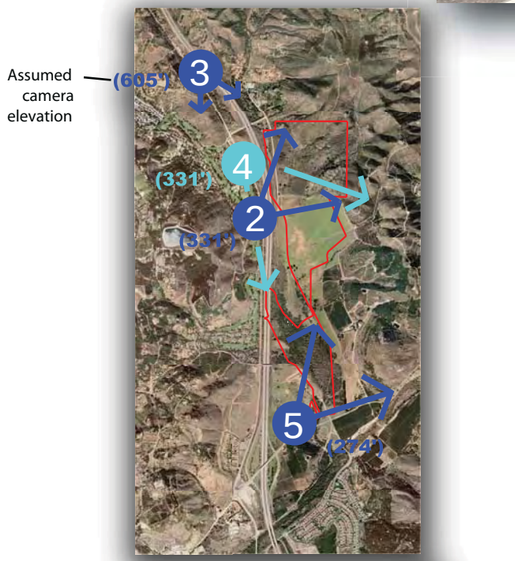
HELIX DDS/GA INC.

Photo Simulation Key View 4
CAMPUS PARK VISUAL IMPACT ANALYSIS
Figure 19



Existing Condition

Key Map
no scale



Simulation

Source: DDS/GA 2009

HELIX DDS/GA INC.

Photo Simulation Viewpoint 5
CAMPUS PARK VISUAL IMPACT ANALYSIS
Figure 20

Figure 20 illustrates a photo simulation from Key View 5. The Key View 5 photo was taken from the south side of SR 76, near the Pankey Road intersection, east of I-15, and illustrates an easterly view of the southernmost portion of the Project site. Rosemary's Mountain is a dominant feature in the background of this view. SR 76 comprises the foreground of the view and extends eastward into the background. Dense riparian vegetation associated with Horse Ranch Creek is visible on the left side of the view, and a flat, grassy area is visible between the trees and the roadway. Tall, dense stands of eucalyptus trees bordering the southeastern edges of the Project site are visible in the middle-ground, left of the roadway, and some citrus trees in groves south of SR 76 and east of Pankey Road/Shearer Crossing are visible to the right of the roadway.

Multi-family residential uses would be located in the portion of the Project site that is aligned along the north side (left side in the photograph) of SR 76 in this area. The residential structures within this area would be adjacent to SR 76, and would require a sound attenuation wall. The barriers would be 10 feet tall along SR 76 and 8 feet high along Pankey Road/Pala Mesa Drive. Noise barriers may consist of a wall and berm combination. The wall fronting SR 76 would be visible to both east- and westbound travelers along SR 76. The sound wall aligned along Pala Mesa Drive would be visible to eastbound travelers on SR 76. In addition to the sound walls, a six-foot high community theme wall would extend along the eastern property boundary edging MF-4 and future Horse Ranch Creek Road. This decorative wall would be most visible to westbound travelers along SR 76.

For the frontage along SR 76, the berm upon which the sound wall would be sited would be up to four feet high, with a six- to eight-foot sound wall placed on top. The sound attenuation walls would be articulated with stone-clad pilasters and would support vines, pursuant to the landscape plan. These vines would consist of one or more of the following plants—grape, ficus, and/or ivy—resulting in variation during the year due to varying colors of green, as well as the deciduous nature of the ivy.

As seen in the simulation, the Proposed Project also would include a row of oak trees aligned along SR 76. Although not shown along SR 76, shrubs ranging in height from 18 inches (needlegrass) to 24 inches (gazania, lantana, ceanothus) to 10 to 18 feet in height (toyon, sumac, blue-eyed grass) would be planted where space is available between the "road recovery" zone associated with this state route and the sound wall. Sycamore trees would be used as an accent at the intersection of SR 76/Pala Mesa Drive. The trees would be placed approximately 50 feet apart, ensuring a 20-foot separation between mature canopies for fire safety. The vines and trees depicted in the simulation are shown several years after planting, but not at full maturity. At maturity, the trees depicted would be approximately 30 to 40 feet in height, and the vines are anticipated to cover approximately 75 percent or more of the wall.

A multi-purpose trail would extend parallel to SR 76 north of the trees. The trail would be separated from the roadway by a post-and-rail equestrian fence; this trail is visible in the simulation. No planting beyond erosion control hydroseeding would occur within the road recovery portion of the right-of-way, shown here at 20 feet in width.

From SR 76, the upper stories and roofs of the multi-family buildings would be visible above the wall and between the trees. The roofs of the houses would be earth-toned, and are shown in deep reddish and brown soil colors. The horizon line created by Rosemary's Mountain in the background would remain a dominant feature behind the Project in views from this area. Additionally, the oak trees proposed to be aligned along SR 76 and Pankey Road would be consistent with native and rural landscapes throughout this part of the County. Alternatively, and with Fire Marshal approval, a row of grapefruit trees may provide planting elements visually similar to the grove trees on the south side

of SR 76, as well as on Rosemary's Mountain. Either design would provide visual continuity between the Proposed Project and surrounding area.

A trail staging area and a sewer pump station are proposed immediately west of Pala Mesa Drive and the multi-family residential area shown in the simulations. The sewer pump station would be located on a 0.1-acre site east of the staging area (Figures 4 and 5). The staging area would provide parking for recreational users intending to utilize the region's existing and/or future trail network. The staging area would be accessed from Pala Mesa Drive and would include an asphalt parking lot, trees and other landscaping including a landscaped berm to screen lower asphalt portions of the parking area from view.

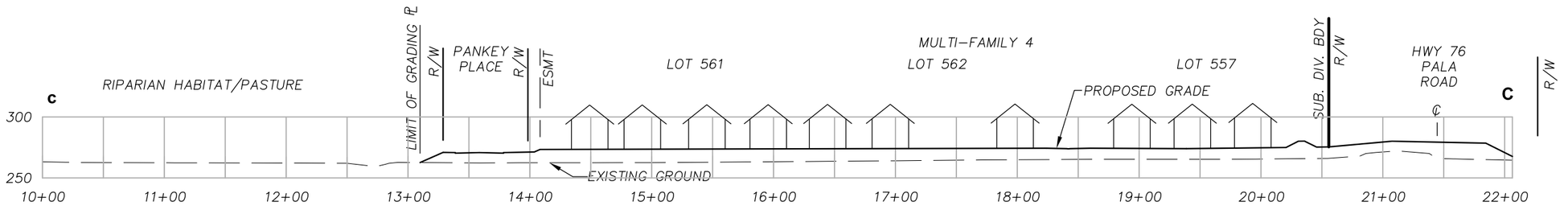
This portion of the Proposed Project would be connected via roadways and pedestrian/bicycle paths to the remainder of the Proposed Project. The major roadway that would provide access to the Proposed Project generally would be aligned near the eucalyptus trees visible in the middle-ground of Key View 5, at the foot of Rosemary's Mountain. This roadway, Horse Ranch Creek Road, would be lined with trees and trails, and would include a landscaped median.

Cross-section C (Figure 21) is drawn from SR 76 (at the right edge of the cross-section) northerly through the southernmost portion of the Project site, and illustrates the typical existing topographic configuration of this area of the Project site, as well as the Proposed Project grade. The grasslands visible in Key View 5 are located in this generally flat portion of the Project site bordering SR 76. The riparian areas visible in the middle ground of Key View 5 would be located to the far left of this cross-section.

As shown in Cross-section C, Project-proposed uses would require fill in order to raise the ground level above the Horse Ranch Creek flood plain. Realigned SR 76 (discussed in cumulative projects below) similarly would be raised; therefore, the grading required within this portion of the Project site would not be highly visible. The riparian areas located north of the limit of grading demarcated on Cross-section C would be preserved. The proposed uses within this area would be much more visually evident, with introduced man-made vertical elements, resulting in a major change in visual character from the existing grassland. The diversity of riparian versus grassland habitats, however, would be visually echoed (in a more developed setting) in the diversity between the riparian and Project landscaped elements.

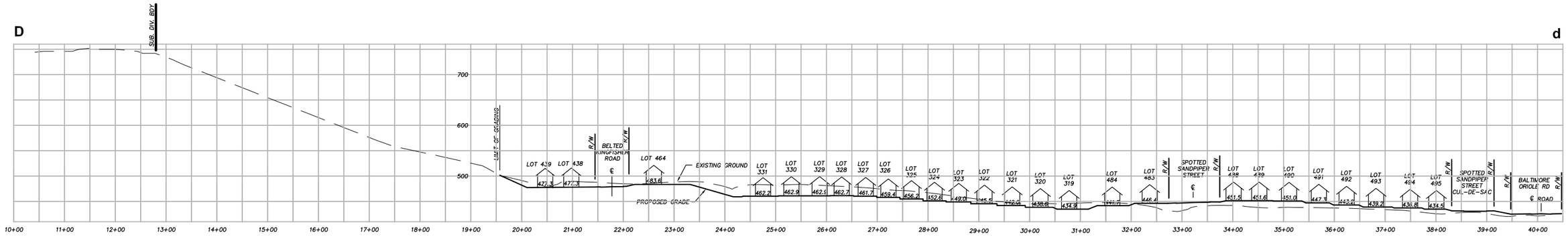
This area is visually isolated from the larger Proposed Project by the riparian vegetation associated with Horse Ranch Creek. The residential uses proposed for this area would comprise a peripheral, short-term view for passing motorists within a larger setting that includes the surrounding hills and mountains as dominant background elements. Streetscape vegetation (including trees, shrubs, and vines) would be provided between the viewers along SR 76 and the multi-family housing. Assuming vehicular travelers would be traveling at the posted speed limit of 55 mph they would be potentially viewing this area for a period of approximately 10 seconds. As result of these considerations, a less than significant visual impact to motorists on SR 76 due to Project incompatibility with the existing visual character is identified.

A future San Diego County Third Priority Pathway is identified along approximately 400 feet of SR 76. Although views for pedestrians and bicyclists of the multi-family residential areas would be available for a longer term due to the slower travel speed of these users, the visual effects for pedestrians and bicyclists on this pathway caused by the Proposed Project would be similar to those



Cross-section c-C

0 100 200 Feet



Cross-section D-d

0 200 400 Feet

Source: Landmark Consulting (2009)

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Cross-sections C and D

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Figure 21

for motorists along SR 76. This pathway parallels SR 76, a commonly traveled road. In addition, most of the Proposed Project would not be visible to users on this pathway; landscaping would soften building mass and contribute to obscuring elements such as parking; and the surrounding hills, mountains, and vegetation would remain dominant visual elements for these viewers. The Proposed Project would result in less than significant visual impacts to recreationalists on the proposed SR 76 pathway.

Views from Old Highway 395

Most of the Project site is visible from northbound Old Highway 395 north of West Lilac Road, where Old Highway 395 is located west of and roughly parallel to I-15. Refer to TVs 4 and 7 (Figures 11b and 11d), discussed above, for typical views from Old Highway 395. The buildings associated with the Proposed Project would change the expansive views available to motorists from this highway from a primarily open, undeveloped setting to one encompassing suburban development elements. The views available to motorists/vehicular passengers and bicyclists from Old Highway 395 also would encompass residential development currently existing south of the San Luis Rey River, and the Proposed Project would therefore have some level of continuity with existing nearby development. The visual environment in this area is primarily open and rural despite the visible nearby developments, however, and the Proposed Project would result in a major change to the focused visual character of the Project site, bringing denser development north of the river, even though the background horizon would not be altered.

Views toward the Project site also are available from the segment of Old Highway 395 adjacent to I-15 between approximately SR 76 and Tecalote Lane. Available views would include view-obstructing or distracting elements in the foreground (between the viewer and the Proposed Project), such as the entire width of I-15 with a 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 toward the Project site would be peripheral. The time a motorist/vehicular passenger would spend looking directly at the Project would be somewhat shortened due to the vehicle's speed and the driver's focus on the road ahead. Vehicular passengers could be more focused on the passing viewscape, but also would be subject to distractions related to roadway elements and visual elements west of the roadway.

While the Proposed Project would change the continuity of the existing, primarily natural views of the site by introducing a primarily built environment onto undeveloped land, changes to views from Old Highway 395 created by the Proposed Project would result in less than significant impacts related to incompatibility with existing visual character, for the reasons described for the (closer) I-15 right-of-way, and detailed above.

Views from Other Area Public Roadways

The local area roadways provide motorists and pedestrians with restricted to expansive views into the site, depending on the viewer's location and the activity. West of the Project site, the main east-west routes are SR 76 and Reche Road. Primary north-south roadways are Gird Road (west of the Project site's viewshed) and Wilt Road, which transects the ridgeline at the Project site's western viewshed boundary. Many of the public roads within in this area are two-lane rural collectors used by local residents within the existing low-density residential community. These roads often transition into private roads. Where the Project site is visible, motorists traveling along these roads generally would

have very brief views of the Project because trees and shrubs along these roadways frequently confine the travelers' view to the immediate vicinity of the roadway. The curving nature of many of the local roads also results in a frequent shifting of the viewers' focus. The Project site would be visible from areas of higher elevation or from roadways with lesser levels of landscaping/vegetation in the surrounding vicinity. The Proposed Project would result in a less than significant impact to these views resulting from the incompatibility of introduced visual elements due to: the fleeting nature of these views; the developed and diverse character of the foreground views with attendant viewing obstacles including residences and structures, native and irrigated vegetation, and I-15; and Monserate Mountain and Lancaster Mountain east of the Project site—neither of which would be altered, and would continue to provide visually dominant background elements for views from this area.

Specifically with regard to Reche Road, this road terminates at Old Highway 395 approximately one mile north of the Project site. Approximately 0.5 mile of Reche Road is within the Project viewshed. Views from the westernmost end of Reche Road would be similar to views from southbound I-15, as discussed in Key View 3. West of Old Highway 395, motorists traveling east and west on Reche Road may have peripheral views of portions of the Proposed Project, where local vegetation and topography do not block views to the south.

Mission Road is located approximately 1.5 mile north of the northern edge of Project site and generally trends east-west. Based on topography alone, approximately 0.5 mile is located within the Project viewshed (although visibility would be extremely low due to distance and intervening vegetation). This portion of Mission Road merges with the northern end of Old Highway 395, just west of I-15, and is aligned north-south. Views from this roadway would be similar to views from southbound I-15, discussed above in Key View 3, but less extensive due to the greater distance.

The hill in the northwestern corner of the project site would block extensive views from Reche Road and Mission Road, and local vegetation and topography also would limit views. The proposed buildings would be located on the lower, flatter portions of the project site, and the upper stories, roofs, and tree canopies of the single-family residential neighborhoods may be visible from this portion of these roads. The slopes surrounding the Proposed Project may also be visible, but would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains, minimizing the visibility of the manufactured slopes.

Overall, given distance, the intervening topography and the minimizing effect of Project landscaping, changes to views from Reche Road and Mission Road are determined to be less than significant.

Views from Area Residences

As noted above, views toward the Project site available from surrounding residences would be stationary and long term.

Project implementation would change portions of the Project property from primarily open farming or natural land to a suburban pattern of development, with roadways, professional office buildings, and residential rooftops dominating Project-specific middle-ground views. Structure density would be substantially greater than residential lots from which the Project would be viewed. These changes would be implemented consistent with Fallbrook Community Plan goals and policies, as noted above. In addition, the Proposed Project would not modify other view elements integral to the current visual

experience, including intervening development between the residential viewer, groves located easterly of the project, or the background natural horizon of the mountains and hills, as described below.

Where Project built elements do result in modification to the property, several attenuating elements come into play. First, as indicated above, Project elements would not affect foreground views—there is measurable distance between the residential viewer and the Project modification. The nearest home (surrounded by grove) is approximately 0.4 mile distant, with the next closest homes being approximately 0.6 and 0.75 mile distant, respectively. These homes are all sited on lower slopes. Homes in the vicinity of the Engel Preserve (see below) are approximately one mile from the Proposed Project. Second, the elevation of the existing (viewer) residential pads would tend to minimize mass and bulk of Proposed Project structures as viewers largely would be looking down upon them rather than directly across or up at the structures. Third, from these higher elevations, project elements such as the roadway streetscapes, pocket parks, active field park, etc. are all expected to provide greensward elements that would interrupt the "built" effect. Fourth, the tile or concrete roofs of the residential structures would be consistent with the largest intervening use between the viewers and the Project (Pala Mesa Resort, refer to Figure 22, showing Key View 7, below). Finally, as alluded to previously, the Proposed Project would affect only a portion of an extensive viewscape, with all changes occurring at the foot of notable topographic forms. No ridgeline elements are proposed, and the natural appearance of the view backing hillsides would remain the same.

Taken overall, therefore, the Proposed Project would introduce built elements into the middle ground of views currently experienced by area residents. The foreground and background (natural horizon) view elements would remain unchanged. Within the middle ground, grassland and riparian habitat would not be developed by Campus Park (although some of this area would be developed by Palomar College). The scale of built elements would be somewhat minimized by distance, elevation and associated landscaping. Overall, the Proposed Project changes are identified as a less than significant impact to the composition of view elements based on incompatibility.

Views From Public Recreational Facilities, Existing and Planned

No public parks exist within the Project site's viewshed. As described above, however, public trails occur within the Project vicinity. Views from these trails to the Project site and potential visual impacts due to the development of the Proposed Project are discussed below.

Monserate Mountain Trail. Monserate Mountain Trail is a San Diego County Priority 1 public hiking trail north and northeast of the Project site. It is located within a preserve owned and maintained by the Fallbrook Land Conservancy. This trail is accessible from the northern extension of Pankey Road, south of Stewart Canyon Road (where the trailhead is marked), and provides access to the slopes and ridge of the Monserate Mountain range. Approximately 750 to 1,100 persons (2 to 3 per day) currently use this trail each year. (Although use rates would be expected to increase following development of the Proposed Project, as well as other area projects, these new users would be experiencing the trail at a point in time in which the presence of the Project would be part of their existing setting.)

Portions of this trail are located on the south and west facing slopes of the mountain foothills that abut and overlook the northern portion of the Project site, which is particularly visible from the trail where it transects the western slopes of the mountain range, roughly paralleling the Project site boundary for approximately 2,000 feet. Key View 6 (Figure 22) was taken from this trail, at the

northeastern corner of the Project site. This key view looks southwestward over the Project site, which can be seen in the middle of the photograph. The south- and west-facing slopes and the natural vegetation that exists within the northern portion of the Project site are visible in the foreground. The grassy areas are visible in the middle ground, and the riparian vegetated creek is visible beyond them. These areas of vegetation create uniform swaths of color within the view. The existing on-site residence is located just right of center in the photograph. I-15, located just west of the property, transects the middle ground of the view, and the hills west of the interstate comprise the background. The experience on the trail, however, is not completely natural. The trail joins a dirt access road to the water tank at the northeast corner of the property and the water tank can be notable.

