CAMPUS PARK WEST PROJECT

APPENDIX B

VISUAL IMPACT ANALYSIS

SPA05-001, GPA05-003, REZ05-005,
TM 5424, LOG NO. 05-02-009

for the

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

August 2013

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May 2013

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Visual Impact Analysis

Campus Park West Project

SPA 05-001, GPA 05-003, REZ 05-005, TM 5424, Log No. 05-02-009

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CAMPUS PARK WEST PROJECT
VISUAL IMPACT ANALYSIS

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EXECUTIVE SUMMARY

The Proposed Campus Park West Project, located approximately 7 miles southeast of the Fallbrook town center and 46 miles north of downtown San Diego, would include multi-family residential, general commercial (with a mixed-use core), and limited impact industrial buildings, as well as areas of Homeowners' Association maintained landscaped areas, and biological open space preserves. The development also would include on- and off-site roadway improvements, sewer lines, and water lines, as well as bikeways and pedestrian paths. The site is located at the northeastern and southeastern quadrants of the I-15/SR-76 interchange. Two design scenarios are evaluated. One (Scenario 1) is sited within the original Project boundaries and covers approximately 116.5 acres. The other (Scenario 2) would incorporate approximately 2.1 additional acres into the Project that are currently held as SR-76 right-of-way by the California Department of Transportation (Caltrans). Because SR-76 is now built to its final anticipated configuration and the excess right-of-way is not anticipated to be required for state route operations, this area would be decertified and could be sold to the Project Applicant. Should this occur, the Project would encompass a total of 118.6 acres.

The Proposed Project is subject to design guidelines within the County of San Diego Fallbrook Community Plan, the Fallbrook Design Guidelines, and I-15 Corridor Subregional Plan, as well as County Light and Glare policies.

The Project site consists of 116.5 acres and includes approximately 100 acres north of SR-76 and 17 acres south of SR-76. The site encompasses gently sloped knolls, flat areas, and drainages. Horse Ranch Creek and its floodplain abut the northern and eastern site boundaries. The Project site primarily is covered with disturbed, agricultural, and non-native vegetation. Several large trees exist on the Project site; some individual trees are growing on the flat areas in the center of the Project site, and groups of trees are growing in lower canyons and drainages. Riparian woodland and a variety of native vegetation, including mulefat, tamarisk, and coastal sage scrub, are present near the edges of the property and in the northern most portion of the property, mostly in the drainage areas. The majority of the Project site is undeveloped and has historically been used for dry farming, horse breeding, or has lain fallow. Several dirt roads and unpaved tracks extend across the property. Currently, the northern portion of the Project site supports a recreation center for radio-controlled model aircraft and cars. The remnants of old citrus orchards are present atop two knolls in the northern area of the property; a few citrus trees are still standing in these areas. The southern knolls were formerly orchards, but have been graded and cleared. An active citrus grove remains on one parcel south of SR-76.[1] The Project site currently has no, or very low levels of, existing lighting; the existing remote control airplane, helicopter, and car facilities generally are not used after dark.

Using existing conditions and California Environmental Quality Act (CEQA) impact criteria, County-approved visual analysts and a licensed landscape architect evaluated potential modifications to the existing conditions as a result of implementation of the Project. Project impacts were

[1] Based on review of Google Earth, this grove appears to be experiencing some stress. It is uncertain whether the grove operator expects this grove to continue to be viable. This grove is showing notable loss of individual trees and the grove directly across the street is dying off.

determined based on the degree of contrast between the existing views and the Proposed Project changes as well as consistency with County plans and ordinances related to these issues.
The Project would change the visual scale of the visual environment in the area from an open, wide, horizontal aspect to a taller, more bulky and enclosed environment. The diversity of elements within the site would be visually consistent and harmonious throughout the Project due to the comprehensive Project Specific Plan Amendment (SPA)/General Plan Amendment (GPA) guidelines; however, the proposed buildings and landscaping would visually contrast with neighboring undeveloped lots, and resulting in greater diversity within the viewshed. The scale and contrast between the proposed development and the surrounding area would be dominant in views toward the Project site.

The Project site is a small piece of a large, vivid viewshed comprised mainly of rural view elements and undeveloped areas. Development of the Proposed Project and the resulting change within the viewshed to include denser, more urban land uses would reduce the visual extent of undeveloped areas in the viewshed and result in a reduction of the visual quality of the viewshed and the Project site. The introduction of large-scale buildings would disrupt the visual coherence of the mostly rural viewshed and reduce the visual unity of the area. The visual intactness of the area also would be reduced due to the Project's visual encroachment into the viewshed, and its contrast with the surrounding undeveloped lots. The Proposed Project, therefore, would cause a moderately high level of change to the visual environment within the viewshed.

The Proposed Project features would not obstruct the most vivid elements within the viewshed (the hills that compose the background of most views in the area) from most viewpoints within the viewshed; therefore, although Project elements would contrast with the surrounding area, the Proposed Project would not result in a significant visual impact due to conflict with important visual elements in the area.

No designated landmarks, historic resources or rock outcroppings exist on the Project site. Most trees are associated with the drainages that abut the Project boundaries; some are located within the proposed development footprint and would be impacted by the Proposed Project. The Proposed Project would not result in a significant visual impact due to removal of these features, however, because: a) the trees are not historic resources, b) a large amount of vegetation surrounding the site would remain undisturbed, and c) the Project landscaping would reintroduce trees and dense landscaping to visually screen the proposed buildings.

The majority of viewers, and those with the highest exposure, are motorists (and passengers) on I-15, SR-76, and, to a lesser extent, Old Highway 395. They have moderately high to high sensitivity to change in the visual environment seen from the roadways. Expansive views from the edge of the viewshed, and closer, more detailed views of the Project site also are available from these roadways. Although visible from many public roads, County Scenic Highways I-15 and SR-76, portions of County Scenic Corridor Mission Road, trails, and recreational areas, the Proposed Project would not substantially obstruct, interrupt, or detract from a valued focal or panoramic vista. Where visible between view-obstructing vegetation and structures along public roads south and west of the Project site, the Proposed Project buildings would not be tall enough to extend above the horizon line created by the hills that surround the valley. Additionally, when seen from public roads, I-15 and Mission Road in the outer extents of the viewshed, the Engel

Family Preserve, and Monserate Mountain Trail; distance would minimize the scale of the structures. The proposed vegetation, the retention of diverse vegetative surrounding the site, and the continued dominance of the background hills, also would contribute to lowering Proposed Project changes to less than significant levels.

The Project SPA/GPA lays out design guidelines for site design, architecture, and landscape architecture that include compliance and compatibility with the Fallbrook Community Plan and I-15 corridor design guidelines. Setbacks, density, building size and massing, lot coverage, and relative scale also would be guided by local zoning regulations. Although the details would not be visible in detail from the surrounding area, such design guidelines would ensure that the Proposed Project would not have a significant visual impact. Additionally, under the Specific Plan's policies, the Proposed Project 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 level of compositional change to the visual environment of the I-15 corridor in this area.

Some of the Project SPA/GPA guidelines do not meet Fallbrook Design Guidelines, specifically regarding sign sizes and colors, heights of overhead lights in parking areas, and open space configuration within residential areas. Signs on buildings and at the edges of commercial areas may be visible from I-15 and SR-76, and while larger than the Fallbrook Design Guidelines, they would not be oversized for the area or distractingly inconsistent because the Project SPA/GPA specifications ensure continuity within the Project, and that signs would be proportionally sized to the buildings, while also providing legibility. This would ensure that the variance from the existing guidelines would not cause a visual impact within the viewshed. Even with the larger spacing proposed by the Project SPA/GPA, the slightly higher than standard overhead lights would not be taller than the proposed buildings, and therefore, would not any more visible than lights at the standard light heights, and the variance from the design guidelines would not create a visual impact. The trees and landscaped street edges and open spaces would reduce and soften the strong geometric forms and lines, the bright or neutral colors, and hard textures that the Proposed Project would introduce into the viewshed when seen from areas within the viewshed that are at higher elevation, such as within Engel Family Preserve, Monserate Mountain Trail, and I-15 at the southern edge of the viewshed. The difference from the Fallbrook Design Guidelines, therefore, would not create a visual impact.

The San Diego County Light Pollution Code effectively addresses and minimizes the impacts of new light pollution sources; through conformance with the Code, the Project would not contribute to significant impacts on day or nighttime views.

Off-site improvements associated with the Proposed Project, including roadway improvements and traffic mitigation measures; off-site grading; two potential sewer pump stations; water, and sewer pipelines; and other infrastructure generally would be subsurface improvements that would not be highly visible, and would not cause a significant visual impact.

Mass grading would occur in one or two phases, with infrastructure implementation and building construction following each phase, as applicable. Approximately 800,000 cubic yards (cy) of cut and fill would occur overall, with grading balanced on site. No import or export of soil would be

required. If split, the first grading phase would include the commercial parcels south and north of SR-76. This phase also would result in some minor ground disturbance on the east side of Pankey Road in the future multi-family use area (PA 3). The second phase would include the residential parcel north of SR-76 and east of Pankey Road, as well as the limited impact industrial area in PA 1 north of Pala Mesa Drive.

Erosion-control landscaping installed subsequent to each construction phase would help lessen visual effects of grading activities by providing cover of graded slope and pads. Street trees and internal landscaping, when mature, would help buffer the structures from views to the Proposed Project from off-site areas by softening sharp edges and unifying the Project. Additionally, the Project is relatively small within the larger viewshed, and most views are buffered by foreground elements that would not change due to construction of the Proposed Project, such as existing berms along I-15 or existing vegetation, roadways, and structures from other viewpoints. Regardless, the duration of the construction period results in identification of a significant impact. This impact would be reduced and ultimately disappear with complete build out of the Project.

While approximately 35 development projects are identified within the Project viewshed, most are not visible in the same view as the Proposed Project. Three projects (Campus Park, Meadowood, and Palomar College) located adjacent to or in the same general area as the Proposed Project, however, together with the Proposed Project, would cumulatively introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. The change would be in conflict with the existing visual character and quality of the area. Additionally, the four cumulative projects (including the Proposed Project) would be visible from the Engel Family Preserve and the Monserate Mountain Trail. These new projects would combine with other existing development in the area, including the visually notable Rancho Viejo development south of the San Luis Rey River. The overall effect would result in physical changes that would substantially detract from the panoramic vistas available in this recreational area as (in combination with other development in the viewshed) they not only result in change to existing character, but would extend up the western-facing hillsides. The cumulative visual impacts would be significant and unmitigable. Several Project design features such as landscaping, creek retention, 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 Project contribution to cumulative visual impacts to less than significant levels. These effects remain unmitigable and long-term.

1.0 INTRODUCTION

1.1 Study Purpose

The following Visual Impact Analysis (VIA) was prepared for the Campus Park West Project (Proposed Project). The purpose of this study is to assess the visual impacts of the Proposed Project, determine the significance of the impacts under CEQA, and to propose measures to avoid, minimize or mitigate adverse visual impacts associated with the construction of Proposed Project on the surrounding visual environment.

This analysis has been prepared per the County of San Diego (County) Visual Analysis guidelines using the California Environmental Quality Act (CEQA) guidelines of significance, and is based on the Project description found in Chapter 1.0 of the Campus Park West EIR and the Campus Park West Specific Plan Amendment (SPA)/General Plan Amendment (GPA) Report prepared by Project Design Consultants (2010).

1.2 Key Issues

This report evaluates potential impacts to the visual character and quality of the Project site and surrounding area as viewed from points within the Project viewshed. This report also discusses potential inconsistencies with applicable design guidelines.