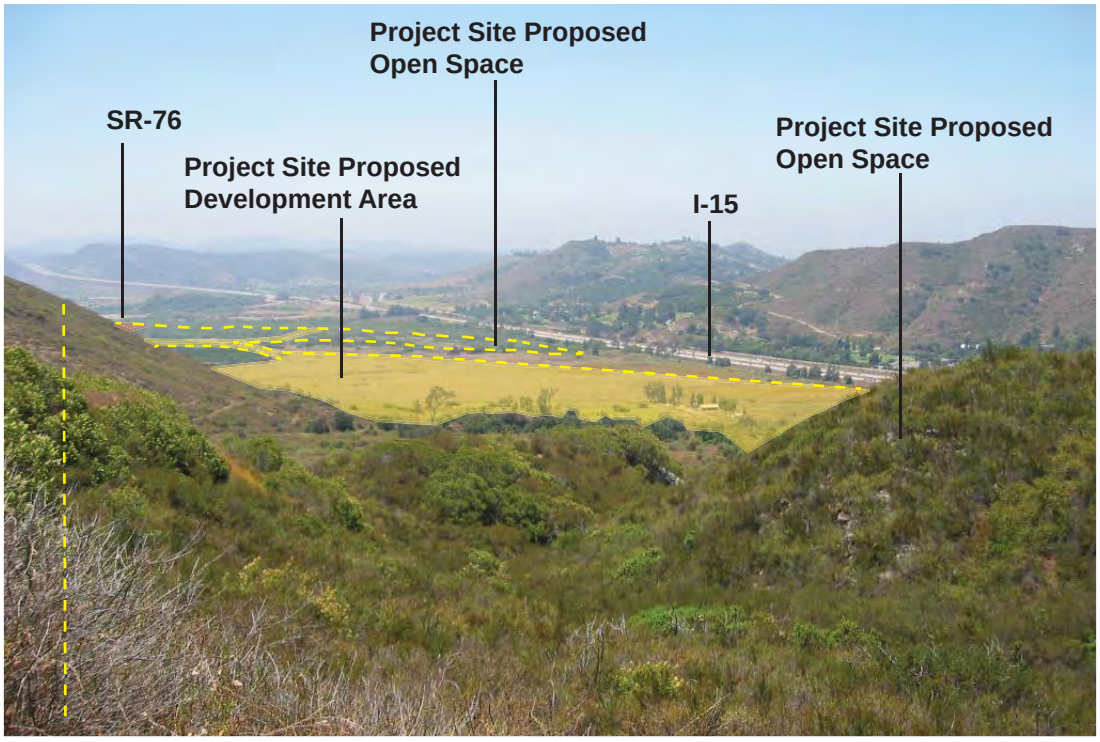
Cross-section D (Figure 21) was drawn from a point on this trail directly north of the Project site, through the portion of the Project site north of proposed Baltimore Oriole Road. The cross-section illustrates the steep change in elevation at the north end of the site beyond the edge of proposed grading.

As is clear from the cross-section and Key View 6, a large portion of the Proposed Project would be visible from this trail. Natural vegetation in the immediate foreground of the photograph would be retained. Single-family houses would be located within the northern portion of the Project development area, with the nearest house approximately 700 feet away from the location of Key View 6. A fire safety buffer would create a transition between the ornamental landscape within the residential development and the natural vegetation on the slopes surrounding the Proposed Project. Because the viewer is standing atop a steep slope at the key view site, some of the northern-most homes would be obscured by topography from this specific location.

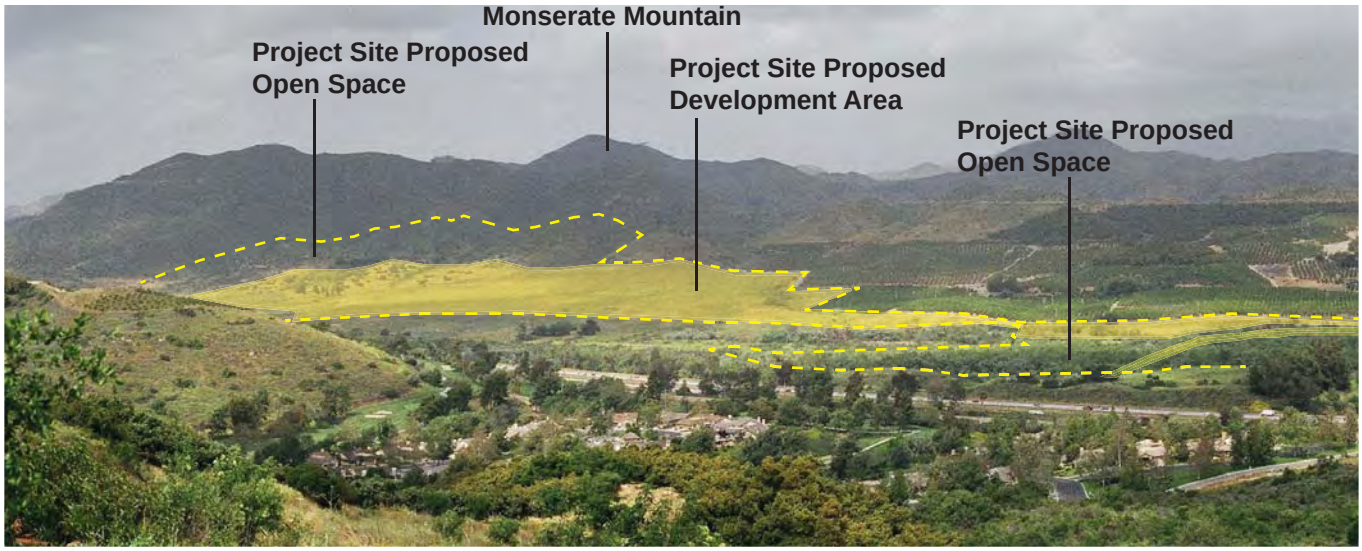
Multi-family development, professional office buildings, parks, the Town Center, and the HOA recreation facility beyond (south of) the single-family houses also would be visible from the trail. Horse Ranch Creek Road would border Project uses to the west (right) and south (behind), and would extend southeastward across the grassy areas visible in Key View 6. Professional office buildings and the active sports complex would be located along this road, west of the single-family houses. Multi-family dwellings also would be located south of the single-family houses. The riparian vegetation visible as a dark green patch in the middle ground of Key View 6 and approximately 85 acres of grassland would not be impacted by the Proposed Project, as this area is not a part of the Project parcel (see Cumulative Projects Palomar College). Although not developed under the Proposed Project, given the orientation of the parcel (linear rather than a block) and the fact that it would be rimmed by Project developed uses on three sides (north, east and south), it is expected that the open space associated with it would be screened by the heights of Project buildings, resulting in a fairly solid developed profile from this viewpoint.

The buildings and other Project elements of this proposed development would cover approximately 52 percent of the currently undeveloped land, creating new visual elements that would contrast with and change the current predominantly natural and rural setting that makes up the foreground and mid-range view from this trail. The rooftops of the buildings would be the aspect of the Proposed Project most visible from the Monserate Mountain trail. The larger buildings within the Project site—the multi-family dwellings and the professional office buildings—would be farthest from the viewer, while the single- or two-story single-family houses would be located in the foreground.

The diversity created by the buildings and landscaping would contrast with current foreground views of fairly uniform areas of the undeveloped site. Landscaping and street trees would soften the



Key View 6: View toward southwest from Monserate Mountain trail.



Key View 7: View toward northeast from Engel Family Preserve.

Key Views 6 and 7

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architecture and shield detailed views of buildings within the Proposed Project but would not lessen the change from an undeveloped to a developed view.

The changes in scale, diversity, and continuity proposed by the Project to foreground and middle ground elements would change the composition of views available from the Monserate Mountain trail. The existing built elements that are visible, however, combined with the low number of viewers per annum, continue to render the impact related to changes in visual character from this specific locale less than significant.

Engel Family Preserve. The Engel Family Preserve is a 10-acre parcel owned and managed by the Fallbrook Land Conservancy located among the homes west of I-15. A hiking trail within the preserve, along which viewing benches are located, transects east-facing slopes and provides extensive, elevated views of the San Luis Rey River Valley and the I-15 corridor, including the Project site, as illustrated in Key View 7 (Figure 22). Within this panoramic key view, the Pala Mesa Resort golf course and the buildings associated with the Pala Mesa Resort are visible at the base of the hills that make up the foreground of the photograph. I-15 borders the resort golf course on the east side. The Project site is visible in the middle ground of the photograph, bordered on the west by I-15 and riparian vegetation within Horse Ranch Creek, and on the east by agricultural groves and Monserate Mountain. Monserate Mountain and related peaks provide a dominant visual element within the background of views from this trail.

Proposed single-family houses, multi-family residences, professional office buildings, parks, roads, parking lots, and the Town Center all would be visible from this trail, and would constitute a notable change to existing views from the Engel Family Preserve. The roofs of the buildings would be the most visible element of the Proposed Project. Street trees and proposed landscaping would soften building masses and shield views of streets and parking lots, and vegetation on the surrounding hillsides and the majority of vegetation within Horse Ranch Creek would be preserved. This landscaping would provide some screening of the buildings; however, the scale of the Project, developing most of the undeveloped land visible on the Project site, would result in changes in visual pattern to the otherwise natural and open space view east of I-15 from this viewpoint.

Although the Proposed Project would change the visual character of the Project site to be more developed (and therefore more consistent with development in the foreground of Key View 7), the impact would be less than significant. This would be due to the same reasons as stated for the less than significant changes to existing views from the surrounding private residences described above. In addition, the view illustrated in Key View 7 is experienced by a small number of people (approximately 100 to 160 visitors per annum) due to the relatively hard-to-find location of the trail and small size of preserve. Although different from the existing setting, the distance from which this middle ground view is observed, the minimization of structure scale due to distance from (and elevation of) the viewer, the retention of diverse vegetative elements, and the continued extreme dominance of the background hills, all combine to result in a less than significant impact for viewers from the Engel Family Preserve for the issue of view composition.

San Luis Rey River Trail. A future San Diego County Third Priority Trail is identified north of the San Luis Rey River in the vicinity of the Project site. Portions of this trail potentially would have views of the southernmost portion of the Project site. Key View 8 (Figure 23) illustrates a view looking north from the approximate location of this trail, near Shearer Crossing and the southern terminus of Pankey Road south of SR 76. The portion of the Project site located immediately north of SR 76 is

represented in the middle ground of the photograph, next to dense vegetation associated with Horse Ranch Creek and beyond a recently mowed, empty area in the foreground. The empty area in the foreground borders the Project site on the south. Nearby groves are visible at the right edge of the photograph. Surrounding hillsides to the north, east (right), and west (left) of the Project site make up the background of the photograph. Power lines and poles provide notable, non-natural elements in this view. Some of these exist on the Project site or bordering SR 76. The closest utility lines in the view exist on the undeveloped area from which the photograph was taken. SR 76 is located north of the trail and south of the Project site, and is represented in Key View 8 only by street signs.

The portion of the Proposed Project that would be most visible from this trail would be the multi-family residential area and associated noise attenuation wall described in the discussion above regarding views from SR 76. Glimpses of walls and taller elements of the residential buildings would be visible just in front of the riparian vegetation in Key View 8 middle ground. The relative distance of the viewer from the residential area would provide some minimization of structure mass and scale. Although some of the dark green would be blocked by the proposed development, this vegetation would continue to be visible flanking the buildings. The Proposed Project would provide landscape screening described above for Key View 5. The surrounding landforms would continue to provide a background to views from this point, ensuring that the proposed buildings would be a small element in the larger view. As a result of these considerations, the proposed changes would result in a less than significant change in the composition of views from this future trail location.

Effects of Illumination/Lighting

The currently open and undeveloped character of the Project site results in a nighttime setting with only light from one existing residence visible on site. Lighting associated with existing residential and commercial uses as well as I-15 and other area roads exists off site.

Development of the Proposed Project would introduce numerous lights into the valley for safety and aesthetic reasons. The new lighting would include: indoor lights; safety and accent lights within private residential lots; street lights; pedestrian pathway lighting; parking lot lighting in both multi-family areas and among non-residential uses; accent lighting on signs and within Project landscape areas; and pathway/parking lot lighting as necessary. Each light would include louvers and shields to prevent glare and light spill onto neighboring properties, roadways, and adjacent open space, as discussed below under Guideline No. 4.

Due to the scale of the Proposed Project and the inclusion of lighting into all portions of the Proposed Project (except the preserved open space areas), the resulting new night lighting could become a notable element in the nighttime views of the valley east of I-15. This lighting would contrast with existing conditions, although its effects would be lessened as landscaping became mature (higher than) and obscures light sources. A number of elements, however, contribute to rendering potential change to existing composition related to nighttime lighting less than significant. These include: (1) the undevelopable open space on site; (2) the required shielding part of Project design (and in compliance with County ordinance); (3) the use of low-sodium lights along Project roadways and in Project parking lots; (4) the amount of light currently associated with I-15 and existing residential uses; as well as (5) the nighttime "black space" that would remain due to the undeveloped nature of the hills located northerly and easterly of the Proposed Project.

Key View 8: View northward from San Luis Rey River Trail (proposed).

Key View 8

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Off-site Project Elements

The Proposed Project would continue the construction of two on-site Circulation Element roadways to off-site areas. Horse Ranch Creek Road, the proposed main community access road, would diverge from the eastern Property boundary and would be aligned southeast of the Project site. It would join SR 76 approximately 0.25 mile away from the southeastern corner of the Project site. Most of the neighboring property through which this road would be aligned is proposed for development, but currently undeveloped. One private residence is located along the current alignment of SR 76, and is accessed via an unpaved road. The southerly extension of Horse Ranch Creek Road would overlap most of this existing dirt road, and although it would not disturb the residence, it would overlay part of the residence's landscaping. The extended road would meet SR 76 at its anticipated southerly alignment, cutting through existing citrus groves located south of the Project site and SR 76.

The proposed Horse Ranch Creek Road generally would follow the alignments of existing dirt roads (and was realigned to avoid riparian habitat as part of the Proposed Project). The extended roadway, however, would remove existing dense vegetation at the existing residence and among the citrus grove, include associated lighting, and be wider than the existing dirt roads. For these reasons, Horse Ranch Creek Road would be more visible to motorists on SR 76 (and the non-vehicular travelers along the SR 76 pathway) than the existing roads. This portion of SR 76 is not a scenic highway, however, and the larger visual landscape surrounding the roadway would not be disturbed. This proposed off-site extension of Horse Ranch Creek Road, therefore, would result in a less than significant visual impact.

Pala Mesa Drive would be extended from its terminus at Old Highway 395 west of the Project site and I-15 via the currently unused overcrossing at I-15, eastward and southward across undeveloped property west of the Project site to connect to the existing northern terminus of Pankey Road, which extends northward from SR 76. By making use of an existing overcrossing, the proposed alignment would not introduce any new elements into the view along the I-15 corridor at that point; additionally, the easternmost portion of Pala Mesa Drive would be minimally visible from northbound I-15. Similarly, by making use of an existing intersection at SR 76, views from this roadway would be minimally altered. Therefore, this extension of this roadway would result in a less than significant visual impact.

The series of focused off-site intersection improvements proposed as part of Project design or possible mitigation would all occur on existing roadways. These proposed improvements generally would be focused in extent, consisting of installation of a signal and/or addition of intersection-specific turn lanes. The isolated and primarily ground-level elevation of these improvements would result in these improvements showing less than significant impacts to the current viewers' visual experience.

One of the improvement areas is not so restricted in size and also would have increased visibility; this improvement consists of the loop north- and southbound ramps proposed at the I-15/Pala Road interchange. These ramps would be seen by travelers on Pala Road and I-15, and would be visible to viewers located on hillsides west of I-15, and from nearby Old Highway 395. Some of the mature trees within in this area would be removed to accommodate the new ramps. However, the existing ramps and most of the trees in the interchange area would remain, and the proposed loop-ramps would not contrast with the existing visual environment of the interchange area. Therefore, despite the traffic volume, the new ramps would result in a less than significant impact to the area.

A water line is proposed within Pala Mesa Drive. This line would be installed below grade and would not be visible, nor would it require the removal of trees or highly visible vegetation. Short-term visual impacts related to the construction of the pipeline would result in less than significant visual impacts.

Views to On-site Sound Walls

As detailed in the 2009 Project Acoustical Assessment Report, an assessment of I-15 and future on-site traffic noise was completed for the Project. Based on this assessment, potential noise attenuation barriers would be required in several locations to mitigate for noise levels resulting from roadway improvements, as shown in the Conceptual Wall and Fence Plan, Figure 7 (discussed above). Barriers would range from a height of 8 feet adjacent to multi-family uses in the southern portion of the site to 9 to 10 feet in height adjacent to single- and multi-family residential uses throughout the rest of the Project. Approximately 25 multi-family units (MF-1, west of future Horse Ranch Creek Road) also would require six-foot-high noise barriers on second story balconies. Barriers of this height and extent (see Figure 7) are not common elements within this portion of the County, as they are generally associated with larger urban/suburban uses rather than single-family large-lot residences. Project noise attenuation walls, where not integrated into the building and balconies, would be located either at the edge of buildings pads where the pads are higher than street level, or closer to the edge of the right-of-way if the pad is located at or below the street level.

With the exception of noise attenuation walls proposed for the multi-family housing development areas (one immediately adjacent to future Horse Ranch Creek Road, another near the future Pala Mesa Drive extension, and the third just north of SR 76), barriers would be located off the primary Project roadways and generally east of other Project uses such as the single-family housing located east of the office professional development and the multi-family development located east of the Town Center. Noise attenuation walls would be screened by the intervening uses and landscaping from vehicular or pedestrian viewers along Horse Ranch Creek Road and other points westerly. This is also true of the six-foot balcony barriers. The tree canopy associated with streetscape along Horse Ranch Creek Road would provide intermittent shielding of the sound barriers. Balconies would incorporate a transparent upper portion to accommodate views outward from the residential units. The transparent barriers, in combination with the streetscape, would result in any adverse visual effect associated with balcony barriers being less than significant.

Some sound barriers also would include berming, which would reduce the need for higher walls. Berming would be included at MF-4, as described in the discussion of "Views from State Route 76," above. For the multi-family development located at the intersection of Horse Ranch Creek Road and Harvest Glen Lane (MF-2), a six- to eight-foot-high wall would be sited on a berm two to four feet in height. A six-foot high community theme wall provided for privacy along Horse Ranch Creek Road would be sited on a two-foot berm. As discussed above, however, Project-proposed slope and berm revegetation includes shrubs and groundcover for erosion control, as well as fairly extensive streetscape planting. Project-proposed landscaping would additionally screen some of these walls, where the pedestrian/equestrian path and related shrubs and trees would intervene between the roadway viewer and potential walls.

Additional vegetation, such as vines that would grow on the walls pursuant to the landscape plan and medium-height shrubs planted on the slopes below or in front of the walls, where possible, would ensure that the visual appearance of the walls from Horse Ranch Creek Road or Pala Mesa Drive is mitigated by screening the walls and helping them blend into the Proposed Project. Following

installation and establishment, these areas would require long-term maintenance in order to ensure that the beneficial screening continues—commited to as part of Project design, and planned for maintenance through the HOA. (Without this long-term maintenance, visual effects would be adverse and significant.) These design elements would combine to reduce adverse effects to on-site views encompassing these walls to a less than significant level.

For off-site viewers, the location of these walls within (and generally behind) the larger seen development area, the distance from the viewers, the incorporation of the extensive streetscape landscaping, and the Project-required wall-specific screening vegetation, all would combine to eliminate the ability to identify the sound walls as specific elements from the seen view. A less than significant impact related to view composition for Project-required sound walls is identified.