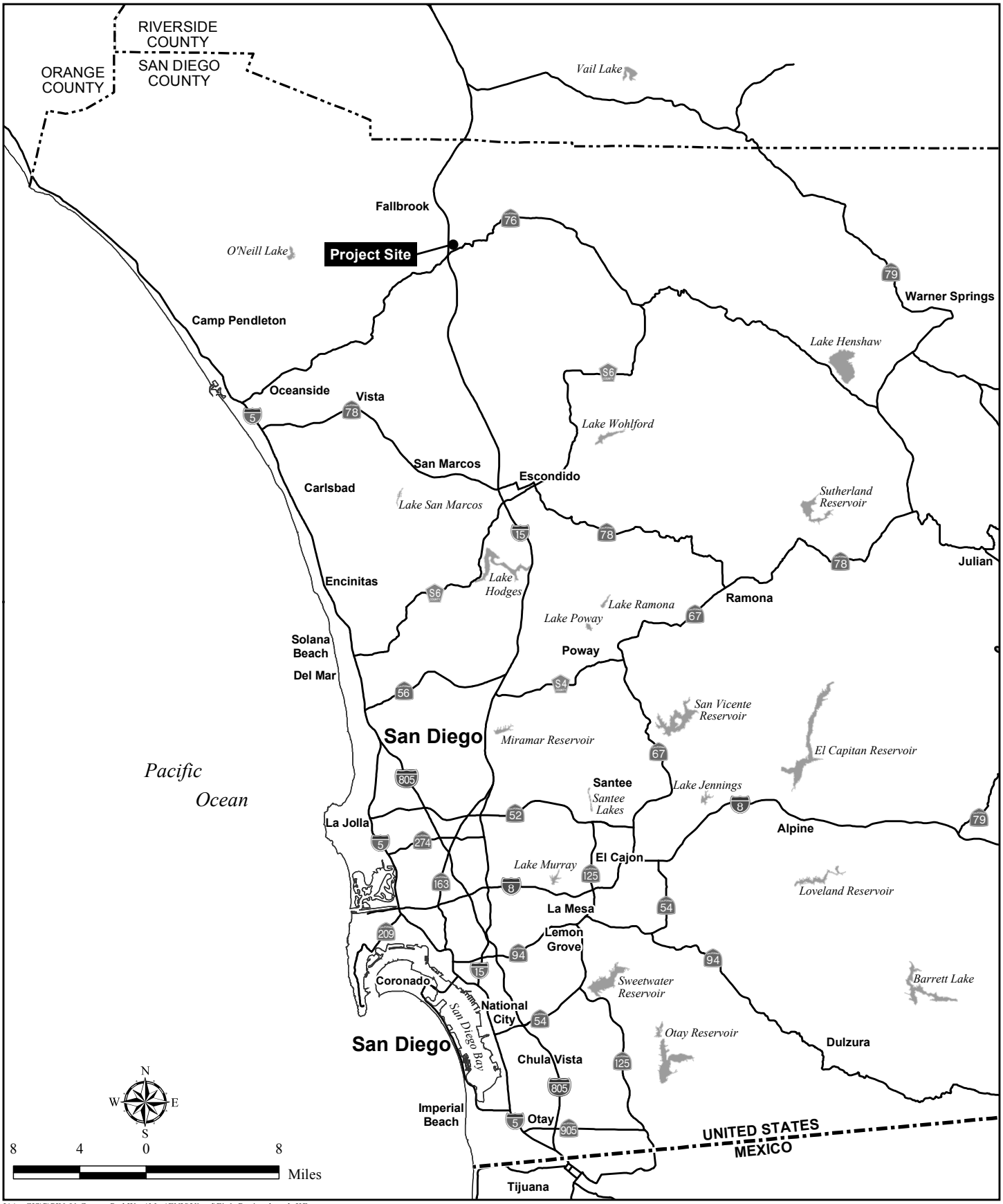
1.3 Principal Viewpoints to be Covered

This report evaluates principal views of the Proposed Project from public roads, trails, scenic highways (or designated scenic corridors), and recreation areas. In particular, this report discusses potential impacts to views from major nearby roadways such as State Route (SR) 76, Interstate 15 (I-15), and Old Highway 395, and recreational trails such as the Monserate Mountain Trail and the Engel Family Preserve. The evaluation includes simulations from Key Views on SR-76, Old Highway 395, and I-15.

1.4 Project Location

The Campus Park West Project site is located in the unincorporated portion of the County of San Diego in the community of Fallbrook, approximately 7 miles southeast of the Fallbrook town center and 46 miles north of downtown San Diego (Figure 1, Regional Location Map). The Project site consists of non-contiguous properties separated by Pankey Road, SR-76, and Shearer Crossing. SR-76 separates one northern parcel from three southern parcels. The western edge of the northern area of the property is bordered by I-15, an eight-lane regional transportation corridor. The I-15/SR-76 Interchange is located west of the Project site (Figure 2, Project Vicinity Map).

The Project site is approximately 2,000 feet across (east-west) at its widest point and approximately roughly one mile long (north-south). The northern parcel encompasses approximately 100 acres, and generally is triangular shaped. Currently, access to the northern parcels is via Pankey Road, off SR-76. The southern parcels total approximately 17 acres and are accessed by the southern extension of Pankey Road off SR-76 and by Shearer Crossing, which connects to the Lake Rancho Viejo development via Dulin Road south of the Project site (Figure 2).



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Regional Location Map

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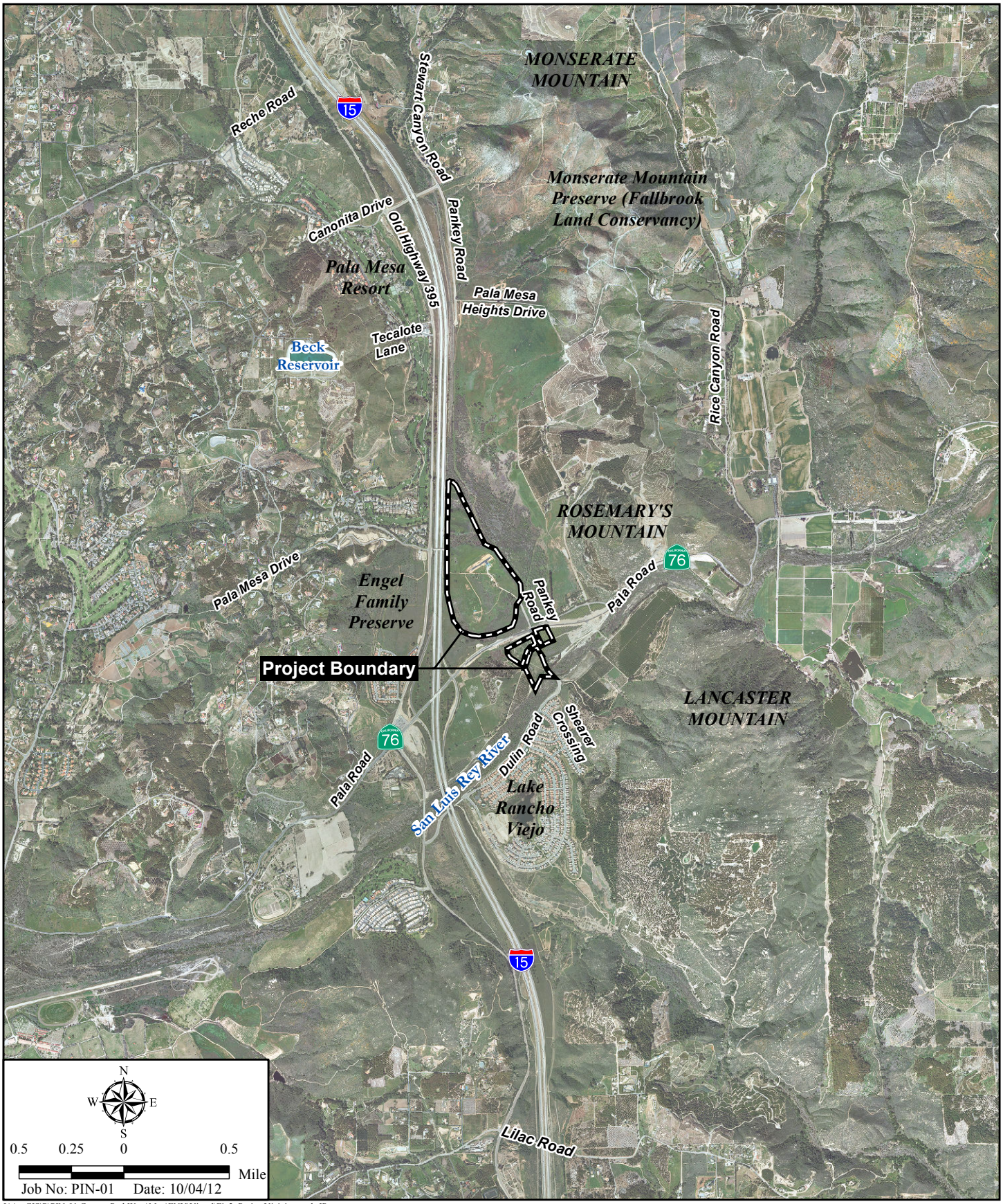
Figure 1



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Project Vicinity Map

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Figure 2

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2.0 PROJECT DESCRIPTION

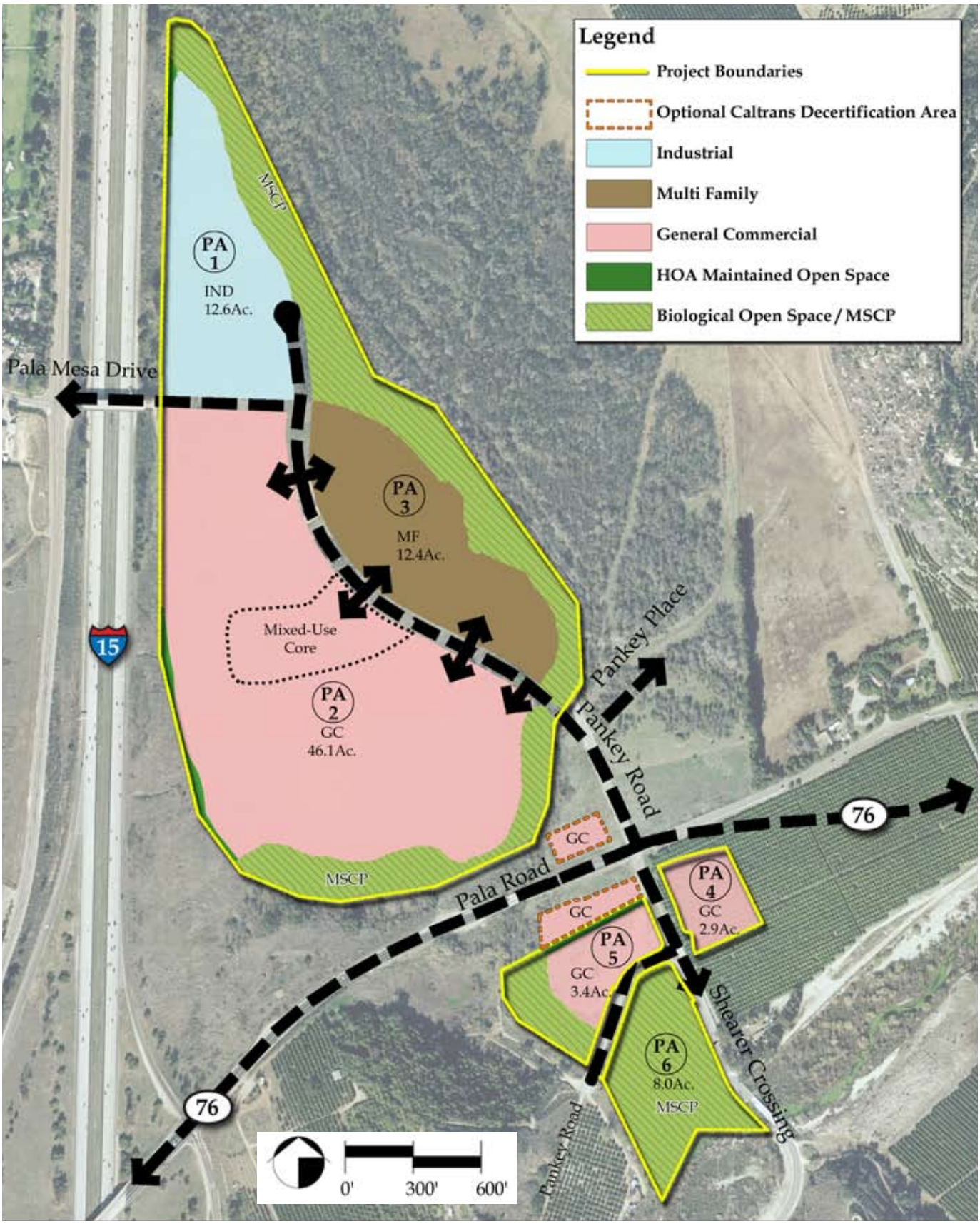
2.1 Project Components

Project elements applicable to aesthetics review (e.g., site design, architectural, landscaping/fire management, lighting, and grading) are summarized below.

Under Scenario 1 the Project would abut right-of-way owned by Caltrans in its existing configuration. Under this scenario, the Proposed Project would comprise a community including multi-family residential, general commercial with a mixed use component, and limited impact industrial. The uses would be divided into six Planning Areas (PAs) (Figure 3, Land Use Plan). Limited impact industrial uses (approximately 120,000 square feet [s.f.] of light industrial/office space) would be located within PA 1 on 12.6 acres of land in the northern portion of the Project site, north of Pala Mesa Drive. PA 2 would consist of general commercial uses with a mixed-use core, and would be sited on approximately 46.1 acres in the southwestern portion of the site north of SR-76 and west of Pankey Road. PA 3 would be dedicated to multi-family residential development and includes a total of 248 units on 12.4 acres of land, in the southeastern portion of the site north of SR-76 and east of Pankey Road. PAs 4 and 5, south of SR-76, are also designated for general commercial uses. These areas total 6.3 acres, and would contain approximately 27,500 s.f. of commercial space. The mixed-use core integrated into PA 2 would contain commercial and office space, as well as up to 35 multi-family residences. Three homeowner association-maintained lots (approximately 1.4 acres) would contain manufactured slopes, landscaped areas, and drainage facilities; and is shown as HOA-maintained open space on Figure 3. Four biological open space lots would total approximately 31 acres. In addition to the on-site uses, the Proposed Project would require the construction of on- and off-site infrastructure improvements associated with roads, water, and sewer. Figure 3, illustrates the proposed layout of the various land uses on the site. Figure 4 depicts the Project Grading Plan.

Scenario 2 assumes that based on recent improvements to SR-76 in conjunction with projected traffic volumes, Caltrans releases current right-of-way that is no longer planned for potential SR-76 widening. The potential for this to occur, and the subsequent inclusion of the decertified property into the Proposed Project is addressed throughout this report as a design option. The amount of right-of-way subject to decertification totals 2.1 acres, with approximately 0.85 acre located north of SR-76 and 1.2 acres located south of SR-76, as depicted on Figure 3. Under that scenario, the decertified right-of-way could be purchased at fair market value and the Project would incorporate that additional acreage into commercial and open space uses. Decertified Caltrans right-of-way north of SR-76 would remain undeveloped except for a Project monument sign (and associated grading) to identify the entrance to Campus Park West. Decertified right-of-way south of SR-76 would be incorporated into PA 5 and developed with an additional 10,000 s.f. of General Commercial uses.

Each of the land use categories and design element requirements discussed below would be the same, regardless of whether Scenario 1 or Scenario 2 is approved by decision makers. As indicated above, the difference would relate to acreage, with an associated amount of additional ground disturbance and development square footage, and some differences in fuel modification



Source: PDC 2012

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Land Use Plan

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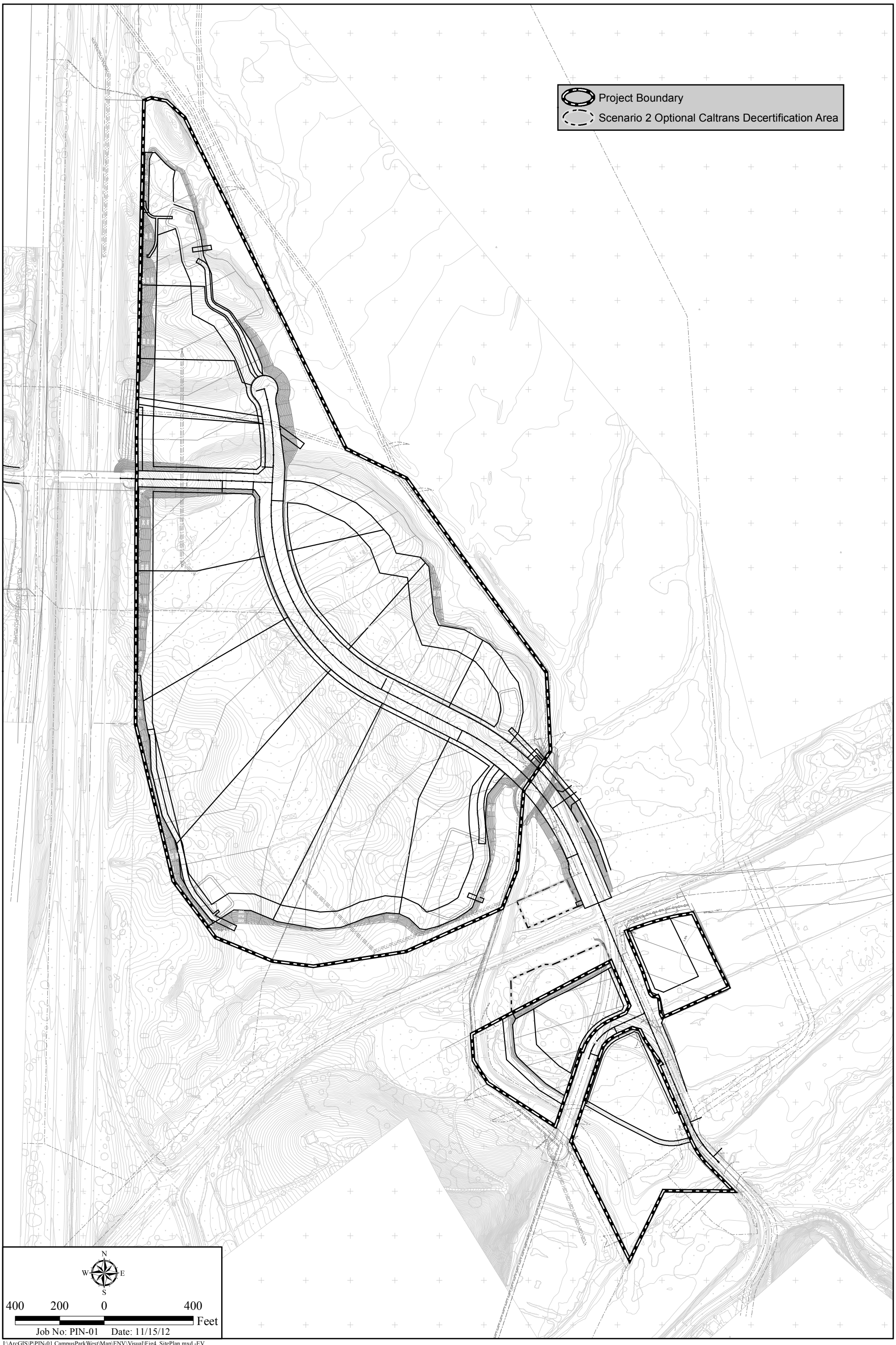
Figure 3



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Grading Plan

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Figure 4

related to parcel location. Details regarding each Project component follow, with any differences between development Scenarios 1 and 2 identified as appropriate.

Architectural guidelines prepared for the development and outlined in the SPA/GPA Report provide general design criteria. Each land use area would include unique architecture with shared characteristics consistent with the overall community theme.

Acceptable architectural styles would include "rustic rural ranch" characteristics, "urban Victorian," Mediterranean, and/or design elements throughout the Project, as depicted on Figure 5, Architectural Characteristics, with variations permitted between and within each land use. The architecture would include pedestrian-scale elements, such as façades and walls that would incorporate offsets, balconies, deep openings and entryways, and windows. Varied roof pitches, gables, tower elements, arches, and roof structures also would be encouraged. A landscape plan incorporates variation related to the adjacent Project use and specific site location, and is consistent with both Fire Marshal restrictions and Fallbrook Design Guidelines.

Structures would be no more than 35 feet in height above grade, unless otherwise approved by the North County Fire Protection District (NCFPD). Architectural projections may extend above 35 feet, subject to NCFPD review and approval.[2]

Roof-top equipment would be screened from view from adjacent roads, properties, and pedestrian areas in PAs 2, 3, 4 and 5. This equipment is expected to include HVAC, etc. In the area north of Pala Mesa Drive, where shielding of routine roof equipment may not be possible, equipment would be organized in an orderly, uncluttered fashion and painted to match the roof color. Rooftop equipment screening would be identified on site plans. With regard to solar collectors, adjacent architectural detailing (similar to that on the San Diego County Commons roof) may also make the panels "read" as architectural detail. Where solar panels are mounted on roofs that are large enough to also support green roof uses, the uses potentially could be split.

The Applicant has coordinated closely with County staff to design a project that would meet the Project goals, as well as substantially conform to Fallbrook community and County goals for this area. To that end, the applicant has committed to Community Design Guidelines outlined within the SPA (and summarized below) that adhere to the Fallbrook Community Plan, the I-15 Corridor Subregional Plan, and the County's Dark Sky Ordinance, and substantially conform to the Fallbrook Design Guidelines.

Refer to the Land Use Plan, Figure 3, for the location of the land uses discussed below.

[2] Currently, the NCFPD cannot ladder three story buildings. Unless the NCFPD acquires appropriate equipment or otherwise determines greater heights may be safely allowed, residential structures with pitched roofs are limited to a top fascia height of 24 feet and topmost ridgeline of 35 feet, and non-residential buildings with flat roofs over 24 feet would require an exterior ladder in order to reach the roof.

Examples of Rural Ranch Architectural Characteristics

Examples of Urban Victorian Architectural Characteristics

Examples of Mediterranean Architectural Characteristics

Examples of Cottage Architectural Characteristics

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Architectural Characteristics

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Figure 5

2.1.1 Land Uses

Residential

The Project plans a total of 283 multi-family dwelling units for the residential area east of Pankey Road. The multi-family residential area, designated as Planning Area (PA) 3 in Figure 3, would be approximately 12.4 acres on four lots, with a density of 20 dwelling units per acre, and would contain 248 residential units.

The residential buildings would include architectural characteristics consistent with the overall community theme and design elements such as wall offsets, balconies, deep openings and entryways, windows, roof pitches, gables, tower elements, arches, and roof structures would be encouraged. The maximum building height within the residential area would be 35 feet.

Buildings would be oriented parallel to Pankey Road. Parking areas would be placed internally, with minimal parking allowed between buildings and the street. Parking areas adjacent to the street would be screened with a low wall, hedge, berm, or a combination. Every designated parking space would be within 30 feet of a tree trunk; and (for residential only parking lots) a planting pocket would be located every 10 parking spaces as required by the Fallbrook Design Designs. Smaller structures such as garages, covered parking areas, mailboxes and mailbox enclosures, and trash enclosures/screening walls would include architectural details similar to the main residential buildings.

The area between the buildings and Pankey Road would be landscaped. One canopy tree would be provided for each 300 s.f. of landscaped area. Drought tolerant canopy shade trees would be planted on the south and west sides of the buildings at a ratio of one tree per 50 linear feet of building façade. Common areas would be designed to include shade, a sense of enclosure, and plants selected for color, texture, and scent. Courtyards would be included within the proposed multi-family residential area, and would be oriented interior to the development, facing Pankey Road, or toward the open space adjacent to the north and east side of the residential lots.

Mixed-use

The mixed-use core area would be located within PA 2 in Figure 3, and could contain approximately 35 dwelling units, as well as commercial and office space. The buildings and public spaces, sidewalks, and parking configurations and locations would be designed to be pedestrian friendly. The residential and non-residential uses would be vertically integrated with a maximum building height of 35 feet; with potential for architectural projections extending above the maximum building height, subject to North County Fire Protection District (NCFPD) approval. The buildings would be oriented so the fronts face the central drive aisle/traditional main street. One bay of parking (diagonal, parallel or perpendicular) would be permitted in front of buildings along the central drive aisle/traditional main street. The remainder of the parking would be located behind the buildings. Shade trees (potentially aligned with structural bays) would be spaced 30 feet on center and planted in the sidewalk within planter strips with a minimum unpaved width of 5 feet.

The architecture of the mixed-use district would be similar to the commercial areas (discussed below), and consistent with the overall architectural theme. Corner buildings at gateway or primary roads would be emphasized through the use of towers, domes, turrets, or other similar details. No mirrored or reflective glass would be used.

Buildings would be designed to enhance pedestrian activity through the use of awnings, arcades, covered walkways, and pergolas; required on storefront façades to shelter pedestrians from the sun. Shade trees would be planted throughout the landscape and parking areas. Sidewalk cafés adjacent to indoor eating places would be placed in front of the buildings. A series of pedestrian connections from the front of the buildings to the rear parking lots, in addition to at least one 'mid-block' crossing (every 250 to 350 feet from drive aisle intersections) would be included. Benches and trash containers would be placed within each 250 linear feet of front-facing building façade/storefront; these would be compatible with the building architecture and other street furniture in the Project.

General Commercial

The proposed general commercial area (PA 2 in Figure 3) would consist of six lots, located southwest of the multi-family residential area, and two lots located south of SR-76. It would be the largest district on site, totaling approximately 52.4 acres, and containing approximately 503,500 square feet of commercial space, including gas stations, restaurants, convenience stores, offices, and similar uses.