Degrade the Quality of an Identified Visual Resource (Guideline No. 2)

There are no ridgelines or public parks on the Project site. The property does contain steep slopes and undisturbed native vegetation, including riparian trees and vegetation associated with Horse Ranch Creek, a major drainage. Steep slopes (i.e., natural slopes with a 25 percent or greater slope gradient and with a 50-foot rise in elevation) are located in the northern area of the Project site on the hillside near the northwestern portion of the property and on the hillsides rising northward and eastward toward the mountains; refer to Figure 9a, Steep Slope Map. Although the Project was exempted from compliance with the RPO in 2004, as noted above, visual effects of steep slope impacts are reviewed here in accordance with the Hillside Review Policy.

No grading would occur to steep slopes located on the west or north sides of the property. Some portions of steep slopes on the eastern side of the property would be altered by a Project roadway. On site, a cut slope of 800 linear feet, with a vertical maximum height of 45 feet on the east side of a cul-de-sac (Song Sparrow Drive) would be visible to individuals accessing 16 homes on the west side of the cul-de-sac. Song Sparrow Drive south of Baltimore Oriole Road would provide access to the houses along this easternmost edge of the Project site, as well as emergency access for on- and off-site houses. The road would be located approximately 35 feet above the neighboring house pads on the west, and would result in the modification of roughly 800 linear feet of slopes just east of the Project site. The resulting slope would be a maximum of 65 feet higher than the roadway. The modification of this small area of steep slope in an area dominated by the notable forms of Monserate, Rosemary's and Lancaster Mountains would not substantially degrade the visual quality of that resource. The physical constraints associated with the steep slopes would remain, and their overall visual importance would not be diminished. Revegetation for slope stabilization would provide both erosion/water quality and aesthetic benefits. This is consistent with the Hillside Policy goal of preserving natural terrain to the extent possible while still providing home sites.

As described previously, the native vegetation on site includes riparian vegetation in the southern third of the site, grasslands in the central third of the site, and a variety of native vegetation including Diegan coastal sage scrub among the hills and canyons of the northern third of the site (Figure 9b). Large sycamore and oak trees and a wide swath of riparian vegetation grow near Horse Ranch Creek, covering nearly the entire width of the Project site in the southern third of the property.

The grassy area mainly consists of low-growing vegetation on flat ground or low hills. North of Pala Mesa Heights Drive the topography and the vegetation are more varied, with oak trees and large shrubs growing in the canyons and scattered stands of eucalyptus growing near the current residence

and former home sites. The hills in this northern portion of the site mainly are covered with low-growing shrubs or grasses. Native vegetation consisting of dense, shrubby vegetation similar to that found in the surrounding hills grows on the higher elevations, near the property boundaries.

Much of the native vegetation on site would be preserved within dedicated open space lots. A biological open space lot in the southern portion of the Project site would protect most of the existing riparian vegetation including almost all of the contiguous riparian area along the western Project boundary (visible as a dark-green mass on the aerial photograph in Figure 10). This area includes valuable southern riparian forest, as well as freshwater marsh. Approximately 83.6 acres of open space preserve (under Wastewater Management Option 1, or 81.0 acres under Wastewater Management Option 2) would be provided in PA OS-2 in the southern portion of the Project, permanently protecting this habitat and retaining visual effect provided by the large swath of greenery. Where the smaller of the two acreages would be preserved (Wastewater Management Option 2), a wet weather water storage pond would be constructed just south of the Project detention basin. This pond, as well as the Project detention basin, would be surrounded by a berm which would be planted with the Riparian Transition Zone palette detailed on Table 1h. Containing trees, shrubs, and groundcovers, this palette contains species appropriate to transition to the natural riparian habitat, as well as conceal the landform modification and any related fencing associated with these two facilities.

Most of the on-site central non-native grasslands would be eliminated, but this habitat is disturbed and is not considered an identified visual resource. Of the approximately 130 acres of Diegan coastal sage scrub habitat in the northern area, 87.3 acres, or 67 percent, would be preserved within permanent open space lots. The area of disturbance in this habitat would be on the lower, less visible portions of the hills, while the native vegetation on upper slope areas would remain intact.

Horse Ranch Creek flows in a human-made earthen channel adjacent to I-15. Within the southern portion of the Project site, the creek is not contained within a channel, but rather sheet-flows within the riparian habitat area. Horse Ranch Creek is a large drainage; however, there are no surface waters that would be considered a visual resource.

Because (1) a very small area of steep slope lands within a less visible area at the toe of slope would be disturbed, (2) a majority of native vegetation would be preserved within open space lots including the more visible area on the hillsides, and (3) surface waters and major drainages would not be visually degraded, less than significant impacts would occur to identified visual resources.

Change the Visual Environment of a Designated Scenic Highway, Scenic Vista, or the I-15 Corridor Subregional Plan Area (Guideline No. 3)

Portions of the Project site are visible from I-15, a County designated Third Priority Scenic Highway and a State "Eligible" Scenic Highway. The Project site is addressed in the *I-15 Corridor Subregional Plan* area of the Fallbrook Community Plan, which is the focus of the following analysis. (General viewshed analysis with regard to Project impacts to existing views was addressed under Guideline No. 1.) Specifically with regard to impacts to the viewshed of a scenic highway, it is relevant and necessary to evaluate the conformity of the Proposed Project with identified I-15 standards. These guidelines were created to guide the anticipated growth and development of land within the corridor in such a way as to maintain the scenic eligibility of the roadway as well as visual elements identified as important to the maintenance of community character. They therefore provide appropriate standards

against which to evaluate the potential effect of the Proposed Project for these issues. Each of the relevant Planning Standards of the Fallbrook Community Plan, Fallbrook Design Guidelines, and I-15 Subregional Plan relating to site planning; walls, fences and berms; landform; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are cited, and conformity is addressed in Table 2.

The overall scale of the proposed development would be compatible with existing and planned development within the I-15 Corridor Subregional Plan area. Higher density development would occur near the Town Center area and southern portions of the Project near other existing and proposed developments. Lower density residential development would be located in the central and northern areas, transitioning to surrounding open space areas.

Steep slopes on the property mainly occur in the northern and eastern portion of the Project site, in the Monserate Mountain foothills. Most of the Proposed Project buildings would be located in lower elevation/flatter portions of the Project site, in order to preserve steep slopes and rock outcrops. Isolated cuts into steep slopes at the northern and eastern portions of the Project would occur (see Figure 7). These locales would not be highly visible from area roadways or neighboring communities due to distance, relatively small size and intervening elements; although they may be visible from closer existing and proposed trails. The edges of graded slopes would be softened through the use of contour grading techniques, and the slopes would be planted with a native and locally appropriate palette that would provide a visual transition from the developed portions of the Proposed Project to the existing native plant communities surrounding the Project site, and therefore would not be highly visible over the long-term.

Overall, approximately 176 to 178 acres of existing vegetation (42 or more percent of the Project site, based on the wastewater management option chosen) would be preserved on the Project site, including the Horse Ranch Creek riparian corridor, steep slope areas in the northern portion of the property, and approximately half of the oak woodlands. Although some mature trees would be removed in portions of the Project site, the Project's comprehensive landscape plan includes extensive planting of trees along roadways and within the development areas, which ultimately would result in an increase in the number of mature trees on the site relative to the current condition.

Multi-family residential buildings would be designed and positioned to create courtyards and common areas connected by landscaped walkways. Although some Town Center commercial buildings would be up to 40 feet in height, pedestrian-scale design elements, per the Specific Plan for the Proposed Project, would be included to minimize the buildings' visual scale and mass. All Proposed Project architecture would include "village style" features such as porches, columns, arcades, retail window displays, overhangs, seating areas, and shade trees, as appropriate to the building use, thereby visually reducing structural scale of the buildings. Continuity between buildings would be provided through the use of common material and landscaping. Signs within the Proposed Project would be designed to provide direction without being visually dominant. Styles, materials, and colors of signs would comply with County regulations and reflect the Proposed Project's architecture.

County community design guidelines discourage the use of large areas of glass. The Proposed Project would restrict use of expanses of glass to the office professional buildings. These structures generally would consist of non-glare glass façades accented by 2'x2' stone (or stone-like) tiles. The proposed glass material would be non-reflective and therefore would not attract a viewer's eye due to reflection/glare, or otherwise be visually intrusive. Additionally, the north and west elevations of the

buildings that face I-15 and would have the highest visibility to westerly viewers would include more stone-tile detailing than the internally facing façades (the reader is referred to Figure 3i) Because: (1) of the restriction of glass to only one type of building (office professional), in itself restricted to the northern extent of the project area and comprising a relatively small portion of the overall development footprint; (2) the use of non-reflective glass where it is used, and (3) the incorporation of stone elements; a less than significant adverse aesthetic impact is identified.

The Proposed Project would provide walkways, bike and equestrian paths, as well as landscaping and human-scale architectural elements to encourage pedestrian connections between homes, businesses, retail areas, parks, and trails. All streetscapes along the major Project roadways would include parkways landscaped with trees and flowering shrubs, as well as sidewalks and/or trails. Landscaping adjacent to roadways and within parking lots would minimize the visual impact of the proposed hardscape. Off-street parking, service/loading, storage and other utilitarian areas would be screened from public view by buildings, walls, and/or landscaping. Proposed Project landscaping has been designed to reflect a rural atmosphere and provide transitions between the Proposed Project and the adjacent native landscape, and between the Proposed Project and groves located on adjacent properties.

Community theme and entry walls would incorporate stone or high quality faux stone (emulating real stone) design elements. No noise attenuation walls would exceed 10 feet in height. Taller walls (e.g., between 8 and 10 feet in height) would be constructed using a variety of techniques, such as berms where feasible, to minimize the visual impact of a solid wall. Post and rail fences would edge roadways and trails where equestrian uses are permitted. Black or dark green coated chain link fence would be used in several areas (e.g., on the north side of Pankey Place), between the landscaped setbacks and preserved open space, where it would be screened by the proposed streetscape/development.

The Proposed Project lighting plan's standards provide for lighting at an appropriate scale and intensity for each proposed land use and require directional lighting and shielding to avoid spillover into residential areas, neighboring properties, adjacent roadways, or open space areas, and to minimize illumination into the night sky.

In conclusion, while Proposed Project elements would result in visible change to the visual environment east of I-15, Project design elements would conform to the community planning guidelines set forth in the Fallbrook Community Plan and Fallbrook Design Guidelines, as detailed in Table 2 (provided at the back of this report), particularly with regard to site planning; walls, fences and berms; landform; parking and circulation; lighting; non-motorized circulation; building equipment and services; architecture; and signage. In doing so, the Proposed Project also would comply with design guidelines set forth by the I-15 Corridor Subregional Plan. The Proposed Project's conformance to the guidelines would ensure a less than significant impact.

Outdoor Light Fixtures and Conformance to the San Diego County Light Pollution Code (Guideline No. 4)

The Proposed Project includes a lighting plan that would conform to the mandatory San Diego Light Pollution Code (Sections 59.108-59.110). Low-pressure sodium lights would be used for street lights and parking lot lighting. Lights would be shielded to prevent glare onto neighboring roadways and adjacent open space, and would be restricted to 4,050 lumens in conformance with the Light Pollution

Code Zone B requirements. Therefore, the Proposed Project would result in less than significant visual impacts to dark skies/Palomar observatory (Guideline No. 4).

Highly Reflective Building Materials Visible Along Roadways, Pedestrian Walkways, or in the Line of Sight of Adjacent Properties (Guideline No. 5)

The exterior surfaces of buildings within the Proposed Project generally would be covered stucco or concrete, and may include stone architectural accents. Within the non-residential portions of the Proposed Project, the main color of all buildings would be earth tones, such as warm gray, off-white, or beige, with limited use of bold or bright colors. Within the office professional areas, steel-frame construction with glass exterior materials would be allowed; glass would not, however, exceed 70 percent of the exterior of any single building. Office professional building heights would be limited to 35 feet and there would be no expansive areas of reflective materials. Screen planting is specifically required to visually buffer the office professional uses from the I-15 corridor.

Screening planting consistent with the FPP is specifically required, and would contribute to visual buffering of the office professional uses from the I-15 corridor. Vegetation within the Proposed Project, particularly street trees, would not only soften architectural masses, but also would also block some of the potential glare from roadways, pedestrian walkways, and neighboring properties. The Proposed Project, therefore, would result in less than significant visual impacts due to the glare from highly reflective building materials, pursuant to Guideline No. 5.

3.3.2 Short-term Construction-related Visual Effects

While exact details of Project phasing ultimately would be driven by market conditions, it is currently anticipated that the Proposed Project would be mass graded in two overall north/south phases, with the various structures associated with the development constructed in multiple project stages. The southern two-thirds of the Project site (i.e., south of, up to and including Pala Mesa Heights Drive) would be graded in the first phase. The initial phase of project development also would include utility services extensions and off-site road improvements. Construction in the northern portion of the project site would follow. In terms of product phasing, residential areas in the southern portion of the Project site would be included in a first project stage. Multi-family residential areas in the central portion of the Project site would be constructed in a second stage. More residential units and one park site would be developed in a third stage. The remaining park sites, residential areas, and the office professional buildings would be developed in two successive product stages. The development of the Town Center in the central portion of the Project site would comprise the final stage of the development.

Visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including: raw soil; newly cut or filled slopes; construction-period fencing; construction equipment; and construction materials stockpiling and storage. If new Project residents or noise-sensitive species are present during construction within specified distances, temporary sound barriers may be erected between the source of the construction noise and the sensitive receptor. These barriers would be temporary in nature as the specific locale of construction activities would move over the entire site, and would only be located in one specific area for a limited period of time. Some or all of these elements would be visible from each key view location discussed above, including the views from a scenic highway (I-15), the

Monserate Mountain trail and a future County Priority 1 recreational trail (along the San Luis Rey River).

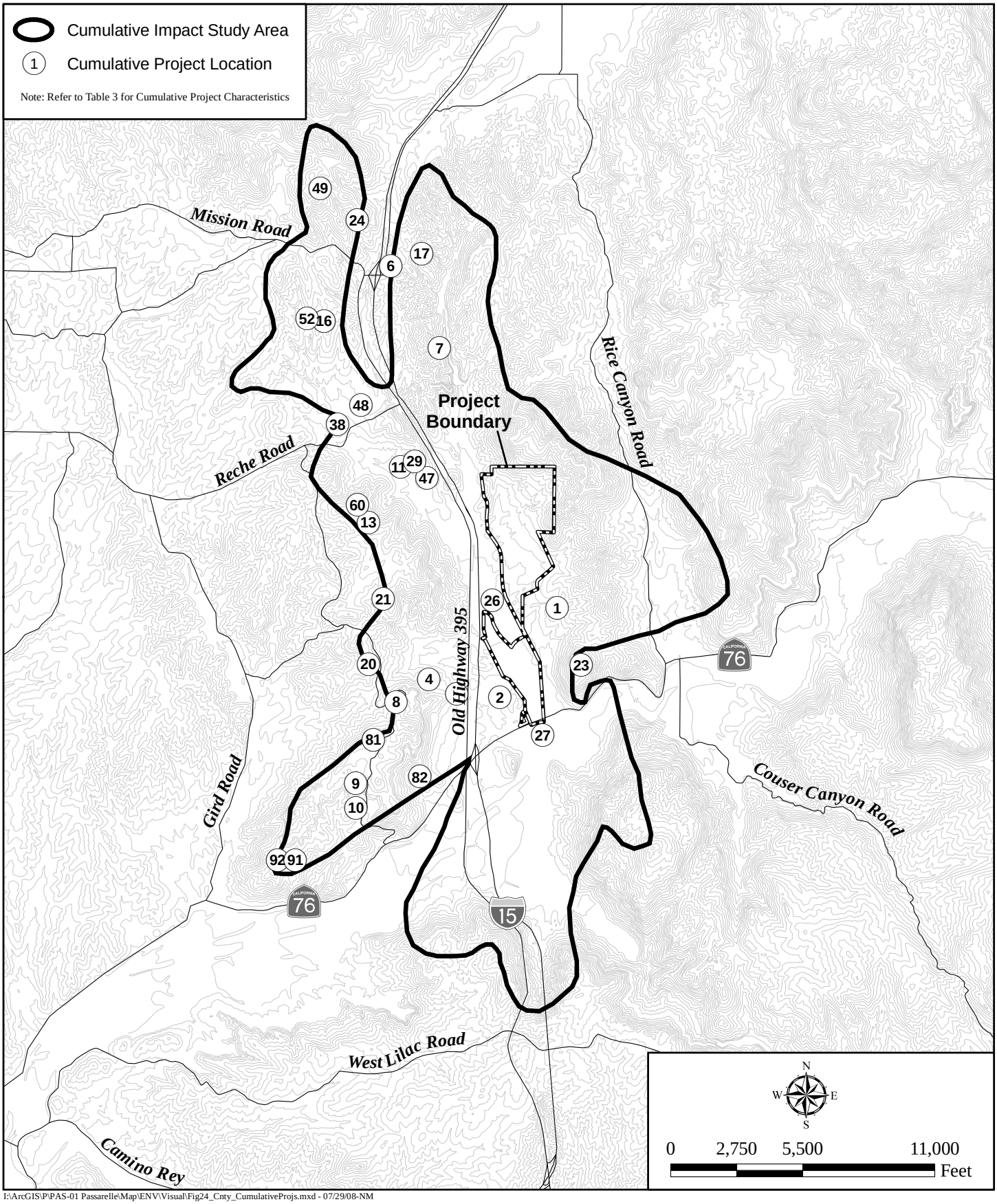
With the exception of the mass grading – which would be hydro-seeded to minimize erosion as well as visibility of the graded area – the phasing of construction activities would restrict the amount of site under active build at any one time. Landscaping, installed subsequent to each construction phase, would help lessen adverse visual effects of grading activities and building construction. Nonetheless, though the development phases may overlap slightly, construction of the Proposed Project currently is anticipated to occur over approximately five to six years (the time-frame could be extended based on market conditions). Construction activities would disrupt the existing visual character of the Project site during this time.

Landscaping, installed subsequent to each construction phase, would reduce the adverse visual effects of grading activities and building construction. Immediately following Project construction and sale, lighting effects would result in increased glow over existing conditions. While street trees and internal landscaping, when mature, would help buffer the homes from views to the Proposed Project from off-site areas, softening sharp edges, unifying the Project, and diminishing Project lighting and glare, this would not be the case in the short-term. While "temporary" in nature and addressed through Project design landscaping over the long term, the time frame of these construction-period visual impacts and their effect on overall view composition would result in a significant impact. (Guideline No. 1; Impact VI-1)

3.3.3 Cumulative Visual Impacts

As noted in CEQA Guidelines Definitions and Section 15130, cumulative impacts are those resulting from combination of two or more individual effects; either (1) within a single project, or (2) from a combination of multiple projects. Projects contributing to regionally cumulative visual effects (including the Proposed Project), in the evaluated area include those within the above-described Project viewshed. This encompasses the area within which the viewer is most likely to observe both the Project and surrounding community uses; however, although these projects are all within the Project viewshed, not all would be visible at any one time or from one point due to local topography, vegetation, and intervening structures and land uses. As shown on Table 3 (provided at the back of this report) and Figure 24, the projects within the viewshed include approximately 34 development projects. Excluding the Proposed Project, cumulative projects range in size from 1 to 844 dwelling units, implementation of all the cumulative projects would result in more than 1,600 residences, as well as commercial and retail businesses, a college campus, hotels, offices, parks, and a potential elementary school being built within the I-15 corridor in addition to the Proposed Project.