The commercial district would include both large (70,000 s.f. or larger), mid-sized (20,000 to 70,000 s.f.) and small (20,000 s.f. or smaller) buildings. All-size format buildings would be oriented so that buildings would face onto Pankey Road, to the extent feasible. Large and mid-size format buildings may back onto I-15, Pala Mesa Drive and/or SR-76. Small-sized format buildings may also back onto the eastern property line of PA 4. Commercial buildings between SR-76 and Pala Mesa Drive would front onto Pankey Road to the extent feasible (30 percent minimum), and fifty percent articulation would be required for the front (primary entrance) of a building, as well as rear and/or side walls of a building facing a street or common area. Small format retail buildings (pad buildings) would be located in areas that would define street edges, intersections, entries, and public spaces, particularly lining the Pankey Road street edge. Building heights are currently proposed to be a maximum of 35 feet high, with the potential for 5-foot architectural projections subject to NCFPD approval, as previously described. If the NCFPD acquires upgraded facilities that provide the ability to serve structures exceeding the 35-foot height limit, a height exception (up to 45 feet overall, including any architectural projections) may be granted to accommodate a specific use (e.g., a movie theatre). This increase in specific structure height is expected to be limited on site (as indicated by the specific use restriction), and would be subject to NCFPD approval.

Architectural style would be similar to that of the mixed-use core district, and would include individual store fronts, articulated rooflines, arcades and awnings, and offsets to create shadow patterns. Canopies, car washes, booths, and other ancillary buildings would complement the architectural detail, materials, and character of the adjacent use. The architectural details would be compatible and consistent with the overall theme.

Plazas in the general commercial district would provide focal points and passive use areas for shoppers, residents, and employees. Plazas could be sited where the mixed-use core transitions into general commercial area, between two neighboring buildings on pad sites along Pankey Road, or along the front façades of storefronts, restaurants, cafes, or other eateries. Plazas would be no less than 400 square feet, with a minimum of 6 feet of pedestrian areas between in front of storefronts and eateries.

Loading and service areas would not be permitted on the side of any building facing Pankey Road, and would be located so that they would not be visible from street rights-of-way. Service areas and refuse enclosures are required to be screened by building walls or screen walls constructed of the same or similar exterior building material as the buildings. Mechanical roof-mounted equipment would be screened by building parapets or similar architectural screening.

Limited Impact Industrial

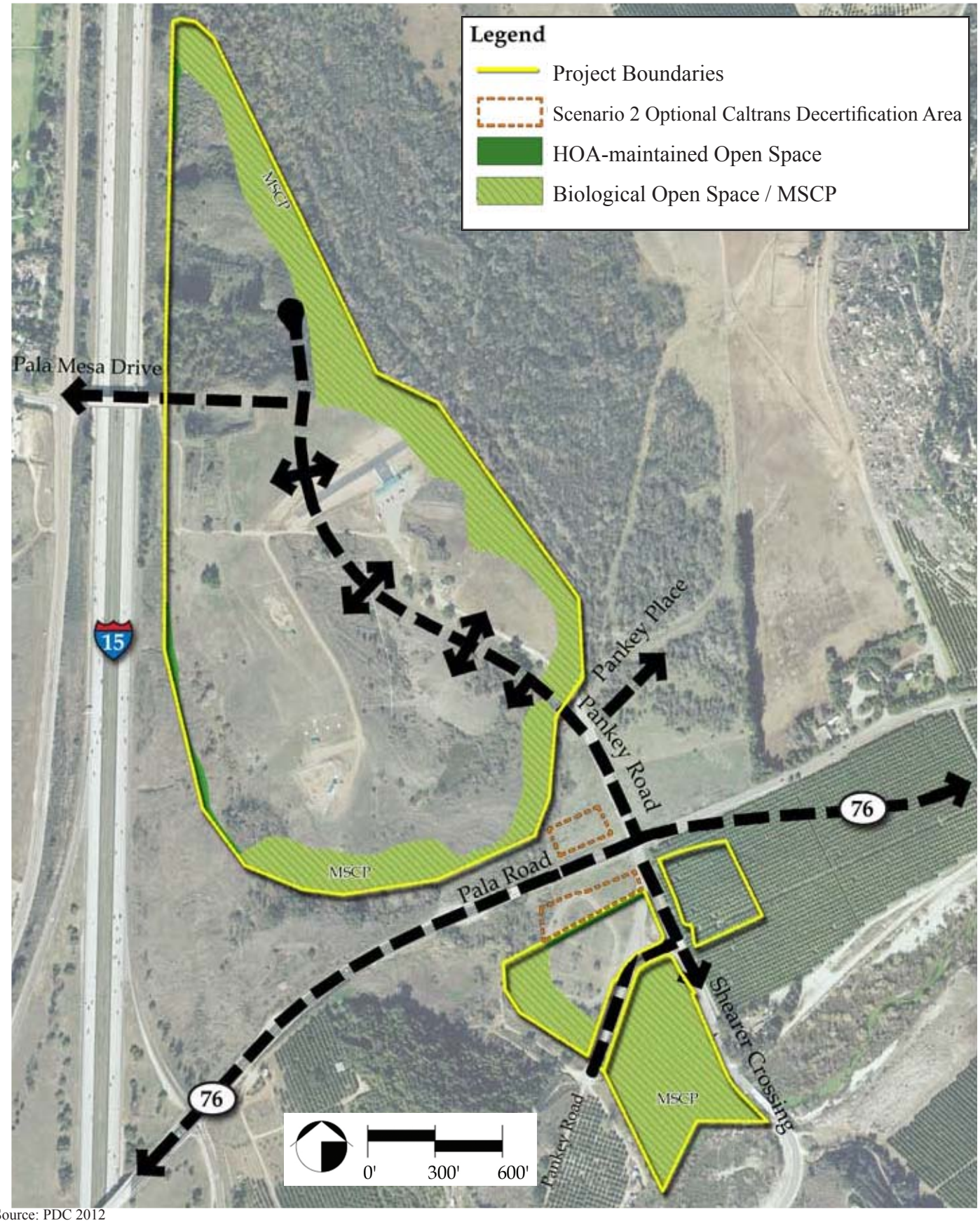
The proposed limited impact industrial area, PA on Figure 3, would be located to the north of the commercial use areas, west of Pankey Road and east of I-15. PA 1 would consist of four lots totaling on 12.9 acres, and would contain a maximum of 120,000 square feet of industrial space. A variety of light industrial, office, and service facilities may be located within this district.

The buildings would be consistent with the overall theme, and would include articulated façades and rooflines, and complementary signage, colors, and decorative pavement. Buildings would be located parallel to the adjacent street and would have common area courtyards interior to the development. Building heights would be a maximum of 35 feet. Walkways and/or plazas would connect the sidewalks and parking lots to sidewalks in Pala Mesa Drive or Pankey Road.

Main entrances to the buildings would be defined and articulated, with features such as arcades, fenestrations, overhangs, columns, recesses, or projections. Minor entrances would include offsets, shadows cast by overhangs, color accents, special materials, canopies, porches, arcades, or pergolas. Where rooftop equipment cannot be screened from view, it would be enclosed in housing that is consistent with the architecture of the main building or organized on the roof to give an orderly, uncluttered appearance and painted to match the roof color. Rooftop equipment screening would be identified on site plans. Loading, service and refuse collection areas would be screened by walls or vegetation and set back a minimum of 20 feet from front and side street property lines. Outdoor open space (e.g., for lunch areas) would be provided on site. Drought tolerant canopy trees would be installed to provide shade.

Open Space

Four biological open space lots totaling approximately 31 acres would be dedicated on site. Refer to Figure 6, Open Space/Conservation Plan. These lots would preserve wetlands and wetland buffers northeast of the limited impact industrial and the multi-family areas (PAs 1 and 3); riparian land south of the general commercial area (PA 2) and west of the general commercial area south of SR-76 (in PA 5); and riparian vegetation and non-native grassland on a large parcel



Source: PDC 2012

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Open Space/Conservation Plan

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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Figure 6

of open space land on the south side of SR-76 (PA 6).[3] A 20-foot trail easement is provided in PA 6 to accommodate the San Luis Rey River Park Trail. In addition, three lots totaling approximately 1.4 acres comprised of manufactured slopes, landscaped areas, and drainage facilities would be maintained by the HOA. The proposed open space lands would account for approximately 27.5 percent of the Project site.

The Project would include buffers of varying widths (up to 100 feet) between sensitive wetlands and proposed residences along the eastern portion of the Project site. The proximity of the residential uses to the open space would allow for views to natural areas from the residences and common areas. In the northern and southern sections of PA 3, sound barrier/separation of residential uses from the open space may be provided by placement of two 5.5-foot barriers (solid on the bottom and transparent on the top for visibility to the open space). Utility crossings, open space enhancement activities, and fencing would be allowed in or edging the buffer area. Detention basins and adjoining perimeter areas also may be designed as passive open space areas. These HOA-maintained open space areas may include benches or tables, trails, and accent plants.

2.1.2 Access and Circulation

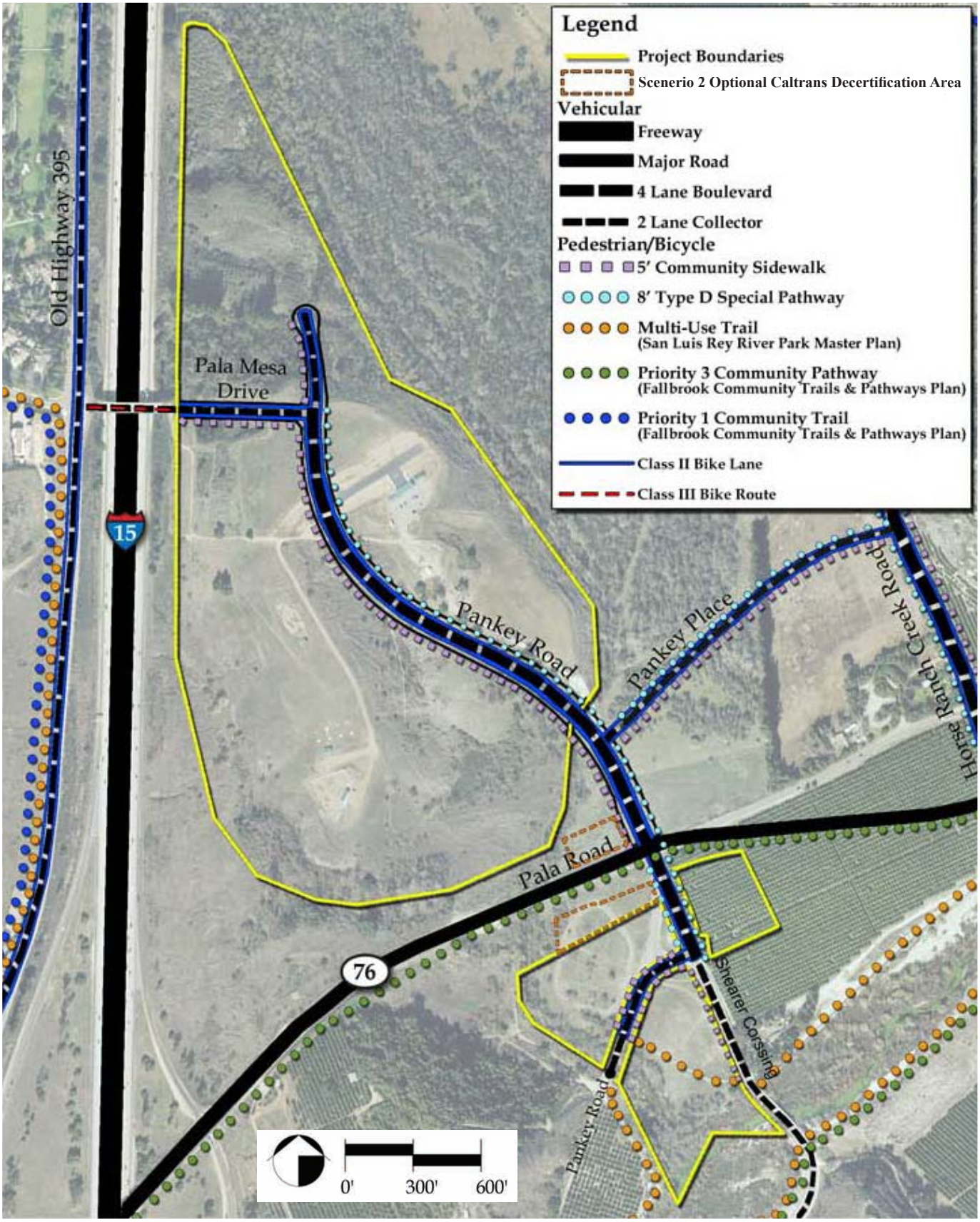
Figure 7, Circulation Plan, shows local access to the Project site and proposed improvements to roadways. Regional access to Campus Park West would be provided from SR-76 via Pankey Road. Pankey Road would be the main access to the Project site, and would be extended north from SR-76 to connect to Pala Mesa Drive, which crosses I-15. Horse Ranch Creek Road, to be located east of the Project site within the Campus Park Specific Plan Area, would provide north/south access from SR-76 to Stewart Canyon Road. The Campus Park Project would include Pankey Place, an east-west road that would connect Pankey Road with Horse Ranch Creek Road and provide an easterly access point for the Campus Park West Project.