Several of the cumulative projects would subdivide existing private lots for the purpose of building one to seven new single-family residences (Nos. 8, 9, 10, 13, 16, 17, 20, 21, 24, 47, 48, 52, 75, 81, 82, 91, and 92). These proposed minor subdivisions are generally located west of the Proposed Project, within the existing neighborhoods located on the east-facing slope of the hills west of I-15; one is north of the Proposed Project (No. 17). Additionally, one of the cumulative projects, located north of SR 76 and west of I-15, involves development of a single-unit home (82); one other would create two residential/agricultural lots (No. 9). The proposed minor subdivisions and the single-family residence would result in the construction of approximately 76 new single-family houses within the Project viewshed. Visual changes associated with these cumulative projects would be minor; these proposed structures would be located within existing neighborhoods, and generally at higher elevations than the



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County Cumulative Projects

CAMPUS PARK VISUAL IMPACT ANALYSIS

HELIX

Figure 24

Proposed Project. They would be consistent with the surrounding individual residences in terms of use and lot sizing. With anticipated residence-specific ornamental landscaping, these would visually blend with similar surrounding uses and would result in cumulatively less than significant visual impacts.

Several of the cumulative projects consist of 10 to 51 single-family residential developments (Nos. 4, 6, 18, 33, 49, and 60). These proposed cumulative projects would result in the construction of 123 single-family residences. Most of these single-family residential projects are located west of the Proposed Project on the east-facing slope of the hills west of I-15. One single-family residential cumulative project (No. 6) is located north of the Proposed Project, east of I-15 near Stewart Canyon Road. The two larger single-family residential projects are located near the edge of the viewshed. Although several would be converting areas that currently are used for agriculture (e.g., groves), the majority would create large lots with similar characteristics to the existing residential development in the area. Most of the cumulative projects are at higher elevations than the Proposed Project and include landscaping, and therefore would visually blend in with surrounding uses.

One multi-family development (No. 29) west of I-15 and the Proposed Project would create 39 condominium units near the existing Pala Mesa Resort. Although visual effects associated with these units are potentially significant due to community character conflicts, they would not be highly visible in conjunction with the Proposed Project due to screening provided by existing mature trees at the Pala Mesa Resort, the I-15 concrete center barrier, vehicles on I-15, chain-link fences, and vegetation.

One proposed project would consist of expansion of the existing facilities at the Pala Mesa Resort and the addition of new hotel rooms (No. 11). Visual elements of Pala Mesa Resort, located directly west of I-15 from the Project site, consist of a golf course, low-rise resort facilities, and low-rise residential buildings. The resort currently is surrounded by ornamental landscaping; the additions also would include landscaping. The addition of new resort rooms and more landscaped acreage would not result in major visual changes to the viewshed. Much of the proposed development would not be visible from scenic highways, recreational trails, or area residences. Therefore, the changes proposed by this cumulative project would result in less than significant cumulative visual impacts.

Another cumulative project would consist of additional units at a bed and breakfast north of the Proposed Project (No. 7). The existing facility is located at a relatively low elevation within the viewshed, and would not be highly visible in conjunction with the Proposed Project. The expansion of this bed and breakfast would not result in major visual changes to the viewshed. Therefore, the changes proposed by this cumulative project would result in less than significant cumulative visual impacts.

The addition of commercial buildings to an existing commercial site (No. 90) on Old Highway 395 just northwest of the intersection of I-15 and SR 76 similarly would not result in major visual changes within the viewshed. The visual elements of the area within which these new buildings would be developed currently includes a "grocery store," parking lots, a service station, and a take-out restaurant. The additional five buildings proposed by this cumulative project would result in less than significant visual impacts. Additionally, views toward the Project site are restricted from this location due to intervening topography and vegetation, as shown in TV 6, Figure 11c, discussed above.

One cumulative project relates to the exploration of pipeline and water storage options (28). This project would not create visible changes to the viewshed.

Four of the proposed cumulative projects would be multiple-land-use developments as described below. Three of these, Meadowood (No. 1), Campus Park West (No. 2), and Palomar College (No. 26), would be located on property immediately abutting the Project site. One proposed development, Pala Mesa Highlands (No. 3), would be located west of I-15 and north of SR 76. Altogether, these four cumulative projects would develop 485 single-family houses, 858 multi-family residences, commercial uses, hotel, offices, parks, a college site and a potential elementary school.

The Meadowood project (No. 1) would be located on 390 acres just east of the Project site. Citrus/avocado groves cover most of the sloping acres within this project site, which is generally undeveloped. The Meadowood project proposes 355 single-family residences and 489 multi-family dwelling units. It also would include parks, several miles of trails, a potential elementary school, community facilities, 125.3 acres of preserved open space, and 56.8 acres of preserved active agricultural land.

Campus Park West (No. 2) would be located on approximately 107 acres southwest of the proposed site. This mixed-use development, with an overall density of 5 dwelling units per acre, proposes 369 multi-family dwelling units; 345,000 square feet of general commercial uses; 100,000 square feet of retail and office uses within a mixed-use core, and 360,000 square feet of light industrial uses. The Campus Park West project site currently is undeveloped except for a facility for radio-controlled model airplanes, and contains visual elements similar to the Campus Park Project site.

Pala Mesa Highlands (No. 3) would be located west of I-15 and the Project site, and north of SR 76. This proposed cumulative project, with densities of 1.6 dwelling units per acre, would include 130 single-family residences, two parks, and 36.5 acres of open space on approximately 85 acres.

Palomar College (No. 26) would be located immediately west of the Proposed Project site, between the central portion of the site and I-15. The Palomar College project would develop a new community college campus to serve approximately 12,000 students. The campus would include classroom and administration buildings, parking, open space, and athletic fields. This campus would not include residential facilities for students.

These four projects and the Proposed Project would be visible from area roadways and recreational trails. Refer to the key views and photographs discussed above and in particular Key Views 2 and 4 (Figures 16 and 19). Key Views 2 and 4 illustrate views from I-15, a County Third Priority Scenic Route and a State Eligible Scenic Highway, toward the Project site. In Key View 4, the groves abutting the eastern edge of the Project site are shown as a green swath at the base of Rosemary's Mountain, the rocky peak to the rear of the photograph's center, and at the foot of neighboring mountains. These groves are located on the Meadowood Project site. A large portion of the Meadowood project would be visible from this viewpoint and within views from other points along southbound I-15, as would the Campus Park West project. Palomar College would be located in the foreground of the Key Views from I-15, between the viewer and the Project site. The Palomar College master plan locates the buildings in the center of the site with parking lots and fields on the north and south ends. The master plan includes landscaping within parking lots, surrounding buildings, and along streets. Trees would be planted along the western edge of the site, abutting the I-15 right-of-way. Views from northbound and southbound I-15 would include the Proposed Project as well as Palomar College buildings in the foreground.

The Campus Park West project would introduce residential and other structures into the area, between the Proposed Project site and I-15.

These four projects, containing developed visual elements (buildings, streetscape, park and trail uses, roads, etc.) similar to the Campus Park Proposed Project, would each introduce suburban elements into a currently open view of grasslands and orchards.

Campus Park and surrounding proposed projects would be visible along several miles of I-15. The reader is again referred to the photographs and key views. In addition, the Cumulative View (Figure 25) illustrates views from the southernmost point in the Project's viewshed, along northbound I-15, just north of the Lilac Road over-crossing. The Project site is visible in the middle ground of the photograph, surrounded by hills and peaks, including Monserate Mountain to the right (east) of the Project site. Single-family houses south of the San Luis Rey River are visible to the right of the interstate. The existing groves on the Meadowood site are visible at the foot of Rosemary's Mountain just above the red-roofed houses to the right of the interstate in the photograph. The Palomar College site is tucked between the Project site and I-15. The cumulative project sites west of I-15 also are visible; however, the Campus Park West project site is blocked from view at this point on northbound I-15 due to its location behind the small hill visible in the center of the photograph. Each of these four proposed cumulative projects and the Proposed Project would introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. The College would introduce large scale buildings and parking areas into a locale abutting I-15. Meadowood would remove groves currently providing irrigated agricultural visual elements on the steep slopes of the westward facing eastern hills. While some development currently is visible within the valley and the I-15 corridor's viewshed east of the freeway (e.g., the housing development south of the river), the projects would combine to create a major change in visual character.

Overall, the visual environment of the I-15 corridor viewshed in this area would be adversely affected by the change in composition introduced by the cumulative projects that would be incompatible with the existing visual character of the area and be visible from a designated scenic highway. Therefore, the cumulative visual effect would be a significant impact. (Guideline Nos. 1 and 3; Impact VI-2)

Views to the Project site and surrounding area from recreational trails also would be affected. Some or all of the four largest proposed cumulative projects and the Project site are visible from the San Luis Rey River trail (proposed), the Monserate Mountain trail, and the Engel Family Preserve; the latter two have extensive overviews of the project area from higher elevations. Refer to the key views from these trails, discussed above; in particular, refer to Key View 7 (Figure 22), taken from the Engel Family Preserve. Within this view, the Meadowood site groves located on the slopes of the Monserate Mountains to the east of the Project site are dominant visual elements. The Palomar College site is located closer to the viewer than the Project site, between the Project site and I-15. Additionally, the northern portion of the Campus Park West project site is visible at the right edge of the photograph, next to I-15. The Proposed Project would comprise a major element within the view from the Engel Family Preserve and from the Monserate Mountain trail. The proposed cumulative projects would create the same type of development in the surrounding area, extending the suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots. The overall effect would result in physical changes that would degrade the open, undeveloped views from these trails, creating a significant visual impact. (Guideline No. 1; Impact VI-3)

3.4 Recommended Mitigation Measures

The Project Applicant has been proactive in designing a project for which a number of important elements were found to have less than significant impacts. Project design features such as landscaping, building setbacks, and architectural details all would help to reduce the visual impacts created by the Proposed Project by screening parking lots, buildings, and lighting. The extensive streetscapes play a primary role in reducing the potential for views to Project elements from viewers located west of the Project.

Incompatible changes to the existing visual character due to construction-period effects related to vegetation removal and the introduction of built elements into a rural setting would degrade the quality of views from the surrounding areas in the short-term. Similarly, implementation of Campus Park in combination with cumulative projects would result in significant cumulative impacts related to overall changes in view composition from surrounding areas, including area trails; no mitigation beyond Project design features already incorporated is available for these impacts.

4.0 ALTERNATIVES

In accordance with Section 15126.6(e) of the CEQA guidelines, the following alternatives are compared to the impacts of the Proposed Project.

4.1 No Project/No Development Alternative

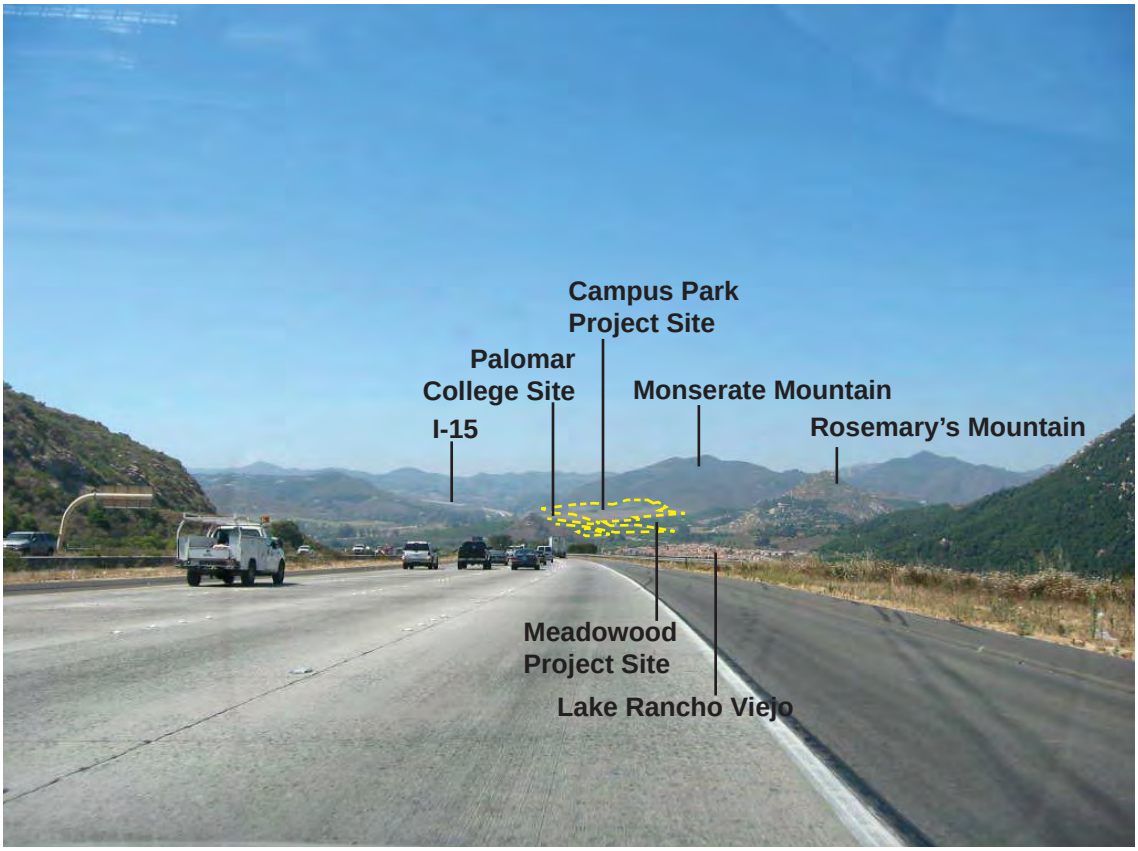
Under the No Project/No Development Alternative, the Project site would remain in its current condition of native and non-native habitats, together with pastureland and disturbed/developed areas. The approximately 409 acres of native and naturalized habitat throughout the site would remain, as would the existing dirt roads and one single-family residence. The non-commercial grazing of 40 to 60 head of cattle would continue.

The proposed mixed-use Project with single-family and multi-family residential, office professional uses and a Town Center, including supporting infrastructure (i.e., roadways and utilities connections), would not be constructed, nor would the multi-use community and hiking trails be created. The sports park, neighborhood parks, and HOA recreation facilities would not be provided. There would be no off-site improvements.

Under the No Project/No Development Alternative, the Project site would continue to appear as a primarily undeveloped, agricultural area. Potentially significant aesthetic impacts related to construction period and cumulative effects would be avoided under this alternative.

4.2 No Project/Existing Plan Alternative

This alternative addresses the land uses and densities currently permitted under the County General Plan (northern 176 acres of the site) and the approved Campus Park Specific Plan (southern approximately 240 acres of the site). The existing General Plan designation for the northern area is EDA, which would allow low-density residential and agricultural uses with lot sizes of 2 to 20 acres, depending on the slope gradient. This would allow a maximum of 90 dwelling units. In



Cumulative View: View from northbound I-15, north of West Lilac Road.

Cumulative View

CAMPUS PARK VISUAL IMPACT ANALYSIS

Figure 25

HELIX

consideration of the steep slopes near the western, northern, and eastern sides of the property and the consequential increase in lot sizes, however, this alternative would yield 63 dwelling units.

Within the southern area of the Project site, the existing Campus Park Specific Plan would allow development of 2.5 million s.f. of industrial research park in buildings up to 50 feet tall, parking for 5,500 cars, a pond, community trails, and a variety of recreational amenities for use by employees. Due to the sale of a portion of the parcel to the Palomar College District, however, the parcel considered under the current Campus Park plan is smaller, and this alternative would include 1,975 million s.f. of light industrial and professional office uses. The majority of the riparian habitat in the extreme southern portion of the site would be preserved; however, portions of the southern riparian forest would be impacted by the development of office professional uses. Primary internal access would be along Horse Ranch Creek Road.

Some residential uses are proposed for the Campus Park property under the adopted plan, this alternative would not involve the construction of multi-family residential, commercial, and park uses associated with the Proposed Project. Given the approximately 15 percent increase in ADT over the Proposed Project, off-site road improvements assumed as part of the Project (and perhaps even additional improvements) also would be required for this alternative.

Implementation of the No Project/Existing Plan Alternative would introduce large structural masses and expanses of pavement associated with circulation roads and parking lots of the research complex onto an existing undeveloped viewscape of open, grassy fields. Substantially more building mass from approximately two million s.f. of office buildings and light industrial uses would result in greater impacts in the central area. In the northern area estate homes on two-acre or larger lots would be developed, replacing some of the native vegetation with roads, driveways, and structures. Professional office uses adjacent to SR 76 would be expected to visually 'read' similarly to the Proposed Project multi-family uses as the structures would be multi-story with footprints larger than single-family dwellings, although parking would be differently arranged. Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

4.3 Single-family Alternative

This alternative would have the same development footprint as the Proposed Project. It also would be similar to the Proposed Project in that it would have the same uses except it would not include multi-family residential units. Single-family lots would replace the multi-family lots of the Proposed Project. This alternative would include 751 single-family homes (325 residential units fewer than under the Proposed Project) on lots ranging from 40 by 100 feet to 50 by 100 feet, and similar to the Proposed Project would include 61,200 square feet of town center, 157,000 square feet of professional office use. This alternative would have 214.4 acres of park and open space.

Implementation of the Single-family Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would be developed, replacing some of the native vegetation with roads, driveways, and structures. This alternative would result in fewer residential structures and larger lot sizes than the Proposed Project,

and the removal of multi-family areas would increase visual continuity of the development. Although this alternative would result in less of an aesthetic impact, similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

4.4 Biological Reduced Footprint Alternative

This alternative would preserve a greater amount of biological resources by decreasing the development footprint. Development would be greatly reduced in the northern portion of the site, and no development would occur in most of the southern portion of the site except infrastructure such as the detention basin and sewer pump station. This alternative would include 390 single family units on lot sizes ranging from 40 x 100 feet to 50 x 100 feet, 255 multi-family units, 61,200 square feet of Town Center, and 157,000 square feet of professional office use. Approximately 64 percent of the site (267 acres) would be open space or parks as opposed to 52 percent (214 acres) for the Proposed Project.

Implementation of the Biological Reduced Footprint Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would replace some of the native vegetation with roads, driveways, and structures, however, this alternative would result in a substantially smaller development footprint and more open space in the northern area. This alternative would result in fewer residential structures overall than the Proposed Project, and the removal of multi-family from the west side of Horse Rancho Creek Road south of the Town Center. This alternative would not place multi-family development north of SR 76; therefore views from this scenic roadway would continue to be of undeveloped land. Although the Proposed Project was assessed as having less than significant adverse visual impacts, this alternative would additionally lower any adverse effect, and would be preferred over the Proposed Project. Despite this, alternative implementation still would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to a change in the visual character of the area in concert with abutting planned development.

4.5 General Plan Update Draft Land Use Map Alternative Description and Setting

This alternative would result in development in accordance with the proposed General Plan Update draft land use map. This alternative would generally have the same development footprint as the Proposed Project, except it would have a small amount of open space immediately north of SR 76 and on the eastern edge of the central portion of the project site. Single-family dwelling units would be located only in the northern portion of the site, while multi-family dwelling units would be located in the central and southern portion of the site. This alternative would replace the southernmost multi-family area with highway commercial, which is not included in the Proposed Project. This alternative would result in 248 single-family dwelling units on lots ranging from 45 x 100 feet to 50 x 100 feet, 1,059 multi-family dwelling units, 188,000 square feet of Town Center and highway commercial (120,000 s.f. of Town Center and 68,000 s.f. of highway commercial), 40,000 s.f. of professional office, and 234.4 acres of open space and parks.

Implementation of the General Plan Update Draft Land Use Map Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots for the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, homes would be developed, replacing some of the native vegetation with roads, driveways, landscaping and structures. This alternative would result in more multi-family and fewer single-family residential structures than the Proposed Project. Small additional open space areas south of the highway commercial and north of SR 76 would provide an incrementally more "open" visual experience for viewers from SR 76, but would be backed by highway commercial uses immediately to the north. Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

4.6 General Plan Update Board Referral Map Alternative

This alternative would result in development in accordance with a draft General Plan Update Board Referral Map proposed by the Board of Supervisors. This alternative would generally have the same development footprint as the Proposed Project, except it would have a small amount of open space immediately north of SR 76 and on the eastern edge of the central portion of the project site. There would be only two multi-family areas with this alternative, one in the central portion and one in the southern portion of the site. This alternative would replace the southernmost multi-family area with highway commercial, which is not included in the Proposed Project. This alternative would result in 404 single- family dwelling units on lots ranging from 45 x 100 feet to 80 x 100 feet, 258 multi-family dwelling units, 188,000 s.f. of commercial (120,000 s.f. of Town Center and 68,000 s.f. highway commercial), 40,000 s.f. of office professional, and 234.9 acres of open space and parks.

Implementation of the General Plan Update Board Referral Map Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center, commercial and office professional uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would be developed below the hillsides, replacing some of the native vegetation with roads, driveways, and residentially related structures. This alternative would result in fewer residences than the Proposed Project. A small additional open space area south of the highway commercial and north of SR 76 would provide an incrementally more "open" visual experience for viewers from SR 76, but would be backed by highway commercial uses immediately to the north.

Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

Each of these alternatives was rejected, because it did not meet the Proposed Project and/or planning area goals, and/or because of increased impacts as compared to the Proposed Project.

5.0 CONCLUSIONS

The Proposed Project generally would not significantly change the composition of the visual environment in terms of dominance, scale, diversity, and continuity (Guideline No. 1), would not result in physical changes that would substantially degrade the quality of an identified visual resource (Guideline No. 2), and would not result in physical changes adversely affecting the viewshed of a scenic highway (Guideline No. 3). All outdoor light fixtures would conform to the San Diego Light Pollution Code (Guideline No. 4), and no highly reflective building materials visible from I-15 would be installed (Guideline No. 5). Beyond design elements described in detail above, the Project would meet all applicable policies and be consistent with planning documents that relate to the above issues.

Short-term visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including graded pads or cut or filled slopes, construction-period fencing, construction equipment, potential construction-period sound barriers, and construction materials stockpiling and storage. While temporary in nature and addressed through Project design landscaping over the long-term, short-term adverse visual impacts would be significant. (Guidelines No. 1 and 3; Impact VI-1)

The proposed Campus Park Project and the surrounding proposed projects assessed for cumulative effects would be visible from I-15 (a scenic highway), area roadways and trails. The scale of the neighboring proposed projects and associated proposed Campus Park Project would change the composition of the visual environment, inconsistent with the existing visual character of the area. Though additional development in this area has been projected and planned for (see the Fallbrook Community Plan and 1983 Hewlett-Packard Specific Plan), the character of this valley would visibly change with implementation of these projects, and the cumulative visual impacts would be significant. (Guideline No. 1; Impact VI-2) Additionally, the proposed cumulative projects would extend suburban elements into surrounding hillsides and adjacent undeveloped/agricultural areas visible from the Monserate Mountain and Engel Family Preserve trails. The overall effect would result in cumulative physical changes that would degrade the open, undeveloped views from these trails, thereby creating a long-term significant visual impact. (Guideline No. 1; Impact VI-3)

Overall, any Project alternative that includes structures would contribute to changes to the open, undeveloped views from I-15 and from the trails. These projected cumulative impacts also would result whether or not the Proposed Project is built based on anticipated implementation of the Palomar College campus and future Campus Park West and Meadowood projects. Nonetheless, a no build alternative is analyzed in Subchapter 4.1, No Project/No Development Alternative. In addition, several other alternatives are analyzed in Chapter 5.0 that would result in fewer structures being built, which would lessen the magnitude of the cumulative effect, although the impacts would remain significant and unmitigated, regardless of any change (or absence) of the Proposed Project.

Several Project design features such as landscaping, building setbacks, and architectural details would help to reduce the visual impacts created by the Proposed Project (and adjacent projects) by screening parking lots, buildings, and lighting. These features would not affect the dominance of the cumulative projects due to their scale, however, and therefore would not reduce the significant project direct or cumulative visual impacts to less than significant levels. These effects remain unmitigable and long-term for Impacts VI-2 and 3. The Proposed Project construction-period impact (Impact VI-1) would be eliminated with landscaping maturity, and would be substantially lessened within five-to-seven years after planting.

6.0 REFERENCES

County of San Diego

1974 Fallbrook Community Plan. December 31, as amended.
Interstate-15 Corridor Subregional Plan.

1988 Interstate-15/Highway 76 Interchange Master Specific Plan. June 1.

1986 San Diego County Code of Regulatory Ordinances. Light Pollution Code. Section 59.101 et seq. Chapter 9.

1991 Resource Protection Ordinance of San Diego County. October 10; amended March 21, 2007.

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7.0 LIST OF PREPARERS

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Table 1a COMMUNITY ENTRY ROAD ACCEPTABLE PLANT SPECIES (HORSE RANCH CREEK ROAD AND PALA MESA DRIVE)	
Botanical Name	**Common Name**
Primary Street Trees	
Calodendron capensus (accent areas)	Cape Chestnut
Koelreuteria panniculata (accent areas)	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Olea europea 'Wilsoni'	Fruitless Olive Tree
Pistachia chinensis (accent areas)	Chinese Pistachio
Plantanus racemosa	California Sycamore
Quercus agrifolia (un-cut leader)	Coast Live Oak
Slope and Erosion Control Trees (Randomly spaced as single specimens or in clusters of no more than three)	
Geijera parviflora	Australian Willow
Metrosideros exelsus (un-cut leader)	New Zealand Christmas Tree
Olea europea 'Wilsoni'	Fruitless Olive Tree
Quercus agrifolia (un-cut leader)	Coast Live Oak
Rhus lancea	African Sumac
Parkway and Slope Shrubs and Groundcovers (Where adjacent to preserve open space and brush management zones)	
Carex buchananii	Red Clump Grass
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs

Table 1a (cont.) COMMUNITY ENTRY ROAD ACCEPTABLE PLANT SPECIES (HORSE RANCH CREEK ROAD AND PALA MESA DRIVE)	
Botanical Name	**Common Name**
Parkway and Slope Shrubs and Groundcovers (Within developed areas, outside of the preserve and brush management zones)	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Echium fastuosum	Pride of Madeira
Heteromeles arbutifolia	Toyon
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Marathon 2e	Dwarf Tall Fescue
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Verbena x 'Luxena'	Light Blue Babylon Verbena
Cactus and Succulents (Applicable to all areas)	
Agave attenuata	No Common Name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca
Hydroseed Mix 'A' (Where adjacent to preserve open space and brush management zones)	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Vulpia microstachys	Small Fescue

Table 1a (cont.) COMMUNITY ENTRY ROAD ACCEPTABLE PLANT SPECIES (HORSE RANCH CREEK ROAD AND PALA MESA DRIVE)	
Botanical Name	**Common Name**
Hydroseed Mix 'B' (Specifically within developed areas, outside of the preserve and brush management zones)	
Baileya multiradiata	Desert Marigold
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritime	Coastal California Poppy
Gazania splendens	Gazania
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tennuisecta	Moss Verbena

Table 1b COMMUNITY PROMENADE ROADS AND INTERIOR SLOPES ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Primary Street Tree	
Koelreuteria panniculata (accent areas)	Chinese Flame Tree
Olea europea 'Wilsoni'	Fruitless Olive Tree
Platanus racemosa	California Sycamore
Quercus agrifolia (un-cut leader)	Coast Live Oak
Rhus lancea	African sumac
Background, Slope and Accent Trees	
Arbutus unedo	Strawberry Tree
Geijera parviflora	Australian Willow
Parkinsonia aculeata	Mexican Palo Verde
Rhus lancea	African Sumac
Tristania conferta	Brisbane Box
Parkway, Slope Shrubs and Groundcovers	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Echium fastuosum	Pride of Madeira
Heteromeles arbutifolia	Toyon
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Marathon 2e	Dwarf Tall Fescue
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax	New Zealand Flax

Table 1b (cont.) COMMUNITY PROMENADE ROADS AND INTERIOR SLOPES ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Parkway, Slope Shrubs and Groundcovers (cont.)	
Rhaphiolepis indica	India Hawthorn
Rhus integrefolia	Lemonade Berry
Rosa banksiae 'White Banksiae'	White Lady Banks Rose
Trachelospermum jasminoides	Star Jasmine
Verbena x 'Luxena'	Light Blue Babylon Verbena
Cactus and Succulents (Applicable to all areas)	
Agave attenuata	No Common Name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca
Hydroseed Mix 'B' (Specifically within developed areas, outside of brush management zones)	
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritime	Coastal California Poppy
Gazania splendens	Gazania Splendens
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tennuisecta	Moss Verbena

Table 1c SINGLE-FAMILY RESIDENTIAL AREAS ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Street Trees	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobils	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African sumac
Stenocarpus sinuatus	Firewheel Tree
Geijera parviflora	Australian Willow
Tristania conferta	Brisbane Box

Table 1d MULTI-FAMILY RESIDENTIAL AREAS ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Street Trees	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobils	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African sumac
Stenocarpus sinuatus	Firewheel Tree
Geijera parviflora	Australian Willow
Tristania conferta	Brisbane Box
Accent Trees (To be used in limited amounts and not within brush management zones)	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Lagerstroemia indica	Crape Myrtle

Table 1d (cont.) MULTI-FAMILY RESIDENTIAL AREAS ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Interior Courtyard Trees (To be used in limited amounts and not within brush management zones)	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African Sumac
Stenocarpus sinuatus	Firewheel Tree
Vines	
Vitis spp.	Grape
Shrubs and Groundcovers (Not permitted within the preserve or brush management zones)	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Calliandra haematocephala	Pink Powder Puff
Shrubs and Groundcovers (Not permitted within the preserve or brush management zones) (cont.)	
Carex buchananii	Red Clump Grass
Shrubs and Groundcovers (Not permitted within the preserve or brush management zones) (cont.)	
Carex pansa	California Meadow Sedge
Carissa macrocarpa 'Green Carpet'	Prostrate Natal Plum
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus griseus horizontalis	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster lacteus	Parny's Red Clusterberry
Dietes vegeta	Fortnight Lily
Echium fastuosum	Pride of Madeira
Hemerocallis hybrids	Daylily
Lantana montevidensis	Lantana
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Ligustrum japonicum 'Texanum'	Japanese Privet
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax 'Bronze Baby'	Dwarf Flax
Phormium tenax 'Jack Spratt'	Dwarf New Zealand Flax
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa Banksiae 'White Banksiae'	White Lady Banks Rose

Table 1e COMMUNITY ENTRIES ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Grove Trees (Equally spaced trees at 30 feet on center)	
Olea europea 'Wilsoni'	Fruitless Olive Tree
Rhus lancea	African Sumac
Background and Accent Trees	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Rhus lancea	African Sumac
Shrubs and Groundcovers	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa banksiae 'White Banksiae'	White Lady Banks Rose
Vines	
Grape spp.	Grape
Hydroseed Mix 'C' (Specifically for the Olive grove under-story)	
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells

Table 1f **SPECIAL USE LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES***	
Botanical Name	**Common Name**
Grove Trees (Not to be used within brush management zones)	
Olea europea 'Wilsoni'	Fruitless Olive Tree
Rhus lancea	African Sumac
Accent Trees (To be used in limited amounts and not within brush management zones)	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Lagerstroemia indica	Crape Myrtle
Courtyard and Plaza Trees (To be used in limited amounts and not within brush management zones)	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Stenocarpus sinuatus	Firewheel Tree
Vines	
Vitis spp.	Grape
Shrubs and Groundcovers (Not permitted within the preserve or brush management zones)	
Calliandra haematocephala	Pink Powder Puff
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Carissa macrocarpa 'Green Carpet'	Prostrate Natal Plum
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus griseus horizontalis	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster lacteus	Parny's Red Clusterberry
Dietes vegeta	Fortnight Lily
Echium fastuosum	Pride of Madeira
Hemerocallis hybrids	Day Lily
Lantana montevidensis	Lantana
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Ligustrum japonicum 'Texanum'	Japanese Privet
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name

Table 1f (cont.) SPECIAL USE LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES*	
Botanical Name	**Common Name**
Shrubs and Groundcovers (Not permitted within the preserve or brush management zones) (cont.)	
Phormium tenax 'Bronze Baby'	Dwarf Flax
Phormium tenax 'Jack Spratt'	Dwarf New Zealand Flax
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa Banksiae 'White Banksiae'	White Lady Banks Rose
Trachelospermum jasminoides	Star Jasmine
Verbena x 'Luxena'	Light Blue Babylon Verbena

* Town Center, office professional, parks and active sports park

Table 1g NATURE/NATURALIZING LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Primary Trees (Randomly spaced as single specimens or in clusters of no more than five)	
Quercus agrifolia	Coast Live Oak
Accent Tree (Only at creek and/or channel crossings)	
Platanus racemosa	California Sycamore
Brush Management Zones 2 and 3: Slope/Erosion Control Tree	
Geijera parviflora	Australian Willow
Metrosideros exelsus (un-cut leader)	New Zealand Christmas Tree
Quercus agrifolia (un-cut leader)	Coast Live Oak
Brush Management Zone 1: Shrubs, Groundcover, and Vines	
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia

Table 1g (cont.) NATURE/NATURALIZING LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Brush Management Zones 2 and 3: Shrubs and Groundcover	
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Brush Management Zones 2 and 3: Shrubs and Groundcover (cont.)	
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs
Cactus and Succulents (Applicable to all zones)	
Agave attenuata	No common name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca
Brush Management Zone Hydroseed Mix 'A' (Applicable to all zones)	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Verbena tennuisecta	Moss Verbena
Vulpia microstachys	Small Fescue

Table 1g (cont.) NATURE/NATURALIZING LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Hydroseed Mix 'B' (Within developed areas, not within preserve open space and brush management zones)	
Baileya multiradiata	Desert Marigold
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritime	Coastal California Poppy
Gazania splendens	Gazania
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tennuisecta	Moss Verbena

Table 1h RIPARIAN TRANSITION ZONE ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Trees	
Alnus rhombifolia	White Alder
Laurus nobilis	Sweet Bay
Platanus racemosa	California Sycamore
Populus fremontii	Western Cottonwood
Quercus agrifolia	Coast Live Oak
Salix sp.	Willow
Sambucus mexicana	Blue Elderberry
Shrubs and Groundcovers	
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs

Table 1h RIPARIAN TRANSITION ZONE ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Hydroseed Mix 'A'	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Verbena tennuisecta	Moss Verbena
Vulpia microstachys	Small Fescue

Table 1i PALA ROAD/SR 76 ACCEPTABLE PLANT SPECIES	
Botanical Name	**Common Name**
Primary Street Trees (Single Row, 50 Feet on Center)	
Quercus agrifolia (un-cut leader)	**Coast Live Oak**
Accent Tree (to be used at primary intersections and Project boundaries, and not within brush management zones)	
Platanus racemosa	California Syamore
Orchard Trees (Double Row Where Possible 20 Feet on Center.; Grove Concept – to be used as alternative to Primary Street Tree, subject to Fire Marshal approval)	
Citrus paradisi	Grapefruit
Parkway/Slope Planting	
Nassella pulchera	Nodding Needlegrass
Lessingia filaginifolia	California aster
Malosma laurina	Laurel sumac
Santolina virens	Santonina
Sisyrinchium bellum	Blue-eyed grass
Hemizonia fasciculate	Tarplant
Hetermoles arbutifolia	Toyon
Calochortus weedii	Gazania daisy
Lantana montevidensis	Weed Mariposa
Ceanothus spp.	Wild Lilac

Table 2 ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
SITE PLANNING				
	A3-1a. The site organization should respect the arrangement of buildings, open spaces and landscape elements of adjacent sites. When possible, buildings and open spaces should be located for mutual advantage of sunlight, circulation and views.	SP-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.	Yes	The adjacent sites include few buildings; undeveloped land lies immediately adjacent to the Project site's northern boundary, including property owned by the Fallbrook Conservancy Preserve. Undeveloped land, cultivated groves, and a few single-family residences are located to the east. Additional groves are located southeast of the Project site, just across SR 76. Moving further south, the Lake Rancho Viejo development and other development becomes more common. Circulation, sunlight, and views have been considered in the layout of the buildings and open spaces. For example, the Proposed Project has been designed to preserve prominent natural landforms and features, including steep slopes, rock outcroppings, and riparian areas, and views of these features would be available within the Project site. Within the Proposed Project, the lowest-density residential neighborhoods would be located along the northern and eastern edges of the site, and the highest residential densities would be developed in the central and most southerly areas. This arrangement would preserve open space surrounding the proposed buildings in areas adjacent to existing open space, respecting the landscape elements of adjacent undeveloped sites, as well as providing ready access from primary on- and off-site roadways. Additionally, landscaping would be used to provide transitions between the proposed development and surrounding open space areas; native trees and