Pankey Road

Pankey Road would serve as the main road for the Project, curving through the center of the Project site and separating the commercial and industrial land uses from the residential area. Between SR-76 and Pala Mesa Drive, Pankey Road would be constructed per the County's Boulevard road classification, which is a four-lane roadway with low design speed to accommodate pedestrian, bicycle, and transit activities. Pankey Road also would contain a raised median, Class II bike lanes, and dedicated turn lanes. One side of Pankey Road would contain an eight-foot-wide, meandering multi-use non-motorized pathway, and the other side would contain a five-foot-wide sidewalk separated from the roadbed by a minimum five-foot-wide landscaped strip along most of the length of Pankey Road. The total right-of-way width of this section of Pankey Road would be 106 to 118 feet.

Approximately 550 feet north of the Pankey Road/SR-76 intersection, a new three-way signalized intersection would be constructed. This intersection would be located immediately

[3] No biological open space preservation would occur on either of the Caltrans controlled properties, should that excess right-of-way be acquired by Campus Park West.



Source: PDC 2012

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Circulation Plan

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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Figure 7

south of a new bridge to be constructed over Horse Ranch Creek (see above description of SR-76/Pankey Road intersection improvements). Pankey Place would extend east of this intersection and would be constructed in accordance with the 2011-approved Campus Park Tentative Map.

North of Pala Mesa Drive, Pankey Road would transition into a two-lane collector with two 12-foot-wide travel lanes, two 8-foot-wide paved shoulder/parking lanes, two 6-foot bike lanes, and two 10-foot-wide areas containing a 5-foot-wide sidewalk separated from the roadbed by a 5-foot-wide landscaped strip on one side of the road, and a 10-foot-wide landscaped area on the other side of the road. The total right-of-way width for this segment would be 72 feet.

Between SR-76 and the junction with Shearer Crossing, Pankey Road would have a total right-of-way width of 118 feet, and would contain six 12-foot-wide travel lanes (including two southbound and four northbound, of which two would be dedicated left-turn lanes), two 8-foot-wide paved shoulders/bike lanes, an 8-foot-wide soft-surface pathway for non-motorized users on both sides of the road separated from the roadbed by a 5-foot-wide landscaped strip. The five-foot wide sidewalk would connect to Shearer Road and allow for connection to the San Luis Rey River Park via multi-use trails identified in the San Luis Rey River Park Master Plan.

Pankey Road trends west from Shearer Crossing to provide access to general commercial uses in PA 6. This portion of Pankey Road would be comprised of a 72-foot-wide right-of-way with two 12-foot-wide travel lanes, two 8-foot-wide paved shoulders for bike lanes, and two 16-foot-wide parkways. Each parkway would contain five-foot-wide sidewalks separated from the roadbed by five-foot-wide landscaped strips. The bike lanes and sidewalks would terminate at the crossing of junction of Pankey Road and the San Luis Rey River Park multi-use trail.

Pankey Road South/Shearer Crossing Junction

This junction would be realigned to allow for access and circulation to the proposed commercial parcels south of SR-76. Pankey Road south would extend southerly and connect with Shearer Crossing at a four-way signalized intersection, approximately 400 feet south of the SR-76 intersection. The main commercial entrance to the PA 4 commercial parcel would extend to the east off this new four-way intersection. Shearer Crossing would continue south and Pankey Road would turn westerly, providing access to commercial uses in PA 5, before ending in a cul-de-sac at the western boundary of PAs 5 and 6. The extent of improvements for the realigned Pankey Road/Shearer Crossing south of SR-76 is approximately 1,200-feet in length, and requires grading and drainage improvements.

South of the intersection, improvements would transition from a 94-foot right-of-way into existing Shearer Crossing, with a 60-foot-wide right-of-way with two 12-foot travel lanes, a 14-foot-wide striped median, two 8-foot-wide paved shoulders, and a 5-foot-wide sidewalk on the west side of the road. The sidewalk would be separated from roadway by a 5-foot-wide landscaped strip and a 14-foot-wide parkway would be located on the other side of the road. The sidewalk would terminate at the crossing of Shearer Crossing by the San Luis Rey River Park multi-use trail.

Pala Mesa Drive

Pala Mesa Drive on site would have a 72-foot right-of-way width. It would contain two 12-foot-wide travel lanes, two 6-foot-wide Class II bike lanes, two 8-foot-wide paved shoulders and a 5-foot-wide sidewalk on the north side of the road separated from the road by a 5-foot-wide landscaped strip. The south side of the roadway would contain a 10-foot-wide landscaped area. At the bridge crossing of I-15, the road would narrow to an existing 40-foot curb-to-curb crossing that includes a left-turn lane and a through right lane in the westbound direction and a single lane eastbound. This portion of the roadway would be designated a Class III bike route to provide a connection to the Class II facilities on Old Highway 395 and Pankey Road.

Old Highway 395/Pala Mesa Drive Intersection:

This intersection would be widened and improved to provide additional turn capacity. Minor grading and drainage improvements would be required.

- The northbound segment of 395 south of Pala Mesa Drive currently has adequate hardscape. The road would be re-striped to include an 80-foot long, 11-foot wide eastbound right-turn lane onto Pala Mesa Drive.
- The southbound segment of 395 north of Pala Mesa Drive would be widened from a roadway surface width of approximately 40 to 50 feet to 47 feet for a distance of approximately 1000 feet. An eastbound left-turn lane onto Pala Mesa Drive would be added.

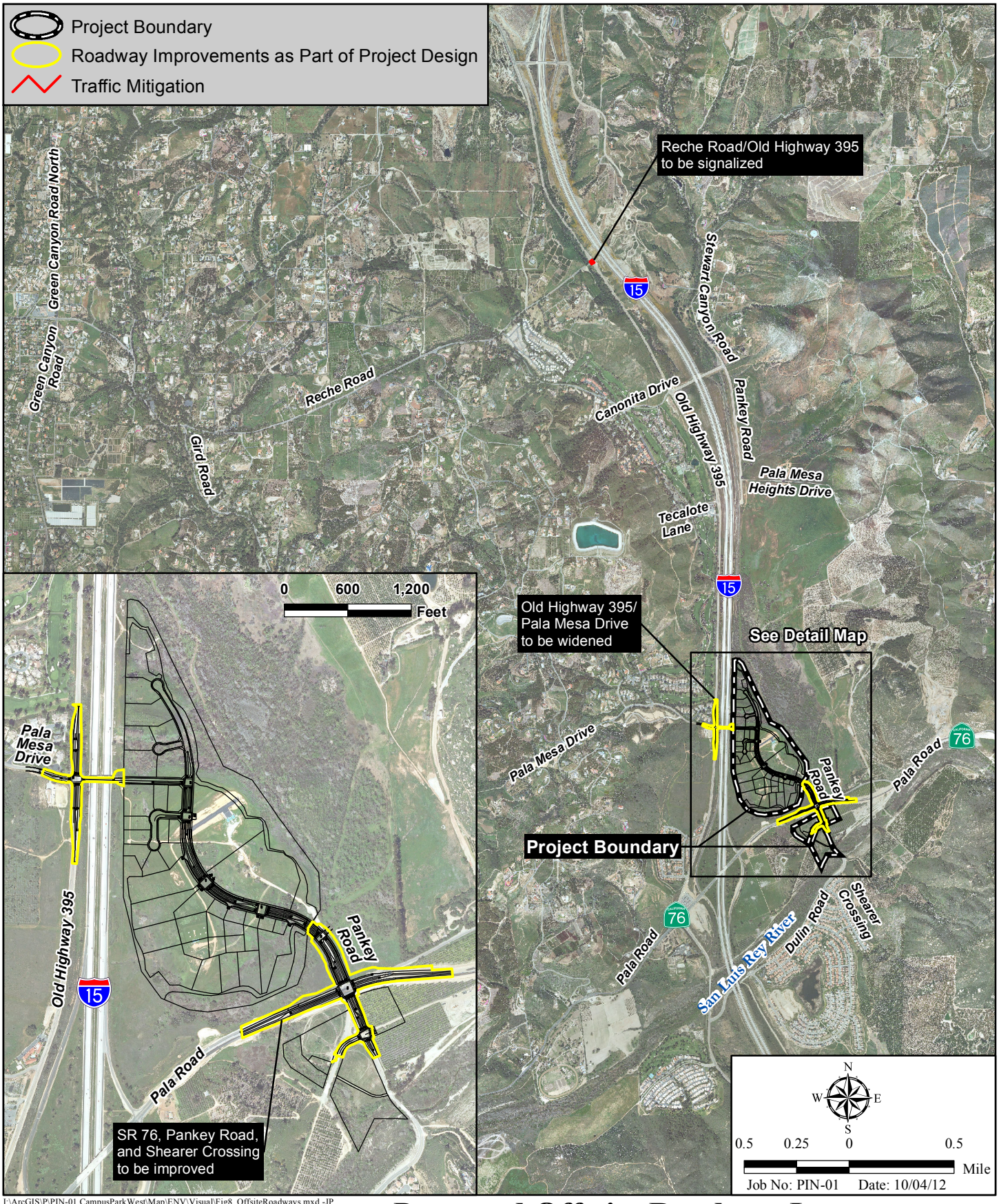
The eastbound segment of Pala Mesa Drive west of Old Highway 395 would be widened from a roadway surface width of approximately 38 feet to 46 feet for a distance of approximately 600 feet. The right and left turn movements would be retained, and a through lane would be added.

Parking

Off-street parking would be provided for all on-site uses pursuant to County parking space requirements. Parking lot sizes, designs, and locations, as well as number of parking spaces, would be determined per the Zoning Ordinance, based on ultimate land use. On-street parallel and diagonal parking would be permitted on most Project streets, subject to County parking standards and Project street design. Priority parking for autos and vans carrying multiple passengers (carpool parking) would be required. Carpool parking would be provided at a ratio of 1 space per lot, up to 10 spaces. These spaces may be consolidated and split between PAs 1 and 2. No carpool parking is required in Planning Areas 3, 4 and 5. Carpool parking is to be provided as part of the total number of parking spaces required, and would not result in additional hardscape.

Off-site Roadway Improvements

Figure 8, Proposed Off-site Roadway Improvements, shows off-site roadway improvements proposed as part of the Project.



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Proposed Off-site Roadway Improvements

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Figure 8

SR-76

The Project would include improvements to SR-76 (also known as Pala Road) south of the Project site. SR-76 from the I-15 northbound ramp easterly a distance of approximately 1.4 miles is four lanes in width. The Project would widen the SR-76/Pankey Road intersection to provide additional turn lanes in the northerly and southerly directions. Grading and drainage improvements would be implemented along SR-76 within Caltrans right-of-way.

- The eastbound segment of SR-76 west of Pankey Road would be widened to add an additional northbound left turn lane (for a total of two left-turn lanes), and one southbound right-turn lane. Improvements would extend approximately 1,100 feet along SR-76 west of the intersection
- The westbound segment of SR-76 east of Pankey Road would be widened to add an additional northbound right-turn lane, and a southbound left-turn lane. The existing bridge over Horse Ranch Creek would be widened by one lane on the north (westbound) side. Improvements would extend approximately 1,000 feet along SR-76 east of the intersection
- The northbound segment of Pankey Road south of SR-76 would be widened to add two westbound left-turn lanes and one eastbound right-turn lane. The southbound segment of Pankey Road south of SR-76 would be widened to add an additional southbound lane, for a total of two southbound lanes
- The southbound segment of Pankey Road north of SR-76 would be widened to add two westbound right-turn lanes and one eastbound left-turn lane. The northbound segment of Pankey Road north of SR-76 would be widened to add an additional northbound lane, for a total of two northbound lanes

Project parcels would be aligned to provide a more direct connection to Shearer Crossing, and a 90-degree T-intersection with Pankey Road. Additionally, turn lanes would be added to Old Highway 395 at Pala Mesa Drive, and the surface of existing (unused) Pala Mesa Drive overcrossing structure at I-15 would be improved to allow for regular traffic use. A signal would be installed at Reche Road and Old Highway 395.

2.1.3 Landscape/Hardscape

Landscaping would be used to visually integrate the Project with the agricultural pastures and groves, dense riparian corridors, oak woodlands and boulder strewn hillsides surrounding the Project site. For example, accent plantings would be groups of oaks, sycamores, and other similar trees, and hardscape would include traditional materials such as stone and wood to reflect the natural and rural landscape. Stucco, which is a permitted architectural material, also would be used in the landscape. Landscaping also would provide amenities for pedestrians, encourage walkability throughout the Project, and provide erosion control.