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
				shrubs would be used in the fuel modification/ brush management zones surrounding the outlying houses, as allowed in the Fire Protection Plan/Fuel Modification Plan (FPP) (Hunt 2009) prepared for the Project. These plants would provide a transition and a buffer between the ornamental landscape within the neighborhoods and the native landscape on the surrounding hillsides or creek areas. Primary street rights-of-way (Baltimore Oriole Road and Longspur Road) within the Project site would be planted with formal rows of olives with informal accent tree groupings. Additionally, grove trees, naturalizing and native shrub, and accent tree groupings (oaks and sycamores) would be used within the Proposed Project landscaping to reflect a rural/agrarian atmosphere. The Project's landscaping, therefore, would respect the arrangement and density of the grove elements on the adjacent sites. Open space areas, particularly preserve areas, and the proposed trails and walkways, have been designed to relate to existing and proposed open space on adjacent properties, including Campus Park West, Palomar College, and Meadowood. The trails and walkways would provide continuous paths of travel between the Proposed Project and the surrounding areas.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A3-1b. When feasible, new commercial projects should be linked to adjacent projects to encourage internal circulation by pedestrians and automobiles.		Yes	Internal to the Proposed Project, the Town Center, which would include commercial uses, would be located within approximately ½ mile of most residential units to encourage access via foot, bicycle, or car. Sidewalks, vehicular travel lanes, varied entryways, storefront windows, shade trees, arcades and overhangs, café seating areas, low walls, benches, planters, and well-marked pedestrian and bicycle routes would be used to encourage pedestrian activity within and surrounding the Town Center. Additionally, Proposed Project roadways, which would be lined with multi-use trails, would connect to existing and future area roadways proposed by adjacent development such as Palomar College, Meadowood, and Campus Park West.
	A1-5b. Buildings and building groups should strive to form compact clusters to economize in the use of land and create larger open spaces on the site.	ST-4. The arrangement of building sites to optimize and retain significant viewsheds shall be encouraged.	Yes	The Project has been designed to locate denser land uses near the center of the site, particularly within the multi-family and Town Center areas, as well as immediately adjacent to SR 76. Single-family residential areas would be sited to allow the preservation of uninterrupted open space areas contiguous to existing native habitat. Prominent visual features within the Project site would be preserved as part of the proposed open space preserve. The proposed uses have been sited to retain both on- and off-site views of these features, including steep slopes and the unchannelized segment of Horse Ranch Creek and its dense riparian corridor.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
	C2-1b. The hillside, when seen as a whole, is a delicate pattern of buildings, open spaces and vegetation. No one building should stand out from others or from the natural landscape.		Yes	Most of the Proposed Project buildings would be located in lower elevation/flatter portions of the Project site. The single-family residences that would be located in the northeastern portion of the site would be at lower elevations of the slopes abutting the site. The proposed interspersed landscaped slopes would create a visual repetition of the natural light and dark variations of the background vegetation, and the street trees and Project landscaping would soften the visible geometry and reduce the mass of the buildings. This also would ensure that no one building would stand out from others or from the natural landscape. See Key Views and Simulations 2 and 3 and related discussions.
B-7. Development standards should be established which include underground utilities, landscaping requirements, and sign control.			Yes	All new utility lines would be installed below grade. An existing 69-kilovolt power line extending east-west across open space and the Project development area would be undergrounded in concert with adjacent planned development from future Horse Ranch Creek Road to east of Campus Park. Additionally, the Campus Park SPA/GPA Report includes a landscape concept plan and design guidelines that address community-wide signage. A comprehensive sign program will be completed to ensure Project compliance with applicable standards.
	B2-1b. To improve the pedestrian environment along commercial streets, building façades should be located on at least 30 percent of the property's principal street frontage. A higher percentage is encouraged		Yes	Approximately 33 percent of building façades would be located along the primary street frontage of the Town Center, which would include commercial development.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	when feasible. Place the building(s) against the Landscaped Street Edge Zone, parallel to the street.			
	B3. It is important that multi-family developments incorporate features which enhance their neighborhood character: • Orient as many dwelling units as possible toward the street • Minimize the impacts of parking on the residential character of the street • Provide usable open space • Provide landscaping which enhances the feeling and scale of residential streets and properties		Yes	Each housing unit within the multi-family residential area would be designed and positioned to create courtyards and common areas connected by landscaped walkways. Roadside parking would be prohibited along Harvest Glen Road, Longspur Road, Pala Mesa Drive, Pankey Place and Horse Ranch Creek Road. Off-street parking would be provided for multi-family areas, screened from public view through the use of landscaping or berms. In addition to the courtyards and common areas, useable open space in the form of a sports complex, several parks, and trails would be included in the Proposed Project. Sidewalks and trails would parallel the streets, connecting the multi-family areas to these useable open spaces. Residential streets would be lined with trees and planting "pockets" would be scattered among the buildings to reduce the mass of both buildings and parking lots, and enhance the feeling and scale of the residential areas.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
		WALLS, FENCES AND BERMS		
	A4-7a. High solid fences and walls along public streets can have a negative impact on the surrounding neighborhood and should be minimized. When solid walls are used to buffer traffic noise, as is sometimes necessary in residential projects along major streets, the walls should reduce their monotonous tendency by providing a change of plane at a minimum of 50 foot intervals. Fences and walls over 3 feet high which face public streets should provide a fully landscaped buffer at least 5 feet deep on the street facing side of the wall.	SP-6. A combination of earth berm and/or wall techniques shall be provided to buffer noise.	Yes	No noise attenuation walls would exceed 10 feet in height. Barriers over six feet in height are encouraged to use a combination of walls and berms and would provide a change of plane (including pilasters) at minimum 50-foot intervals.
	B2-2e. When abutting residential uses, a commercial parking lot should have a solid six-foot-high fence or wall within the interior side or rear yard planting area. Fences or walls should have a planted edge of no less than 4 feet between the face of the wall or fence and the parking lot.		Yes	Where a Town Center parking lot abuts a multi-family residential area, a solid, 10-foot-high wall and a 5-foot-wide landscaped flat area would provide a buffer between the two uses. Additionally, the Town Center and the multi-family residential areas would be located at different elevations, with a landscaped slope between them.
	A4-7b. Walls on sloping terrain should be stepped at regular intervals to follow the terrain. C2-1a(6). [On hillsides,] avoid long and high retaining walls. When retaining walls are used, break them into smaller elements with planted terraces.		Yes	Where located on sloping terrain, walls would be stepped at regular intervals to follow the terrain. If long and high retaining walls would be required, they would be broken into smaller elements interspersed with planted terraces.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A4-7c. The following is a list of wall and fence materials whose use is encouraged: • Native stone • Masonry with cement plaster finish • Wood framing with cement plaster finish • Detailed wrought iron • Wood • Brick C2-2b(2). Retaining walls faced with local stone or of earth-colored and textured concrete are encouraged [for hillside development]. A4-7d. The following is a list of wall and fence materials whose use is discouraged: • Chain link or open wire, except when heavily screened by landscaping • Corrugated metal • Bright colored plastic or plastic coated materials • Reed materials		Yes	Walls would be faced with stone or stone-simulated products at entry statement/community identification locales. Perimeter walls would be constructed with concrete blocks between occasional pilasters; the pilasters would be faced with stucco, stone/simulated stone products. Wooden post and rail fences would edge roadways and trails where equestrian uses are permitted and required for safety (see Conceptual Fencing Plan, Figure 7). Noise attenuation walls may include glass or other transparent materials. Where large retaining walls visible from public roadways would occur, and where the use of local stone, colored and textured concrete is feasible, these techniques would be utilized. Black or dark-green coated chain link fence would be placed in several locations (e.g., on the north side of Pankey Place) between the landscaped setback and preserved open space, where it is necessary to discourage encroachment into biological open space. Project-proposed streetscaping or development would screen this fence.
		LD-8. Earth berms shall be rounded and natural in character where possible, designed to obscure undesirable views.	Yes	Berms are planned to screen off-street parking areas and to support noise attenuation walls. They would be designed to gently undulate and exhibit natural forms. They also would be landscaped.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
LANDFORM				
CBD-10. Development of steep slopes should be limited to agriculture and very low residential densities and clustering promoted in flatter areas.		ST-1. Extensive grading of slope areas within viewsheds shall be minimized.	Yes	The majority of the Proposed Project would be located on the flatter areas of the Project site. No grading would occur on steep slopes located on the west or north sides of the property. A small portion of a steep slope on the eastern side of the property would be altered by Project development. Proposed buildings and landscaping would limit views of the resulting manufactured slope, and revegetation for slope stabilization would provide both erosion/water quality and aesthetic benefits. Additionally, the Proposed Project has been designed to preserve prominent natural landforms and features; no grading would occur within the preserved areas.
CBD-1. Mature trees and significant landforms should be preserved in all public and private development projects.	CD-1. Preserve the character of the existing community landscape by retaining important natural features, land forms and scenic resources.	SP-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.	Yes	The Project would preserve approximately 176 acres of existing vegetation (approximately 42 percent of the Project site) on the Project site. Natural features such as mature riparian trees and vegetation within Horse Ranch Creek would be preserved within a dedicated open space lot. Although some mature trees may be removed in other portions of the Project site, upon buildout, more mature trees would be located on site than currently exist due to proposed extensive planting of trees along roadways and within the development areas, and trees planted in individual yards. There are no significant landforms on site. The Proposed Project would preserve most of the steep slopes and rock outcroppings on the Project site.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A1-3b(1). Demonstrate an effort to minimize grading and alteration of natural landforms.	ST-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.	Yes	Approximately 20 percent of the Project site is steeper than 25 percent. These steep slopes mainly occur in the northern and eastern portion of the Project site, in the Monserate Mountain foothills. The upper on-site elevation of the Monserate Mountain foothill slopes would remain in a dedicated open space lot, and steep slopes and rock outcroppings located within the northern area of the site also would be preserved as open space. Proposed development primarily would occur within the flatter areas of the Project site. Isolated cuts into steep slopes would occur at the northern extent of the Project. All cut slopes would be re-contoured to emulate the appearance of adjacent natural landform. Manufactured slopes within the Proposed Project would be planted with groundcover, shrubs, and trees to provide erosion control and visual transition to the existing native plant communities surrounding the Project site.
R-3. Grading for residential development should not unduly disrupt the natural terrain, or cause problems associated with runoff, drainage, erosion or siltation.	C2-2c(1). The community's natural landforms are an important part of its environment that should be respected in new development. Hillside grading should be minimized and designed to appear as close as possible to the surrounding land contours. A1-3b(3). Building pads should be sited within the zoned setbacks and are to disturb the natural contours as little as possible. Balancing of cut and fill areas is encouraged.		Yes	Houses located in the northern portion of the Project site would be at higher elevations than the majority of the Proposed Project; the streets and pads would be aligned to follow existing topography, to minimize grading and preserve natural landforms. Additionally, all manufactured slopes would be planted for erosion control to reduce potential runoff, drainage, erosion or siltation, and to visually screen their manufactured appearance.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
				Building pads would be designed within zoned setbacks in order to preserve the natural contours as much as possible. Cut and fill volumes would be balanced on site.
	C2-2a(1). In order to create slopes which closely reflect the surrounding natural hills, and to avoid the linearity of consistent slopes, graded hillsides should have variation in their slope ratios. Grading should minimize the "engineered" look of manufactured slopes. Avoid sharp cuts and fills—smooth, flowing contours of varied gradients from 2:1 to 5:1 are preferred. C2-2a(2). Slope banks can be softened by contoured grading of fill at the top and toe of the slope.	ST-8. Any grading above 25% slope will blend with the surrounding area and be landscaped appropriately to look natural.	Yes	Graded slopes at the edges of the development would be softened through the use of contour grading techniques for a smooth transition and blending into the existing hillsides. Generally, manufactured slopes would not be large enough to vary gradients; most slopes would be 2:1, except where space allows more variation. Landform grading techniques would be implemented in accordance with County policies. All graded slopes would be landscaped with trees, shrubs, and hydroseed per the Landscape Concept Plan to soften the manufactured appearance and blend with the surrounding area.
	C2-2b(1). Hillside site design should avoid large building pads, large level open spaces, and should minimize the height of retaining walls. New building sites should be graded so that they appear to emerge from the slope.		Yes	Where residential development would be located at higher elevations in the northern portion of the Project site, building pads would be designed to minimize the need for retaining walls and would be arranged to follow natural topography, minimizing grading and preserving natural landforms.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
FOS-1. Floodplains and natural stream courses should be preserved in permanent open space and uses limited to recreational or light agricultural uses.	A1-3c. Natural drainage courses are to be preserved as close as possible to their natural location and appearance. "Dry stream" effects which move the water over the property are preferred over channeling or undergrounding methods.	ST-7. Natural watercourses shall be protected and existing watershed and groundwater resources shall be conserved.	Yes	
	C3-2a. The defined Floodway zone should be kept as close as possible to its natural condition. Structures, parking areas and other major improvements are prohibited. Land form and stream bank alterations within the zone are strongly discouraged, except for the purpose of stabilizing stream bank areas with erosion problems.			The majority of existing Horse Ranch Creek and its associated floodplain would be preserved in open space. No development would occur within the open space preserve.
	C3-3a(1). For development on properties with areas lying both within and outside of the Flood Plain, buildings should be clustered, to the maximum extent feasible, in the areas of the site lying outside of the Flood Plain. Use of the Flood Plain as group open space for recreation or other activities which would leave it in a natural state is strongly encouraged.			Portions of the Proposed Project multi-family housing as well as existing and proposed roadways and facility areas, however, would be located within the existing 100-year floodplain mapped along Horse Ranch Creek. The building pads and roads would be elevated above 100-year storm flood water elevations. A sewer pump station and a trail staging area also would be located in the floodplain. The Project does not propose the use of groundwater.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	C2-2c(2). Place drainage devices (terrace drains, benches and intervening terraces) as inconspicuously as possible on graded slopes. Natural swales leading downhill are good locations for downdrains. The side of a drain may be bermed to better conceal it. C2-2c(3). Concrete drains should be color-tinted to blend with natural soil color. Planting around drains is recommended to improve concealment.		Yes	A detention basin planned within an open space area in the southern portion of the Project site (OS-5) would be surrounded with landscaped slopes and planted with a riparian palette. Concrete swales would occur as inconspicuously as possible on graded slopes and would be colored to blend with the natural soil where visible. Drains would be concealed with plantings.
PARKING AND CIRCULATION				
CE-2. It is the desire of the community that all new off-street parking and loading facilities be designed in such a manner that the completed development presents an aesthetically pleasing appearance and provides for both adequate circulation and maintenance of these facilities including the maintenance of any landscape vegetation.	A1-4c. Parking and service areas should be located and landscaped to minimize public view from roads and neighboring properties.	PC-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.	Yes	The Proposed Project includes adequate parking to meet the needs of the various proposed uses per County requirements. Off-street parking areas would be screened from public view through the use of landscaping and/or berms. Within the northern office professional use area located at the future intersection of Horse Ranch Creek Road and Baltimore Oriole Road, one building would be sited in the middle of the pad. Within the southern office professional use area, buildings would be located in the southern, northwestern and northeastern portions of the pad, with consolidated parking generally centered on the parcel west of the two-story structures. Horse Ranch Creek Road would be upslope from the roadway approximately 6 to 17 feet and additionally would be screened by streetscape