A consistent landscape theme would be used throughout the community to provide visual cohesion between the various land uses. For example, a village-like landscape theme would be created through accent plantings, decorative stone walls, vine arbors, and plants selected to enhance the human scale and provide shade. Other landscape features such as low-scaled entry

monuments, fencing, lighting, and pedestrian pathways would be used as well to reinforce the architectural styles and rural community landscape setting.

Landscape Zones

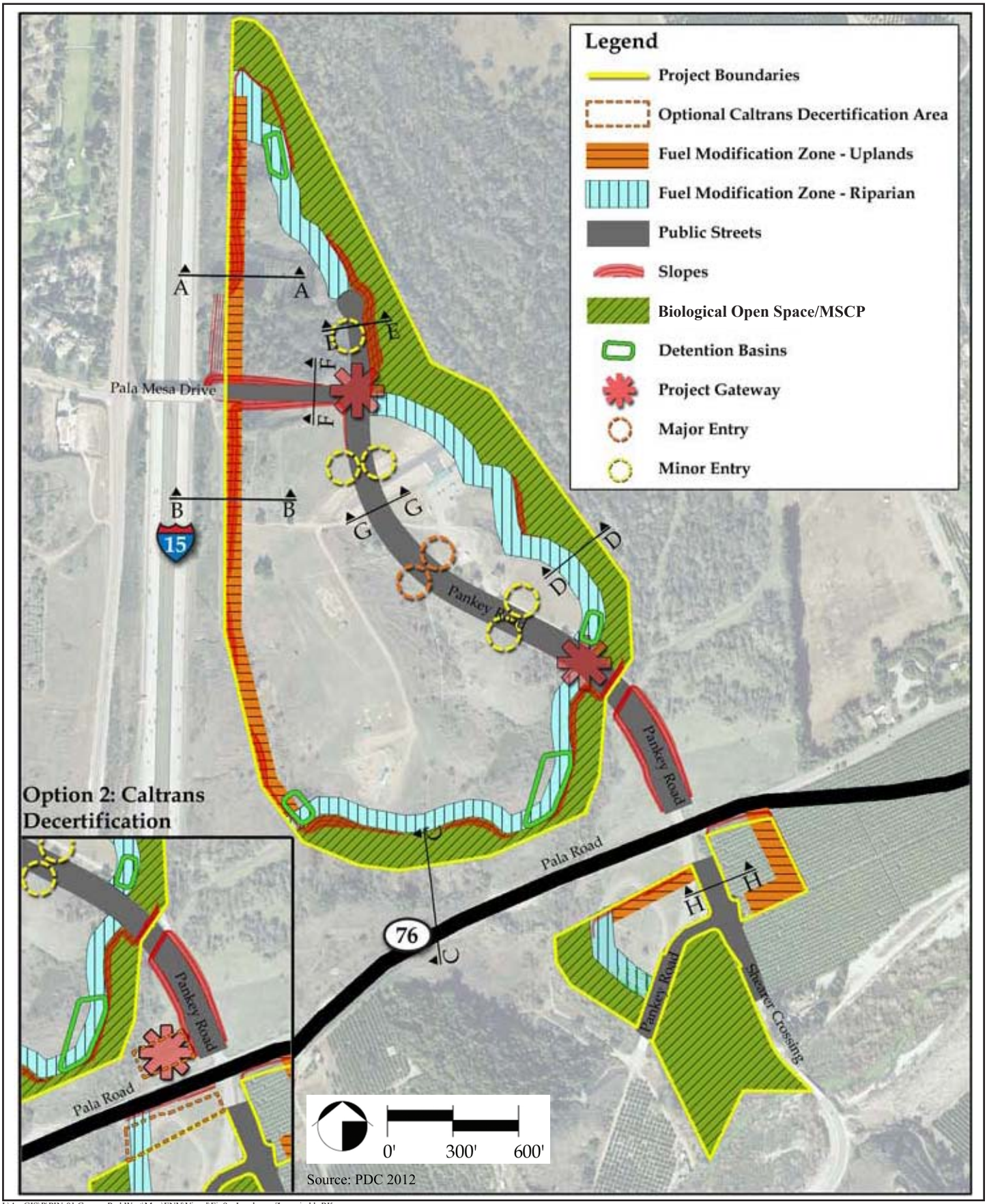
A series of landscape zones has been delineated, as depicted in Figures 9a through e to guide the selection of plant species. The Proposed Project includes a plant palette for each zone that outlines potential species to use that would be appropriate to a zone's location next to open space, internal to the Project, and/or within a fuel modification/fire protection zone. The zones and palettes would be consistent with the intent of the I-15 Scenic Preservation Guidelines, the "Customized Acceptable Plant List" as prepared by Firewise 2000 for Campus Park West, and the County of San Diego "Suggested Plant List for a Defensible Space." Plant palettes for the Proposed Project also have been selected to include drought tolerant plants that are not invasive nor require a high degree of maintenance, fertilizer, or insect control. The plant palettes are grouped into five sections:

- Section I: Fuel Modification Zones
- Section II: Public Streets (Pankey Road, Pala Mesa Drive, and Shearer Crossing
- Section III: Slopes (manufactured slopes outside fuel modification zones)
- Section IV: Drainage Swales and Detention Basins
- Section V: Parking Lots
- Section VI: Mixed-Use Core Central Drive/Traditional Main Street and Project Entries

Within Section I, the fuel modification zones would include riparian and upland areas. The riparian areas correspond to the existing drainages and low areas, including Horse Ranch Creek along the eastern edge of the site north of SR-76 and the southern edge of PA 2. These areas would provide transitional planting between the developed areas and the existing riparian habitat. The fuel modification zones that are within upland areas generally consist of graded flat pads adjacent to I-15. All fuel modification areas would be planted with trees and shrubs selected for fire resistance and compatibility with the landscape themes (Figure 10, Fuel Treatment Location Plan).

Within Section II, major roadway landscaping would be selected to be complementary to the proposed adjacent projects (e.g., Campus Park to the north and east). Landscaping would be used to create a rural roadway setting with shaded pedestrian-friendly sidewalks, and would meet required sightlines and safety setbacks. Masses of shrubs beneath trees would be used to enhance the rural visual character and to provide color, screening, and buffering. Streets within each land use area would be planted with canopy street trees to create distinct streetscape identities while being consistent with the overall landscape theme. Tree size and spacing would comply with the Fallbrook Design Guidelines and County Fire District standards.

Clusters of trees with irregular spacing and shrubs of varying heights would be planted on the internal slopes within Section III in order to create a natural appearance. Groundcover would be used for erosion control. Plants that can with stand both drought and occasional flooding would be used within the drainage swales and basins (Section IV). Shade trees and shrubs and hedges for screening would be used within parking lots (Section V). Mixed-use core and Project entries



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Landscape Zones

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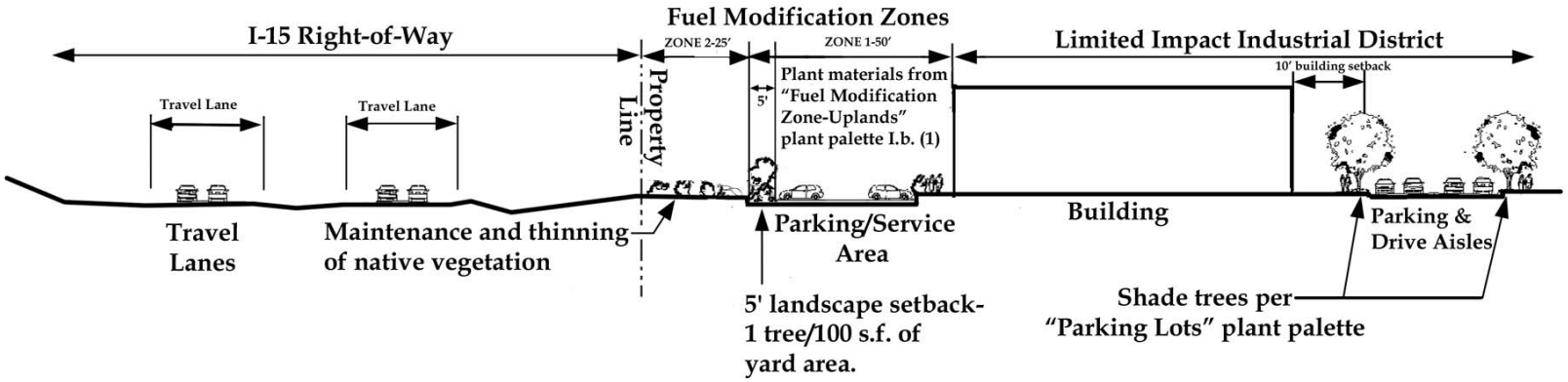
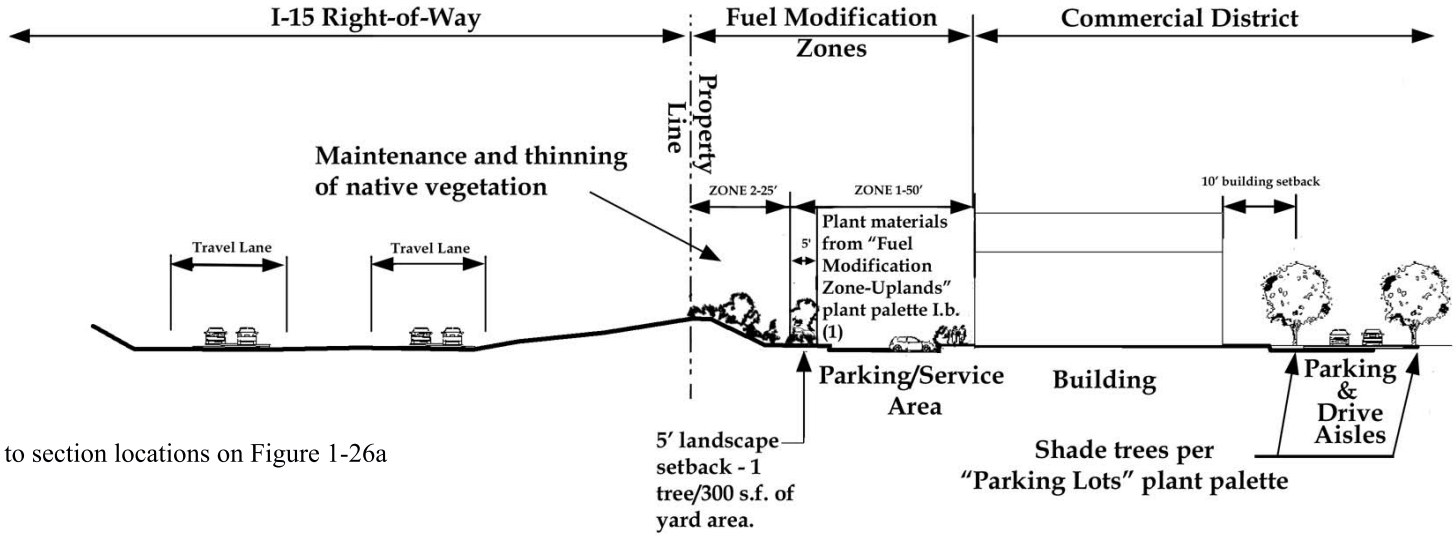
Figure 9a



(1) Zone 1 plant palette per Campus Park West approved plant list - permanent irrigation, no combustible structures, Association Maintained.

SECTION A-A
LIMITED IMPACT INDUSTRIAL LAND USE



Note: Refer to section locations on Figure 1-26a

SECTION B-B
COMMERCIAL LAND USE

Source: PDC 2012

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Landscape Sections - A-A & B-B

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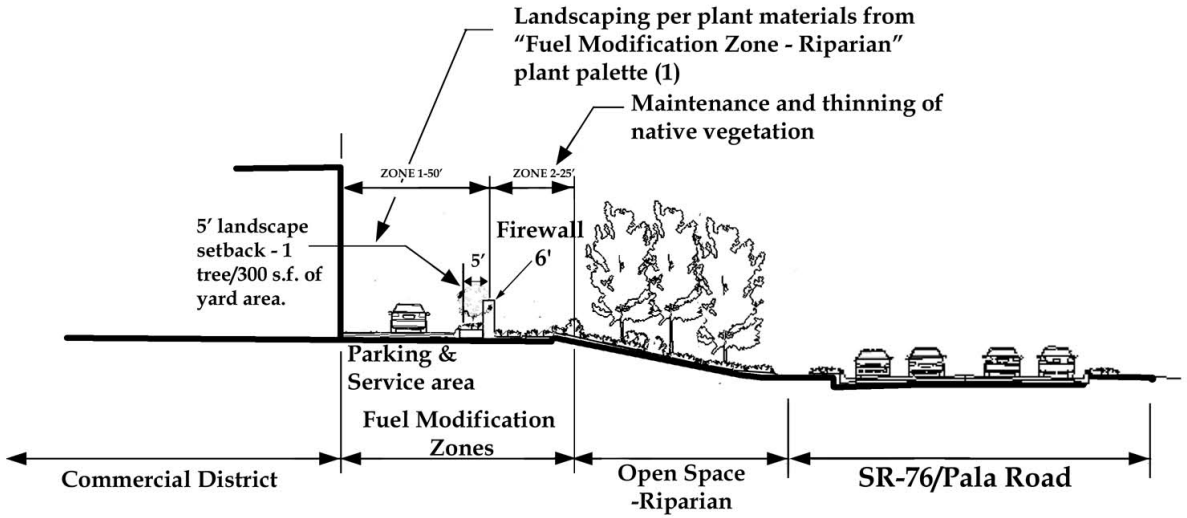
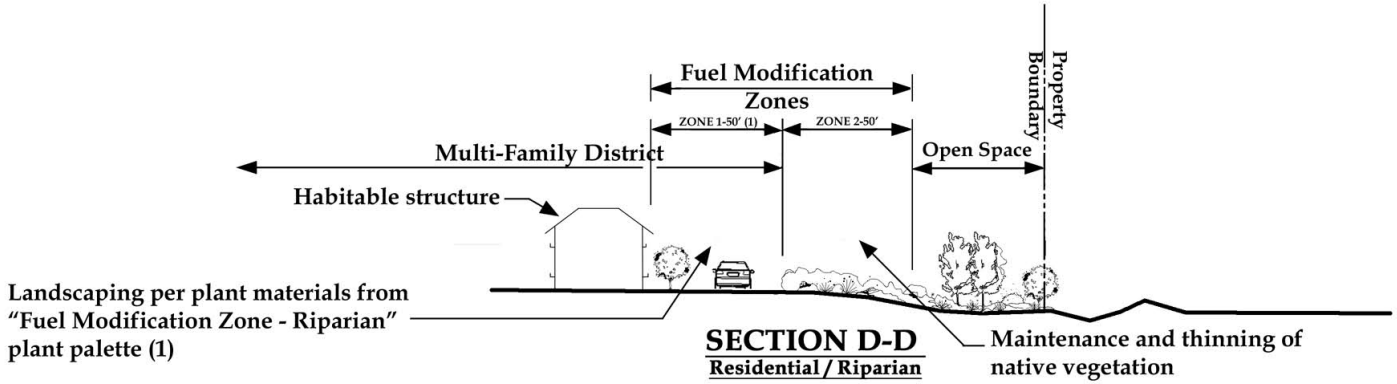
Figure 9b



Section C - C
Commercial/Riparian

(1) Zone 1 plant palette per Campus Park West approved plant list - permanent irrigation, no combustible structures, Association Maintained.



SECTION D-D
Residential / Riparian

Note: Refer to section locations on Figure 1-26a

Source: PDC 2012

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Landscape Sections - C-C & D-D

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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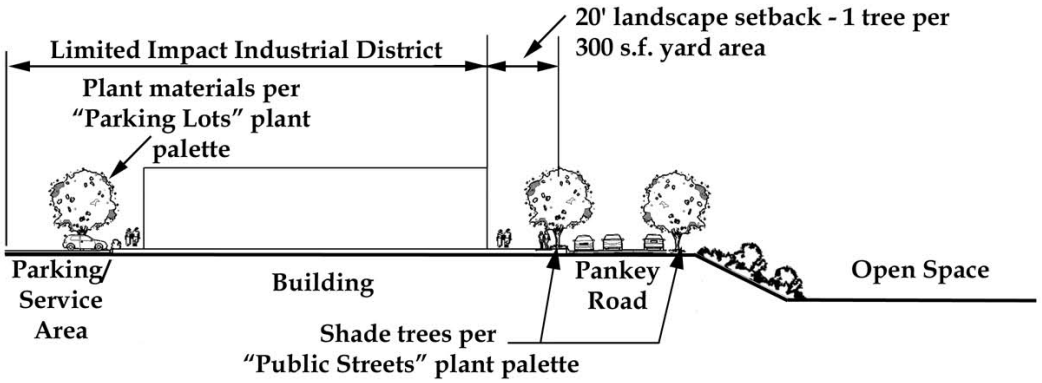
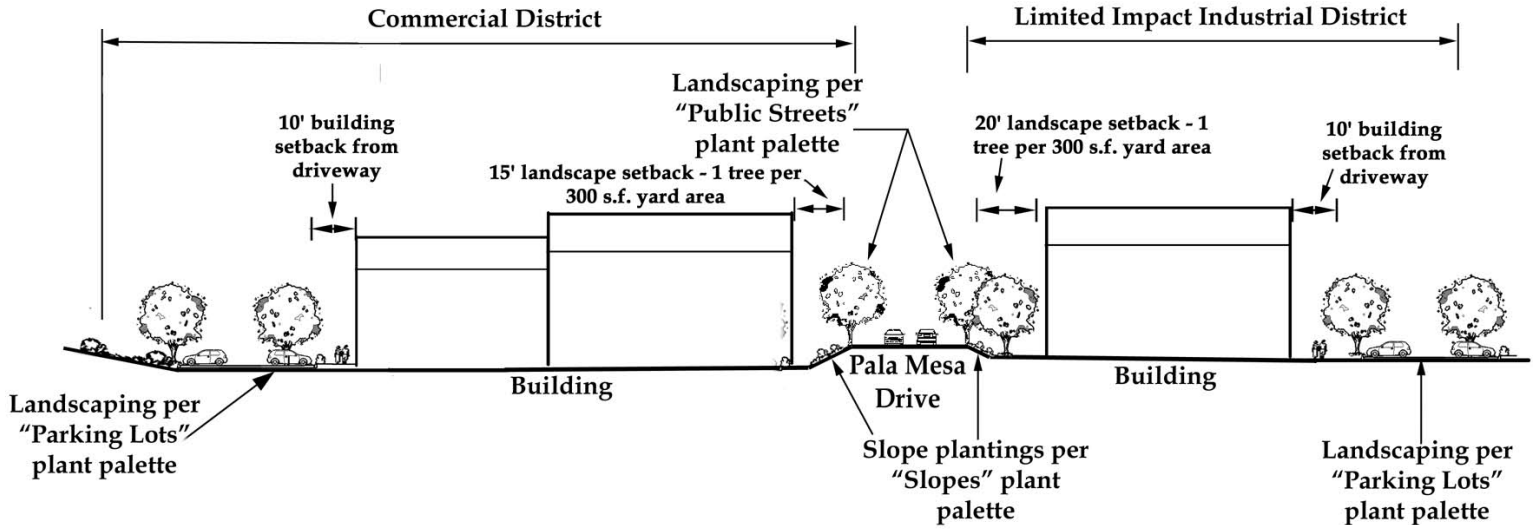
Figure 9c



SECTION E- E
LIMITED IMPACT INDUSTRIAL LAND USE



SECTION F - F
COMMERCIAL LAND USE / LIMITED IMPACT INDUSTRIAL LAND USE

Note: Refer to section locations on Figure 1-26a

Source: PDC 2012

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Landscape Sections - E-E & F-F

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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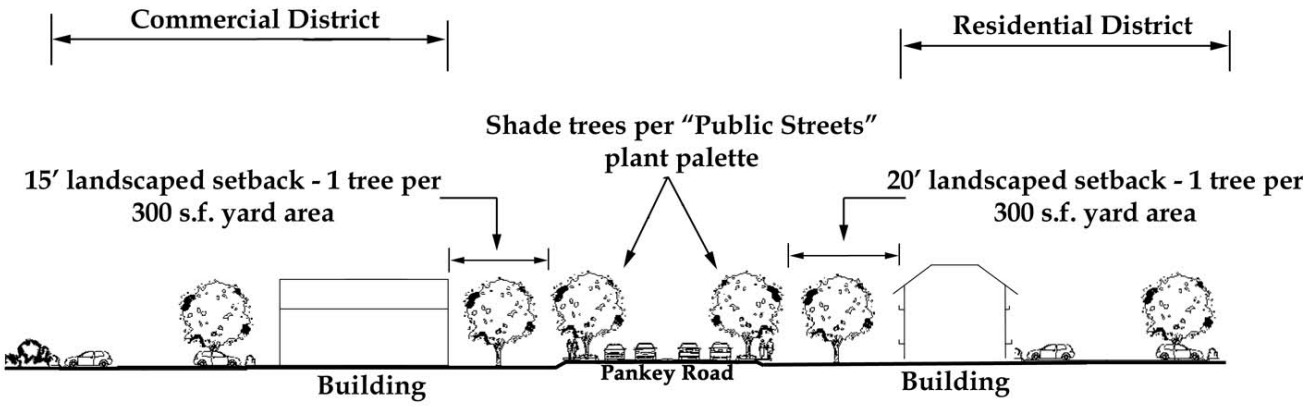
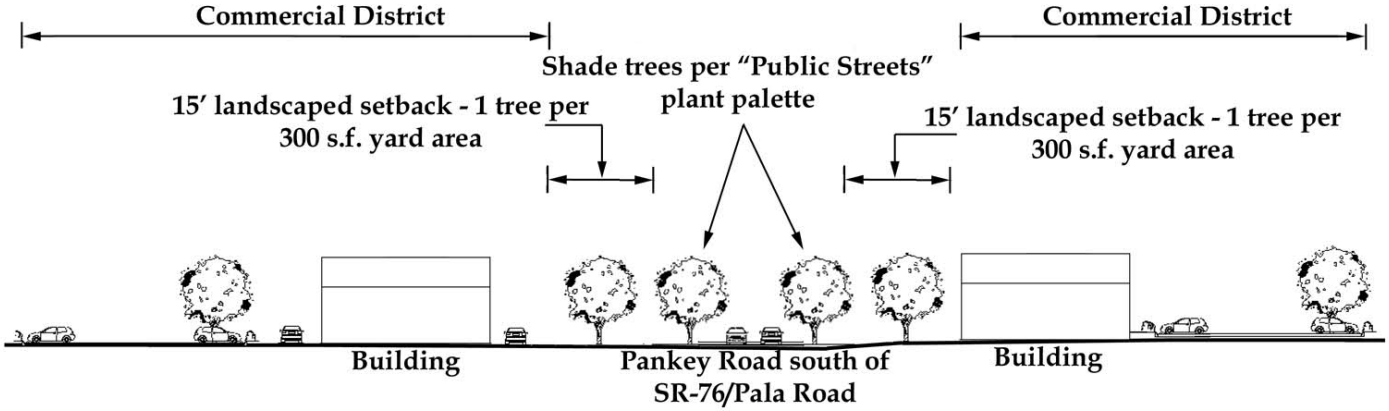
Figure 9d



SECTION G-G
PANKEY ROAD



Note: Refer to section locations on Figure 1-26a

SECTION H-H
PANKEY ROAD SOUTH OF SR-76/PALA ROAD

Source: PDC 2012

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Landscape Sections - G-G & H-H