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
				planting. Town Center buildings would be located along future Horse Ranch Creek Road between Harvest Glen Road and Longspur Road, and have parking located between the buildings and abutting Horse Ranch Creek Road and be shielded by a landscaped berm. The sports park parking area would be sited approximately seven feet above roadway grades and also would have streetscape planting. Between Horse Ranch Creek Road and the Town Center would be a minimum 6-foot landscaped (trees and shrubs) parkway, and a sidewalk for pedestrians. Along the SR 76 frontage, a landscaped berm, sound attenuation wall, background shrub plantings, and row of oak trees would screen parking areas from view.
	Commercial Development B2-2d. Parking lots should be set back at least 5 feet from rear and interior property lines. The setback area should be fully landscaped.		Yes	Parking lots in the Town Center would be set back at least five feet from the rear and interior property lines, with the setback area being fully landscaped.
	Multi-family Residential Development B3-5a(1). Residential parking lots should not be located between buildings and streets. Place parking lots in the rear, side or at internal locations on the property.		Yes	Off-street parking would be provided for multi-family areas; these parking lots would not be located between buildings and public streets. Planning areas MF-1 through MF-4 would include on-street parking along loop roads, internal to each planning area. Guest parking also would be located internally within all multi-family areas.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	B3-5a(5). Views to parking areas should be screened from public streets, adjacent properties and Group Usable Open Spaces. B3-5b(2). Parking courts should be set back from street property lines by a Planted Front Yard at least 20 feet deep.			Parking areas would be screened from public view through the use of landscaping (trees and shrubs), walls and/or berms. Parking lots within multi-family residential areas, including guest parking areas, would be designed with setbacks from street property lines by at least 20 feet, screened with walls, berms and vegetation.
	B3-5c. Long lines of parked cars or blank garage doors, unrelieved by planting areas or other types of screening is undesirable. B3-5c(1). Parking arranged in discrete bays to give a street-like character is encouraged. Each 10 spaces of continuous perpendicular or angled parking should be separated from others by a planted pocket not less than one parking space wide. Architectural elements such as trellises, porches, or open stairways may encroach within these planted areas. Multiple garages that front parking areas or internal drives should have landscaped pockets between adjacent double garage doors.		Yes	Parking for multi-family residential areas mainly would consist of garages integrated into the residential buildings. Small guest parking areas would be located within multi-family residential areas; these areas would landscaping, and would not appear as long lines of parked cars. Where multiple garages would front parking areas or internal drives, planting pockets would be located between adjacent double garage doors.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	B3-5c(3). In multi-family projects of over 50 dwelling units, the location of Parking Drives around the periphery of the project will tend to isolate a project from its surroundings. The extent of perimeter parking drives should be minimized in these large developments. B3-5d(1). Covered parking areas, by means of garages, carports and trellised canopies, are strongly encouraged.			Perimeter parking drives are not included in the Proposed Project. Parking for the residents of multi-family residential areas would be provided in the form of garages, designed as part of the buildings.
CE-4. Local and residential roads should be designed and constructed so as to reflect the rural and agricultural character of the community. CE-4.1. Local roads shall be designed with maximum emphasis on scenic beauty by following natural contours and avoiding extensive grading to the greatest possible extent.	A1-4d. On hillside sites, roads and streets should generally follow existing land contours. C2-3. The design of streets and walkways should work with the natural terrain and minimize cut and fill or hillsides. C2-3a. Street layout should follow existing natural contours so as to carefully integrate the street with the hillside.		Yes	Roads, streets, and residential areas have been designed to follow the existing landforms and minimize grading.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A1-5. Preserve and enhance the quality of scenic roads throughout the Community Planning Area.		Yes	No significant visual impact on views from scenic roadways in the Community Planning area has been identified. Refer to the discussion regarding Guideline No. 1 starting on page 19 of this report for more information.
LIGHTING				
	A8-1a. All lighting shall, at minimum, follow San Diego County Zoning Ordinance Division 6322.		Yes	The Proposed Project includes a lighting plan that would conform to the San Diego Light Pollution Code (Sections 59.108-59.110) and the San Diego County Zoning Ordinance Division 6322.
	A8-1b. Lighting which is visible from adjacent properties or roads must be indirect or incorporate full shield cut-offs. A8-1c. Service area lighting should be designed to avoid spill over into adjacent areas.		Yes	The Campus Park SPA/GPA Report contains lighting standards that require directional lighting and shielding to avoid spillover into residential areas, neighboring properties, adjacent roadways, and open space areas.
	A8-1d. Special consideration must be given to light pollution which could have a negative impact on the Palomar Observatory.	SL-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.	Yes	The Project site is located approximately 17 miles from Mts. Palomar and Laguna, and is therefore within the Outdoor Lighting Ordinance Zone B. Project outdoor lighting would be fully shielded and restricted to 4,050 lumens in conformance with the Light Pollution Code Zone B requirements. Low pressure sodium lights also would minimize illumination into the night sky.
	A8-1b. Limit the amount and intensity of lighting to that necessary for safety, security and to complement architectural character. Lighting which interferes with the character of the surrounding neighborhood is not acceptable.	SL-2. Site lighting plans that conflict with the character of the community shall be discouraged.	Yes	Security lighting would be provided along Project roadways, in parking areas, and within commercial and office professional areas. The amount of lighting would be appropriate for security and would not result in excessive spillover onto adjacent properties or substantially illuminate the night sky.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
				Project lighting would be consistent with the village design theme of the Proposed Project. Standards and fixtures would consist of design elements to complement a pedestrian-scale village that would be compatible with the community character. See also the discussion regarding Guideline No. 1 starting on page 19 of this report.
	A8-2a. For commercial parking areas, overhead lighting should be mounted at a maximum height of 20 feet above the paved surface.		Yes	Parking area lighting in commercial parking areas would be mounted at a maximum height of 20 feet.
	A8-2b. For residential parking areas, overhead lighting should not be mounted at a height in excess of 15 feet. The placement of lighting in residential parking areas should avoid interference with bedroom windows.		Yes	Parking area lighting in residential parking areas would be mounted at a maximum height of 15 feet, and would be placed to avoid interference with bedroom windows.
	A8-3a. Overhead fixtures used for pedestrian areas should be limited to heights between 8 and 12 feet.		Yes	Overhead fixtures along pedestrian pathways would be a maximum of 12 feet in height.
	A8-3c. Along walkways, low-level lighting in the form of bollards or fixtures mounted on short posts is encouraged. When this type of lighting is used, fixtures should be placed to minimize glare.		Yes	Short post lighting would be used along walkways; fixtures would be shielded to minimize glare.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
LANDSCAPING				
	A5-3. All public right-of-way areas between a newly developed property and the existing sidewalk or street edge should be fully landscaped. Trees should not be planted in the right-of-way.		Yes	Existing Pankey Road and SR 76 are the only existing streets abutting the Project site. The Proposed Project would include full landscaping of the public right-of-way areas between the Proposed development and the existing street edge for both of these roadways. An encroachment agreement will be pursued to permit planting of trees in the right-of-way.
		LD-2. Project boundary landscaping shall complement adjacent landforms and plant materials.	Yes	The landscaping at the outer edges of the development provide transitions and a buffer between the ornamental landscape within the proposed development and surrounding open space areas on the slopes in the northern portion of the site, and near the riparian open space areas. Trees (including native species) and shrubs would be used in the fuel modification/brush management zones surrounding the outlying houses, as allowed in the FPP (Hunt 2009) prepared for the Project. Project landscaping in the southern portion of the site along SR 76 would include a row of oak trees to create visual continuity between the Project site and the nearby groves and hillsides.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
B-4. The County should encourage landscaping in the design of commercial centers to soften structure and parking area impacts.	**Commercial Development** B2-1a. Provide a minimum 15 foot-deep Landscaped Street Edge Zone along all front and side street property lines. This zone should be composed of elements which will provide both a landscaped edge that is characteristic of Fallbrook's scenic roads as well as screening for parking and service areas. The Landscaped Street Edge Zone should only be interrupted by driveways, sidewalks or pedestrian areas. Parking is strongly discouraged in this location. B2-3a. The character of the Landscaped Street Edge should strongly reinforce the rural character of Fallbrook. This can be done with various trees and shrubs, low walls of native stone, wooden rail fences and natural features such as boulders and rock outcroppings. • Trees: Provide at least one tree per 300 square feet of the total area of the Landscaped Street Edge Zone. Trees should be a minimum size of 15 gallons. • Shrubs: Shrub plantings should be used to create spatial definition within the planting areas. Low, creeping shrubs may be used in the foreground; larger, coarser shrubs in the background.		Yes	The Campus Park SPA/GPA Report contains landscape design guidelines that include landscaping along all streets. Horse Ranch Creek Road in front of the Town Center would be lined with landscaped parkways. Meandering multi-purpose trails and informal groves of trees such as sycamores and oaks with accent groves consisting of olives and/or flowering accent trees would be located within this parkway. Primary street rights-of-way also would be enhanced with landscaping. Along Longspur Road and Harvest Glen Road, 20-foot greenbelts would be provided on either side of the roadways. Along Baltimore Oriole Road, landscaping would vary between 15 to 50 feet on one side and 10 to 45 feet on the other. Buildings in this area would be set back an additional 10 feet from the property line. These landscape areas would be planted with rows of trees and accent groves of olives and other ornamental trees. Off-street parking and loading/service areas would be screened from public view through landscaping, walls and/or berms. The proposed landscaping would include plants and materials selected to reinforce the rural character of the area. For example, the Horse Ranch Creek Road streetscape would include post-and-rail fences to echo the rural history of the site.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	Blooming, fragrant shrubs are encouraged. Shrubs should be spaced with "on center" spacing so that branches intertwine after two years growth.			The proposed trees would be planted with initial sizes of 15-gallon to 24-inch boxes, and at the ratios required. Shrubs would be used to provide spatial definition and spaced as required.
	B2-3b(1). Side and rear yard areas should be fully landscaped. Provide at least one tree per 300 square feet of total yard area. Trees should be 15 gallon size, minimum.		Yes	Landscaping would comply with street, side and rear yard requirements.
	B2-3b(2). Parking Lot Setbacks • Trees: Provide at least one tree per 100 square feet of total area between the property line and edge of the parking lot. Trees should be 15 gallon size, minimum. • Shrubs: Shrubs should provide a visual screen of a minimum of 30 inches in height after two years growth. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after two year's average growth.		Yes	Parking lot landscaping would comply with required densities and ratios. Shrubs and berms in the setback areas would provide 30 inches of screening due to their height after two years.
	B2-3c(1). For all parking lots greater than 6000 square feet, in addition to all other guidelines, an internal area equivalent to a minimum of 5 percent of the total parking area should be planted with a combination of trees and shrubs. Tree spacing should be such that		Yes	Exposed vehicular use areas shall include a minimum of 10 percent of the paved areas in landscaping, dispersed throughout the parking area such that every designated parking space would be within 30 feet of the trunk of a tree.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	every designated parking space is within 30 feet of the trunk of a tree.			
	B2-3c(2). The parking lot perimeter should terminate a minimum of 5 feet from the face of a building. This area should be planted with a combination of trees and shrubs, unless used as a pedestrian walkway. Space may be decreased to a minimum of 2 feet of planted area between the parking lot and the building, if the location is not visible from a public street.		Yes	The minimum landscaped area would be provided in accordance with the guidelines.
	Multi-Family Residential Development B3-1a. Provide a minimum 20 foot planted Front Yard setback along all front and side street property lines. The setback area should be fully landscaped, interrupted only by driveways, sidewalks or pedestrian areas. Parking is strongly discouraged in this area.		Yes	Multi-family residential areas would be located along Horse Ranch Creek Road, Longspur Road, Harvest Glen Road, SR 76, Pankey Place and Pala Mesa Drive. Horse Ranch Creek Road would be lined with 30-foot-wide landscaped parkways. Along Pankey Place, Pala Mesa Drive, Longspur Road and Harvest Glen Road, minimum 20-foot wide landscaped areas would be provided on either side of the roadways. The landscaping along SR 76 would include a row of oak trees an understory of flowering shrubs, and a naturally-surfaced multi-purpose trail. Toyon shrubs and other large shrubs would be planted north of the trees. The portion of Pala Mesa Drive fronting MF-4 would contain community entry road landscaping, and Pankey Place would contain community promenade landscaping.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
				Parking for multi-family areas would be along private streets; all parking areas would be landscaped and set back.
	B3-1b. Right of way areas should be planted in a similar way as the front yard setback area, though the use of trees should be avoided.		Yes	Rights-of-way would be planted similarly to the front yard setback area. Trees would be planted within right-of-way areas and adjacent landscape easements. Trees within rights-of-way would be located no closer than five feet from face of curb.
	B3-5c(2). Planted "pockets" within parking areas should have at least one tree per "pocket."		Yes	Planting "pockets" would be scattered among the buildings and parking lots of the multi-family residential neighborhoods, and would contain a minimum of one tree per "pocket" where possible.
	B3-6a. New public streets and private roads in residential developments should have street trees planted at regular intervals throughout the development. Trees should be planted on private property as close to the street or road as possible. The tree selected should reflect Fallbrook's existing landscape.		Yes	Street trees would be placed at regular intervals throughout the development, including along public and private roads in residential areas. Species have been selected to reflect the rural character of the surrounding area, such as olive, oak and sycamore. This irrigated streetscape would echo the green of the abutting groves on the Project's east side.
	B3-6b(1). Parking lots should be set back from public streets by a Planted Front Yard of at least 20 feet in depth measured from the street facing property line.		Yes	Landscaped parkways would line the proposed streets. Off-street parking would be provided for multi-family areas, and the lots would comply with set back requirements.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	B3-6b(2). Planting Guideline for the Planted Front Yard: • Trees: Provide at least one tree per 300 square feet of yard area. Trees should be 15 gallon size, minimum. • Parking lots: Shrubs and/or low walls should provide a visual screen of a minimum of 30 inches in height after two years growth. When walls are used, a minimum 5 foot wide planted buffer should be provided between the property line and the wall. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after two year's average growth. At driveway entrances, shrubs and/or low walls should not obstruct views of oncoming traffic. B3-6c(1). Provide a minimum 5 foot deep fully landscaped setback at all parking lot edges along the interior and rear property lines.		Yes	The landscape design guidelines comply with the yard and setback guidelines and requirements. The proposed trees would be planted with initial sizes of 15-gallon to 24-inch boxes, and at the ratios required. Shrubs would be used to provide spatial definition and spaced as required. Small parking areas for guests would be provided in all multi-family planning areas. All parking areas would include landscaping that would meet the guidelines and requirements.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	B3-6c(2). Guideline for property line planting: • Trees: Provide at least one tree per 300 square feet of total area of the required side or rear yard. Trees should be 15 gallon size minimum. • Other Planting: Remaining areas of the side yard not covered by trees should be fully landscaped with shrubs and other carefully selected plant materials. B3-6c(3). Guideline for parking lot edges along interior property lines: • Trees: Provide at least one tree per 300 square feet of total yard area. Trees should be 15 gallon size, minimum. • Shrubs: Shrubs should provide a visual screen of a minimum of 30 inches in height after 2 years growth. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after two year's average growth.		Yes	The landscape plans comply with parking lot and property line planting guidelines and requirements.
	B3-6d(1). For all parking lots greater than 6000 square feet, in addition to all other guidelines, an internal area equivalent to a minimum of five percent of the total parking area should be planted with a combination of trees and shrubs. Tree spacing should be such that		Yes	Parking lots greater than 6,000 s.f. within the Proposed Project would comply with appropriate guidelines. In parking areas, exposed vehicular use areas shall include a minimum of five percent of the paved areas in landscaping, dispersed throughout the parking area such that every designated parking space would be within 30 feet of the trunk of a tree.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	every designated parking space is within 30 feet of the trunk of a tree. Turf areas are discouraged.			
	B3-6d(2). The parking lot perimeter should terminate a minimum of 5 feet from the face of a building. This area should be kept planted with a combination of trees and shrubs, unless used as a pedestrian walkway. Space may be decreased to a minimum of 2 feet of planted area between the parking lot and the building, if the location is not visible from a public street.		Yes	The minimum landscaped area would be provided in accordance with the guidelines.
	Hillside Development C2-4b(1). Use irregular plant spacing to achieve a natural appearance on uniformly graded slopes. Plant trees along contour lines in undulating groups to create grove effects which blur the distinctive line of the graded slope. Shrubs of varying height may be planted between the tree stands. Ground covers of native and introduced species are appropriate for slope erosion control. C2-4b(2). When possible locate trees in swale areas to more closely reflect natural conditions and gather natural surface runoff for plant irrigation.		Yes	Selected species, both native and introduced, would provide groundcover for erosion control. Plants would be grouped following the contours, and would be spaced to achieve natural appearances, as per the guidelines. Trees selected for swale and/or down-slope areas would be chosen to reflect natural conditions (e.g., oak and sycamore).
	C2-4c. Transitional slopes exist between the more ornamental plantings of newly planted areas and		Yes	Nature/Naturalizing Landscape Zones are included in the landscape concept near the Project site's perimeter to create a blended

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
	the native vegetation of undisturbed areas. The goal is to blend these two diverse areas together. The following planting principles are suggested for these areas: 1. Establish the species of plants existing natively in the undisturbed areas. 2. Determine the use of plants in the transitional areas: erosion control, shade, screening, etc. 3. Select species from those already existing natively to fulfill the use requirements. Blend these plants into a planting plan of other hardy, drought resistant species of more ornamental or utilitarian qualities. 4. As a general rule, encourage the planting of water-conserving plant species. 5. Select low fuel volume plant materials.			transition between the Project and adjoining open space areas. In these areas, tree and plant species that would complement the native landscape and that are associated with San Diego County rural settings would be used. Additionally, the Project would incorporate fuel modification zones adjacent to residential, office professional, and commercial areas that front open space areas. Within these areas, native trees and shrubs would be used, such as coast live oak, emerald carpet manzanita, California fuchsia, and ceanothus (wild lilac), as allowed in the FPP (Hunt 2009) prepared for the Project. Similarly, appropriate species such as oak and sycamore would be selected for areas near creek or channel crossings.
	C2-4d. Internal slopes exist within the newly developed project. They do not blend into native areas, as do transitional slopes and, therefore, may be planted with a different type of plant palette. The following principles are suggested for internal slopes: 1. Establish gradient of new slope and determine erosion control requirements.		Yes	Landscaping of internal slopes, including trees, shrubs, and hydroseed mixes, would be used for erosion control. Hydroseed species used for erosion control would include low-water use and/or native species such as California poppy, dwarf goldfields, and moss verbena. Other slope species also would be water-conserving, such as rosemary, agave, New Zealand flax, and Brisbane box. See Table 1b of this report for a list of species selected for use on the Project's interior manufactured slopes.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	2. Fulfill erosion control needs with water-conserving plant material. 3. As a general rule, encourage the planting of water-conserving plant species. 4. Arrange plants in naturalized patterns, rather than regimented rows.			The plants would be spaced and arranged in naturalized patterns on the Project's interior manufactured slopes.
	A4-d. Buildings should incorporate natural landscape features as design elements.		Yes	The architecture within the Proposed Project would incorporate "natural" materials such as stone/stone simulated product.
	A5-1b(1). Drought resistant plantings are encouraged. C2-4a(1). [For hillsides,] plant materials should be selected for their effectiveness of erosion control, fire resistance and drought tolerance.	LD-3. Landscape plans shall utilize native and drought-tolerant plants where possible, per the plant list provided by County staff.	Yes	The landscape concept for the Project includes native and drought-tolerant species such as ceanothus, New Zealand flax, golden yarrow, toyon, olive, and coast live oak. Refer to Tables 1a-1i of this report for complete plant lists. Plant species identified in the Project's landscape concept plan have been selected for their effectiveness of erosion control. Additionally, the plant palettes have been selected in conformance with the FPP prepared for the Project (Hunt 2009), and fire resistant plants have been selected for brush management zones.
	C3-5. The Flood Plain should be kept as close as possible to its natural state. The large open spaces and indigenous riparian vegetation such as live oaks, sycamores and scrub should be preserved and emphasized in new plantings. Ornamental plantings and the introduction of non-native species should be avoided.		Yes	The Proposed Project development would retain the majority of the on-site riparian vegetation. Horse Ranch Creek and its riparian corridor within the southern portion of the site would be included within a proposed open space preserve. No development would occur in this area, although habitat enhancement would take place. Native species would be used in the area, and landscaping would be used to provide transitions and buffers between the proposed development

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
				and the riparian area. The removal of exotics, grading to stabilize and improve flow, and planting with appropriate species, may occur to enhance the existing habitat. Refer to Table 1h for a list of species selected for the Riparian Transition Zone. Plants in these areas would include coast live oak, sycamore, willow, elderberry, and deergrass, among others.
		LD-4. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected to enhance the human scale.	Yes	The trees selected for area next to pedestrian paths and parking lots generally are medium size or small trees—such as olive, peppermint tree, and New Zealand Christmas tree—selected to enhance the human scale of these areas. Refer to Tables 1a-1i for complete plant lists.
CBD-1. Mature trees and significant landforms should be preserved in all public and private development projects.	A1-3a(1). All mature trees should be retained when feasible. A1-3a(2). Existing oaks over 8 inches in diameter are considered significant resources to be preserved. A2-2. Site development plans should demonstrate a diligent effort to retain as many native oak and other significant trees as possible.	LD-9. Major stands of native trees shall be preserved.	Yes	The mature trees within the riparian area and approximately half the oak trees on site would be preserved within designated open space areas. Although some mature trees would be removed in other portions of the Project site, the Project's comprehensive landscape plan includes extensive planting of trees (including oaks) along roadways and within the development areas. It is expected that individual homeowners within the single-family residential areas also would plant trees in their yards. Upon buildout, more mature trees would be located on site than currently exist.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
CBD-8. Necessary grading impacts should be minimized through wise grading practices, and landscaped areas which are disturbed by grading should be revegetated. Drainage and runoff should be controlled so as not to exceed the rate associated with the property prior to grading.		ST-6. The visual quality shall be maximized and the erosion potential shall be minimized by planting native and naturalized plants, especially in disturbed areas adjacent to upgraded hillsides and watercourses.	Yes	Manufactured slopes would be graded and landscaped to reduce erosion potential and present a more natural appearance. To the extent possible, native species have been incorporated into the landscape plan. Specifically where within or adjacent to open space/brush management zones, oaks and shrubs such as clumpgrass, ceanothus (wild lilac) and California fuchsia would be used. The hydroseed mix would include plants such as desert marigold, dwarf goldfields, purple needle grass and small fescue (see Tables 1-4 through 1-11 for complete plant palettes). Drainage would be controlled so as not to exceed the rate associated with the property prior to grading.
	A5-1a(1). Densely planted trees with characteristics similar to those currently present in the community are encouraged along community streets and within all development.		Yes	See responses to Fallbrook Design Guidelines C2-4b(2) and C2-4c, and I-15 Corridor Subregional Plan CD-2 above.
	A5-1a(2). The Guidelines encourage masses of shrubs planted beneath trees. These shrubs will provide flower color, fragrances, and important screening considerations. The use of ground covers is generally not recommended; creeping shrubs should be used to act as a "ground cover."		Yes	Flowering shrubs such as ceanothus (wild lilac), bougainvillea, lavender, and Lady Banks rose would be planted as an understory beneath the taller trees selected for the Proposed Project. These would provide color, fragrance, and screening. Species such as yarrow, poppy, clump grass, creeping ceanothus and manzanita species would be used as "ground cover." Refer to Tables 1-4 through 1-11 for complete plant lists.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A5-1a(3). Expanses of turf grass are discouraged for use in Fallbrook's rural setting except in parks or other active use areas.		Yes	Turf grass is not a component of the plant palettes for the majority of the landscape zones and will be limited to parks and active use areas.
	A5-2a. Site areas not used for buildings, parking or other designated functions should be planted.		Yes	A landscape concept plan has been developed for the Proposed Project to address site areas not used for buildings, parking or other designated functions.
NON-MOTORIZED CIRCULATION				
CE-8. Riding, hiking, and non-motor driven vehicle trails should not conflict with the rural and agricultural character of the community. CE-8.2. Public non-motorized trail systems shall be encouraged within new residential subdivisions.		LD-5. Common open spaces and recreational areas shall be linked by pedestrian pathways to individual lots.	Yes	Pedestrian paths and equestrian trails would be used to enhance the rural character of the Proposed Project. For example, equestrian-style fences and low walls would edge roadways and trails, which would be lined with tree and shrub species selected to reflect the rural character of the surrounding area. The Proposed Project would accommodate and encourage pedestrian connections between homes, businesses, retail areas, parks and trails. A multi-use eight-foot-wide decomposed granite trail located within the landscaped parkway along the west side of Horse Ranch Creek Road and the north side of Baltimore Oriole Road, along with a five-foot-wide concrete-paved sidewalk on the opposite side would provide regional trail connections through the Proposed Project. The Town Center would be located within approximately ½ mile of most residential units to encourage access via foot or bicycle. All streetscapes along the major Project roadways would include landscape parkways, sidewalks, trails and tree-shaded walkways. Additionally, nature trails in the open spaces surrounding the Proposed Project would be included.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
		LD-6. A "greenbelt" shall be provided in the viewshed areas for accommodation of bikeways and/or footpaths.		Along Longspur Road and Harvest Glen Road, 20-foot-wide parkways would be provided on either side of the roadways. Along Baltimore Oriole Road, parkways would vary between 15 to 50 feet on one side and 10 to 45 feet on the other.
BUILDING EQUIPMENT AND SERVICES				
		PUS-4. The alignment of utility infrastructure shall be correlated with the topography, to minimize disruption of natural features within the viewshed areas.	Yes	The proposed utility infrastructure would minimize the disruption of natural features within the Project site as they would correspond to proposed roadways. Additionally, all utilities would be undergrounded (including, ultimately the existing 69-kilovolt power line from where it meets future Horse Ranch Creek Road to where it exits the Project site to the east).
	A9. Carefully locate and design building equipment and services to minimize visual impacts on public streets and neighboring properties. A9-3. Trash containers and outdoor storage areas should be screened from view from public streets, pedestrian areas and neighboring properties. The screen for the trash containers should be designed to be compatible with architectural character of the development and be of durable materials.			Service/loading, equipment, and storage areas would be located behind buildings or would be screened from public view by enclosures, retaining walls, and/or planting. Such areas would be accessible from off-street parking areas or separate service drives.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
	A9-5. Exterior surface mounted utility conduit and boxes should be kept to a minimum. Where they do exist, they should be designed, painted or screened to blend in with the design of the building to which they are attached.	PUS-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.		Exterior transformers and other utility components would be located behind buildings or would be screened from public view by enclosures, retaining walls, planting, and/or other architectural features.
	A9-6. Mechanical equipment, solar collectors, satellite dishes, communication devices and other equipment should be concealed from view of public streets, adjacent properties and pedestrian oriented areas.			Mechanical equipment, communication devices, roof mounted equipment, etc. would be architecturally screened.
	A9-7. Roof mounted equipment should be screened from view from adjacent roads, properties and pedestrian areas. Special attention should be given to changes in elevation which may provide a view down to a roof. In this case enclose equipment in a screened shelter or design the layout of exposed equipment in an orderly fashion with consideration given to painting them to be compatible with other visible colors on the roof.			
	A9-9. Screening devices (roof top and ground level) should consider the following elements: • Architectural screens should be an extension of the development's architectural character • Screen walls should be constructed			Screening devices would be extensions of the architectural character of the Proposed Project, and would follow the design guidelines.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	of low maintenance and durable materials which are consistent with the main building's materials • Landscaping should be used in conjunction with building materials to complement ground level screening devices			
	ARCHITECTURE			
	CD-4. Multi-family residential development should contribute to the sense of neighborhood by site planning and architectural design that emphasize the relationship of buildings to the street and adjacent properties. A4-b. Respect the scale of the community with regard to the apparent height and width of new buildings. A3-2. Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. A4-1d. Buildings over two stories in height are discouraged in Fallbrook. In the event a building over two stories is necessary, the building		Yes	Multi-family housing buildings would be designed and positioned to create courtyards and common areas connected by landscaped walkways. The buildings would include common elements within each street or neighborhood such as similar building heights, materials, window or door styles, detailing, porches, arcades, or color. In addition to the architectural details, the Proposed Project includes landscaping to integrate the proposed buildings with the surrounding community. Pedestrian-scale elements, such as patio entries, arches, front-facing windows and entry doors, second-story balconies or porches, de-emphasized garages, and varied or stepped masses—both vertically and horizontally (such as the use of single-story elements in a two-story house), trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows, would be included in all buildings. Pedestrian-scale design elements would be included to minimize the buildings' visual scale and mass.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	should provide a vertical setback between the second and third floors to reduce the "apparent" height to two stories.			
	B3-2. On all streets except major arterials, multi-family residential developments should emphasize a neighborly approach to street frontages. B3-2a. In order to promote the interaction of residents of multi-family buildings with their neighborhoods and minimize the separation of new residential projects within existing neighborhoods, developments should: • Organize as many of the dwelling unit entries as possible to front the street. The use of front porches or entry patios and terraces is highly encouraged. • Locate the first floor of living spaces at the ground floor level or not more than one-half story above ground level.		Yes	The majority of the multi-family residential units would be oriented with the front entries toward the planning area access streets. Multi-family buildings would be arranged around courtyards and pedestrian areas. With the exception of the Beechwood development (within MF-1), all multi-family housing would include the first floor of the living spaces at the ground level. Within the Beechwood development, the first floor of living spaces would be above the garage.
B-5. Overall attractiveness of structures should be encouraged while stressing the "village style" of architectural design.	A4-c. Building form, mass and elevations should be articulated to create interesting roof lines, shadow patterns and architectural detailing.	AD-B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations and, where feasible, be integrated into the existing topography.	Yes	The Proposed Project has been designed, with "village" elements, with the Town Center providing focus for the associated residential and recreational uses. The Campus Park SPA/GPA Report architectural design guidelines address among other things, architectural style, building forms, window treatments, entry treatments, and roof forms.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
CBD-6. A "village style" architectural design theme should be encouraged throughout the community.	A4-1a. On principal elevations, large or long continuous wall planes should be avoided. As a general rule, building elevations over 50 feet in length should incorporate changes in plane and architectural features that provide visual interest, including strong areas of shade and shadow. A4-1b. Every building should have some shadow relief. Offsets, projections, roof overhangs and recesses all may be used to produce areas of shade and shadow.		Yes	Pedestrian-oriented elements such as patio entries, arches, front-facing windows and entry doors, second-story balconies or porches, de-emphasized garages, and varied or stepped masses—both vertically and horizontally (such as the use of single-story elements in a two-story house), trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows would be included in all the Project architecture to articulate form and mass, provide visual interest, create areas of shade and shadow, and to avoid block-like configurations and long, continuous wall planes.
	A4-2a. Façades and roof lines facing streets, parking areas and residential neighbors should be consistent throughout the development in design, color and materials. A4-2b. Rear facades, if visible from public streets or neighboring properties, should be finished in a quality, color and material similar to the principal sides of the building(s).		Yes	Adherence to proposed design guidelines within the Campus Park SPA/GPA Report would ensure architectural consistency within the development. Architectural detailing would be used on rear façades visible from public streets, as well as on the principle side(s) of the buildings; see Figures 3a-j for conceptual building elevations.
	A4-3b. Architectural elements, signage and other façade elements should be integrated into the design of the façade.		Yes	Architectural elements, signage, and other façade elements would be integrated into the design of the façade in accordance with the Campus Park SPA/GPA Report.
	A4-3c. The following is a list of materials whose use is encouraged: • Cement plaster (stucco) over masonry or wood frame • Exposed timber structural members • Brick, adobe and native stone		Yes	The Proposed Project would incorporate encouraged materials, and continuity would be achieved through the use of complementary materials and building placement within lots. In particular, the use of stone/stone-like products would be encouraged in order to reference local site characteristics and the rocky nature of the

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	• Concrete and concrete masonry with textured surfaces and integral color • Wood siding			surrounding hills.
	A4-3d. The following is a list of materials whose use is discouraged: • Large areas of glass, unless located at pedestrian level for store fronts • High contrast color glazed masonry except for small areas of detail • Glass curtain walls • Synthetic materials made to resemble masonry		Yes	The listed materials whose use is discouraged would be minimized by the Campus Park SPA/GPA Report with one exception. The use of high quality and natural appearing stone-like products would be considered on a case-by-case basis and used where natural stone is not required (e.g., areas of trim or portions of buildings not immediately adjacent to the viewer).
	A4-4a. Outside the Town Center, gabled, hip and shed roof forms at a moderate to steep pitch are encouraged. Generous overhangs to create strong shadow lines are also encouraged. A4-4b. Wide eaves with boards are encouraged to create deep shadows on building walls and to reduce the amount of sunlight striking glass surfaces. A4-4c. The following is a list of roof materials whose use is encouraged: • Clay tile • Concrete tile • Composition shingles with a shadow line • Fire treated wood shakes and shingles		Yes	Pitched roofs with gables and hips would be used for residential buildings and some Town Center buildings. Overhangs would be used in the Town Center and office professional use areas, multi-family residential areas and in the single-family residential areas to create shadow lines. Offsets, setbacks, and eaves also would be used to create shadow lines and reduce the amount of sunlight striking windows. Roofs would be constructed of tile in earthtones such as tans and browns.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A4-4d. The following is a list of roof materials whose use is not recommended: • High contrast color, brightly colored glazed tile or highly reflective surfaces • Corrugated or galvanized sheet metal A4-4e. Extensive flat roofs should be avoided. When flat roofs are necessary in large commercial and industrial buildings, they should incorporate shed roofs, trellises or loggias to scale down a structure and provide shadow relief.			Roofs would not be constructed of the listed materials whose use is not recommended. No sheet metal or red tile roofs are proposed. Where flat roofs would be used in the office professional and Town Center areas, they would be off-set by architectural features creating shadow, such as inset and trimmed windows, off-set/recessed tilt-up wall panels and stone highlights. Parapets would be relieved to provide shadow lines.
	A4-5a. Primary building entrances should be emphasized so that their location is apparent and clear. Porches, loggias and canopies are helpful to call attention to an entrance. A4-5b. Entries and entry doors may be designed as a focal point of the front elevation. Detail treatments at doors and entries can range from the use of tile, color accents, exposed timbers or combinations of architectural features such as pediments, moldings and small roofs which can also provide protection from weather.		Yes	The Proposed Project would emphasize the primary building entrances through the use of pedestrian-oriented features such as porches, loggias, canopies, arcades and overhangs, café seating areas, low-walls or benches, planters, and storefront windows.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A4-5c. Windows and doors should be deeply recessed to create strong shadow lines.			The pedestrian-oriented details, along with deeply recessed windows and doors, would be used to create strong shadow lines. See the conceptual building elevations shown on Figures 3a-j for details.
	A4-7e. Accessory structures should be designed to be compatible with adjacent buildings. Patio covers, green houses, storage spaces and other ancillary structures should be located and designed to respect the views and other special conditions of adjacent properties.		Yes	Accessory structures would be designed to be compatible with adjacent buildings, and would be placed to respect views to and from the Project site.
	A4-8. The design, selection and placement of all site furnishings such as tables, benches, bollards and trash receptacles should be based on consideration of the overall concept of the site and architectural character of the total project.		Yes	The design, selection, and placement of all site furnishings would be based on consideration of the overall Project concept and architectural character.
	B3-5a(2). Garage doors of multi-family buildings should not face a public street, except when buildings are located on corner lots. In this case garage doors should open towards the side street only.		Yes	Garages for multi-family buildings would not face public streets and would not be placed in direct line-of-sight from public streets. Some the garage areas may be visible from Horse Ranch Creek Road; however, the landscaping and berm/sound wall features along Horse Ranch Creek Road and/or within the planning area generally would screen the garage doors from view.
	B3-5a(4). Carports and garages should be compatible with the architecture of the principal buildings.		Yes	Garages would be integrated into the proposed residences. If carports are constructed, they would match the architecture of the principal buildings.

Table 2 (cont.)
ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS

FALLBROOK COMMUNITY PLAN	FALLBROOK DESIGN GUIDELINES	I-15 CORRIDOR SUBREGIONAL PLAN	PROJECT COMPLIANCE	RATIONALE
		SIGNAGE		
CBD-4. On and off-site signs should complement the aesthetic value and village character of the community.	A7. Signs in Fallbrook should be designed to communicate in a simple, clear and uncluttered manner. They should be in character with the neighborhood they are in and the buildings and uses they represent.	AD-D. Signage shall not adversely impact the environmental and visual quality of the area.	Yes	The Campus Park SPA/GPA Report contains design guidelines that address community-wide signage, including their materials, non-flashing nature, location and size. Signs within the Proposed Project would be designed to provide direction without being visually dominant. Styles, materials and colors of signs would reflect the Proposed Project's village-style architecture and ground-mounted signs would include stone/stone-like product as reference to the visual elements of the surrounding hillsides. Adherence to the proposed guidelines would ensure that the signs within the Proposed Project would not adversely impact the environmental and visual quality of the area.
	A7-1a. All signs should be a minimum size and height to adequately identify a business and the products or services it sells. A7-1b. All monument signs should be kept as low to the ground as possible.		Yes	Signs within the Proposed Project would be designed to provide direction without being visually dominant.
	A7-1c. Signage design should be carefully integrated with the site and building design concepts to create a unified appearance for the total development. Within a development, signage should be consistent in location and design.			Styles, materials, and colors of signs would reflect the Proposed Project's architecture and ground-mounted signs would incorporate the same materials and architectural details as the proposed architecture for the Project. The Campus Park SPA/GPA Report contains design guidelines that would ensure the consistency of the location and design of signs.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A7-1e. Illumination should be projected onto the sign face. The light source should be fully shielded from view. A7-1f. Color of all signs and sign components should be limited to three in addition to black and white.			Signs within the project would comply with the Fallbrook Design Guidelines regarding illumination, color, typeface, size, material, location, type, and quantity, as recommended.
	A7-3a(2). For Commercial and Industrial developments with more than one tenant: • One sign to identify the complex allowing one square foot of sign area per linear foot of total project frontage up to 75 square feet • For each individual tenant on a public street or private drive, ½ square foot of sign area per linear foot of tenant frontage, to a maximum of 25 square feet • One building directory sign not exceeding 10 square feet in size may be allowed at each public entrance A7-3c(1). There should be no more than one sign per multi-family residential development entry from a public street or road. A7-3c(2). Sign area should be limited to 25 square feet for projects with 25 or more dwelling units. A7-1g. Typefaces should be chosen for their simplicity and clarity.		Yes	The Campus Park SPA/GPA Report contains design guidelines that would ensure the consistency of the design (including size) of signs.

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A7-3a(1). Letter and symbol height should be limited to a maximum of 8 inches. A7-1i. Sign posts and other structural elements should be made of wood or metal with a white, black or satin natural finish. Reflective or bright colors should be avoided. A7-1j. No sign, other than a sign installed by a public agency, should be placed in the public right-of-way on sidewalks or streets. All overhead signs should clear adjacent sidewalks with a minimum headroom of 7 feet, and should project no more than 4 feet into a public right-of-way. A7-1k. No sign should be allowed above the highest portion of the building. A7-2. The following types of signs are generally recommended by the Guidelines: awning valance, monument, hanging, kiosk, projecting, wall, window, and single pole hanging sign.			

Table 2 (cont.) ANALYSIS OF PROJECT COMPLIANCE WITH APPLICABLE PLANS/GUIDELINES RELATED TO AESTHETICS				
FALLBROOK COMMUNITY PLAN	**FALLBROOK DESIGN GUIDELINES**	**I-15 CORRIDOR SUBREGIONAL PLAN**	**PROJECT COMPLIANCE**	**RATIONALE**
	A7-4. The following signs should not be used in Fallbrook: • Roof and parapet signs • Internally illuminated plastic signs; other plastic signs are discouraged, except where plastic is used only as raised letters • Back lit signs which appear to be internally illuminated • Pole signs over 6 feet high • Portable or mobile signs • Signs which cover or interrupt architectural features A7-3a(3). Sign types which are recommended for Commercial and Industrial developments: awning valance, monument, hanging, kiosk, projecting, wall, window, single pole hanging. A7-3a(4). Kiosk signs in Commercial and Industrial developments should be limited to 8 feet in height and only used on private property and incorporated into the design of a courtyard or other pedestrian space. A7-3c(3). Sign types which are recommended for Multi-family Residential development: wall, hanging, single pole hanging and monument.			

Table 3
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood	Just east of I-15 at S 76 and Pankey Rd.	390	Residential development, including: 355 SFR, 325 MFR attached, and 164 MFR detached, with densities from 3.5 to 19.9 DU/acre, designation of a site for a future elementary school, 6 private parks, 4 miles of trails, community facilities and infrastructure, 125.3 acres of open space, and 56.8 acres of active agriculture (citrus groves, using groundwater).
2	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	Northeast quadrant of I-15 and SR 76	107	Mixed-use development including approximately 369 MFR units, 345,000 s.f. General Commercial, 100,000 s.f. of retail and office use, and 360,000 s.f. of light industrial.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 R 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR Density 1.6 DU/acre Lot sizes vary from 5,500 s.f. to 23,500 s.f., two parks totaling 4.3 acres, 36.5 acres of open space. SPA to allow clustering.
4	TM 4729 RPL[3] TE	Tedder TM	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane	29.5	Split lot into 13 SF lots ranging in size from 1.0 to 6.43 acres net.
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	Unknown	11 SFR lots.
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	Unknown	Add additional units to a Bed and Breakfast
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2-acres minimum).
9	TPM 20491 93-02-00A	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/ agricultural parcels (2.00 and 2.10 acres). Private septic system.
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Rosd, Fallbrook	15.90	Minor residential subdivision 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each).

Table 3 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
11	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10] MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook	13.54	Minor residential subdivision 4 SFR lots plus one remainder lot ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system.
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Rd., Fallbrook	21.81	Minor residential subdivision 4 SFR lots plus one remainder lot.
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge RoadEast of I-15 off Mission Rd.	19.55	Minor residential subdivision 4 SFR lots.
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approximately 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site.
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. One existing SFR remains.
23	MUP 87-021 P87-021 RPL[2] RP87-001 RPL[2]	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR 76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Also, realignment of SR 76 from project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into four parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8acres, and a 33-acre parcel.
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between Pankey Rd. and Pala Mesa Heights Dr.	85	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements.
27	NA	Caltrans Realignment of SR 76	From I-15 to west of Rice Canyon Road	Unknown	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.

Table 3 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
28	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR 76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options.
29	TM 5231 RPL4 MUP 00-034	Pala Mesa Subdivision	Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condo units.
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots.
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision 3 SFR lots (1.03, 2.06 and 2.31 net acres each).
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision 4 SFR lots plus one remainder lot. Existing SRF and grove on site.
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones. TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres). TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each).TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).
52	TPM 20976	Dien N Do TPM	405 Ranger Road	Unknown	4 SFR lots plus remainder lot.
60	TM 5158 RPL3	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots.
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots.
81	TPM 21076	Sumac TPM	3111 Sumac Road	Unknown	4 lots.
82	S 03-024	Janikowski SFR	9686 Pala Rd. (SR 76), Fallbrook, on north side of SR 76	5.12	3,200 s.f. SFR.
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR 76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store.
91	TM 5489	Monserate TM	3624 Monserate Hill Road	24.6	7 SFR.
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place	Unknown	4 lots.