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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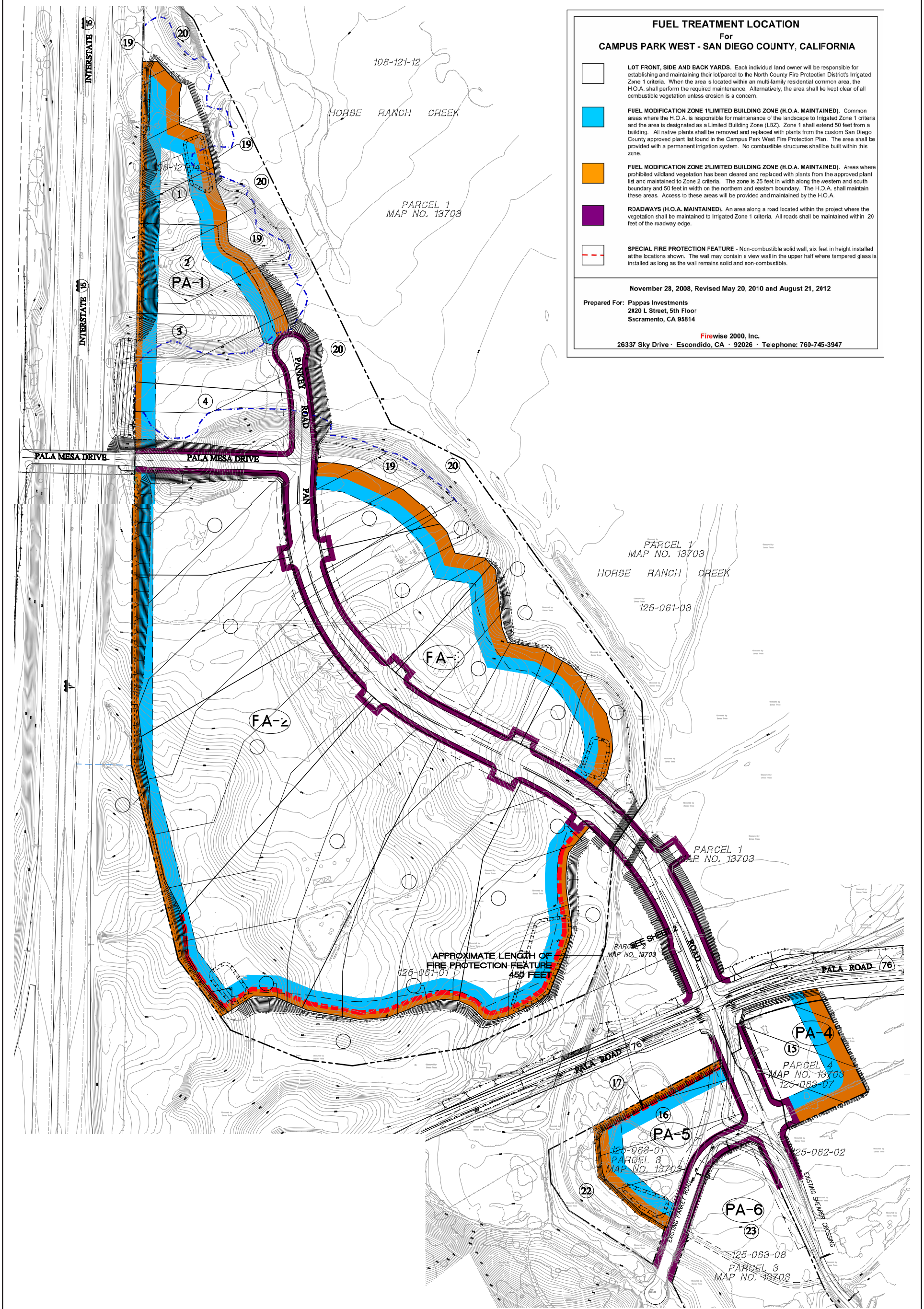
Figure 9e



Source: PDC 2012

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Fuel Modification Location Plan

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

Figure 10

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(Section VI) would display distinctive characteristics that evoke a sense of arrival. The plant species in Section VI are more ornamental.

Detention basins and perimeter areas would be used as passive recreation areas where appropriate, and would be designed to facilitate nature viewing and other activities that do not require large open spaces. Amenities in these areas may include benches and tables, trails, and colorful plants.

The Project SPA/GPA landscape architecture guidelines include irrigation requirements, including guidelines for efficiency and effectiveness; screening of equipment; water conservation through appropriate irrigation heads and hydrozones; and moisture sensors and rain gauges. Irrigation standards would comply with the County's Water Conservation in Landscaping Ordinance and the Water Efficient Landscape Design Manual.

2.1.4 Walls and Fencing

The SPA encourages the design of walls within the landscape, such as noise attenuation walls or retaining walls, to include view windows. Where space permits, the SPA also encourages the use of berms and landscaping in conjunction with the walls to reduce the visible height of the structures. It also requires all walls and fences over three feet in height that face a public street to provide at least a five-foot-wide landscaped area on the street side of the wall or fence that would fully buffer the wall or fence at the time of plant maturity.

Safety fencing would be constructed of wire mesh between posts and rails. Where visible from a street or common area and not within fuel modification zones, the posts and rails would be constructed of wood to correspond to the desired rural character. Plants would be used in front of the fences for screening. Within fuel modification zones, the use of wood would be restricted, and posts and rails would be constructed with non-combustible material or one-hour fire resistant wood.

Six-foot-high, non-combustible walls would be constructed along the southern and western edges of PA 2 as special fire protection features under both development scenarios. A wall also would be included along the northern edge of PA5, south of SR-76, under Scenario 1. They generally would be installed along the top of Project manufactured slopes between fuel modification Zones 1 and 2. No fire walls would be required south of SR-76 under Scenario 2. Refer to Figure 9b for the location of the proposed fire protection walls.

A 5.5-foot-high permanent noise attenuation barrier is planned for noise mitigation along the eastern side of Pankey Road at the edge of multi-family residential area PA 3. The barrier would extend 50 feet along each side of the entrance road to the multi-family residential area, and 50 feet along the north and south extents of PA 3. In the northern and southern sections of PA 3, sound barrier/separation of residential uses from the open space may be provided by placement of two 5.5-foot barriers (solid on the bottom and transparent on the top for visibility to the open space for residents). Located between the multi-family housing and biological open space, these barriers would not be visible to off-site viewers, and are not further addressed in this report.

If sound barriers are not required, fencing would be provided to minimize human and pet incursion into the buffer. Fencing also would be provided to minimize human and pet incursion into the open space areas along the length of the biological open space abutting PAs 1 and 3, as well as along the south edge of PA 2, west edge of PA4 and north and northeast sides of PA 6.

2.1.5 Lighting

Exterior light fixtures compatible with the building style would be incorporated into the building designs in order to provide adequate lighting for all walkways and plazas. Street lighting would be provided along all streets and would be designed to meet the illumination standards established by the County of San Diego for public safety. All outdoor parking field light fixtures would use a fully shielded, low pressure sodium vapor light or equivalent source, in compliance with the County of San Diego Light Pollution code. The SPA also encourages energy efficiency.

2.1.6 Signage

Primary Project identification signage would be located at the intersection of Pankey Road and Pankey Place in Scenario 1 or at the Project's entrance at SR-76/Pankey Road in Scenario 2. Secondary Project identification signage would be included at the intersection of Pankey Road/Pala Mesa Drive under both scenarios and the intersection of Pankey Road/Pankey Place under Scenario 2. Both would be composed of stone walls of low horizontal form and would reflect the design theme, materials, and landscaping of the overall community. Informational and directional signs would be composed of plaques and vertical monuments located at gateways, on or adjacent to rights-of-way, and at Project entries. Retail identification signage would have thematic consistent fonts, colors, materials, and lighting. The commercial, mixed-use, and limited impact industrial districts would use a variety of signs, including street banners; wall-mounted tenant identification proportional to the store front; hanging signs below arcades; and low, horizontal monument signs for pad tenants. Lighting would be consistent on Project signs, but may vary on wall-mounted tenant signs. All signage would be designed to substantially conform to the Fallbrook Design Guidelines.

2.1.7 Utilities

The Proposed Project would require the extension of sewer, water, gas, electric, and phone/cable lines throughout the development. All existing public utilities and services would be improved and new facilities would be constructed and available concurrent with need. All new utility lines, as well as the existing overhead lines, would be installed underground within the limits of the Project site and/or within improved roadbeds.

2.1.8 Grading

The Proposed Project would include grading of approximately 89 acres (or 76 percent) of the Project site. On-site development of the Proposed Project would have a total of 800,000 cubic yards of balanced cut and fill (i.e., no import or export of soil would be required). Mass grading would occur in one or two phases, with infrastructure implementation and building construction following each phase, as applicable. If split, the first grading phase would include the

commercial parcels south and north of SR-76, and include approximately 500,000 cubic yards (cy) of cut and fill. This phase also would result in some minor ground disturbance on the east side of Pankey Road in the future multi-family use area (PA 3) as approximately 50,000 cy of borrow would be taken from PA 3. The second phase would include the residential parcel north of SR-76 and east of Pankey Road, as well as the limited impact industrial area in PA 1 north of Pala Mesa Drive. This phase would include approximately 300,000 cy of cut and fill.

The slope ratio of manufactured slopes would not exceed 2:1. Maximum cut and fill height would be 29.9 feet and 42.5 feet, respectively. The existing elevation for the Project site ranges from approximately 290 feet above mean sea level (amsl) on the portion of the property located north of SR-76 to 261 feet amsl on the property south of SR-76 in between existing knolls. The finished grade would range from 294 feet amsl on the northern area of the site to 274 feet amsl on the southern area of the site. The finished grade along the I-15 edge would be 4 feet below the elevation of the interstate on the northern area of the site, and approximately 1 foot above the interstate in the central and southern portions of the site. The lots south of SR-76 would have elevations of 272 feet amsl and 268 feet amsl.

2.1.9 Other Off-site Improvements

The Proposed Project would require the extension of wastewater and potable water, as well as routine gas, electric, and phone/cable lines to off-site connection points.

Potable water distribution and sewage conveyance pipelines generally would be constructed within the local road networks along with other underground utilities. Both water and sewer pipelines would hook into facilities being installed by Campus Park to the east, or, if that project is not completed in time for Campus Park West operations, would be completed by Campus Park West. Regardless, pipelines would be sited in Horse Ranch Creek Road (currently under construction), SR-76, and portions of Pankey Road abutting Project PAs.

An underground pump station, an above-grade motor control center, and electrical panel would be required as part of the sewage conveyance system planned for adjacent Campus Park. An area measuring 120 feet by 80 feet is anticipated to be needed for the pump station, depending on the requirements for emergency storage. The pump station would be sited in the northeastern quadrant of SR-76 and Pankey Road on approved Campus Park property. In addition, RMWD is evaluating three potential sites for a small pump station (shielded by a three foot by three foot by four foot structure) to support conveyance of sewage flows from west of I-15. Three small locations are under evaluation; one within proposed limited impact industrial on the Proposed Project and two between I-15 and Old Highway 395 north of Pala Mesa Drive.

Because current RMWD plans do not propose use of recycled water, it has not been incorporated into the Proposed Project. If recycled water becomes available, it could be routed to the Project via pipelines installed wholly within disturbed SR-76 and Pankey Road right-of-way. As a result, it is currently anticipated that environmental effects associated with installation of that pipeline would be less than significant. If proposed, subsequent environmental analysis would be completed to confirm or otherwise clear this future action under CEQA.

2.2 Land Use Designation and Zoning

The Project site currently has one zoning designation, S90 – Holding Area. This is an interim zone intended to prevent premature development from occurring in areas that lack adequate public services and facilities or because the determination of appropriate zoning regulations is precluded by planning proposals or by a lack of geographic, demographic, economic, or other information. Minimum lot size within the S90 zone is 2.0 acres.

The Project site is located within the I-15 Corridor Subregional Plan area and thus is designated with a Special Area Designator of "B," Community Design Review Area, in the S90 zone. The Proposed Project is subject to the Community Design Review Area Regulations contained in Section 5750 et seq. of the County Zoning Ordinance, which are intended to maintain and enhance the community's individual character and identity.

Additionally, under the Interstate 15/Highway 76 Interchange Master Specific Plan, the existing regional land use designation for the Project site is Special Study Area (SSA). The SSA designation is applied on an interim basis to restrict development pending completion of detailed review, study, or annexation to San Diego County Water Authority.

The Project site is located in the easternmost portion of the Fallbrook Community Plan Area. The Community Plan land use designations for the Project site are General Commercial, Limited Impact Industrial, Village Residential (VR-7.3) and Specific Plan Area.

The S90 Holding Area zoning designation applies to the Campus Park West and Palomar College properties, as well as Project parcels south of SR-76 and an abutting parcel to the west. . Abutting Campus Park and nearby Meadowood are zoned S88, Specific Plan Area. This designation also overlays I-15 and SR-76. General Agriculture and Limited Agriculture designations are located west, south and east of Campus Park West PA 6 south of SR-76. Land designated for Specific Plan Area (Campus Park project) is located to the east and north of Campus Park West. Specific Plan area and Rural Lands categories are located west, south, and east of Campus Park West parcels south of SR-76. Area designation Residential Specific Plan area uses exist west of I-15.

The Project proposes a GPA that would allow more dwelling units, specifically, an increase in multi-family residential density from 7.3 dwelling units per acre to 20 dwelling units per acre. The GPA would also change the Regional Categories of PAs 4 and 5 from Rural to Village, the Land Use designation of PAs 4 and 5 from Specific Plan to General Commercial, and the land use designation for PA 6 from Specific Plan to Rural Lands 40; as well as expand the limited impact industrial area, and reclassify Pankey Road to a Boulevard. The Project also would include an application for a Rezone to change the entire site to S88 – Specific Plan Area, allowing a variety of land uses.

The Proposed Project would be subject to the General Guidelines, Commercial Guidelines, and Special Environmental Consideration Guidelines of the Fallbrook Design Guidelines. Pursuant to the I-15 Corridor Subregional Plan, the Project also is subject to the Scenic Preservation Guidelines contained within the I-15 Corridor Subregional Plan.

Similar land use and density changes—including the S88 Zone, and density designations—are planned for the adjacent and approved Palomar College, Campus Park, and Meadowood projects. The limited agriculture and environmentally sensitive area designations south and southeast of the Project site would remain unchanged. Zoning and land use designations also would not extend to I-15 or westward under the Proposed Project or current neighboring projects.

2.3 Regulatory Framework

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

2.3.1 County of San Diego General Plan — Conservation and Open Space Element

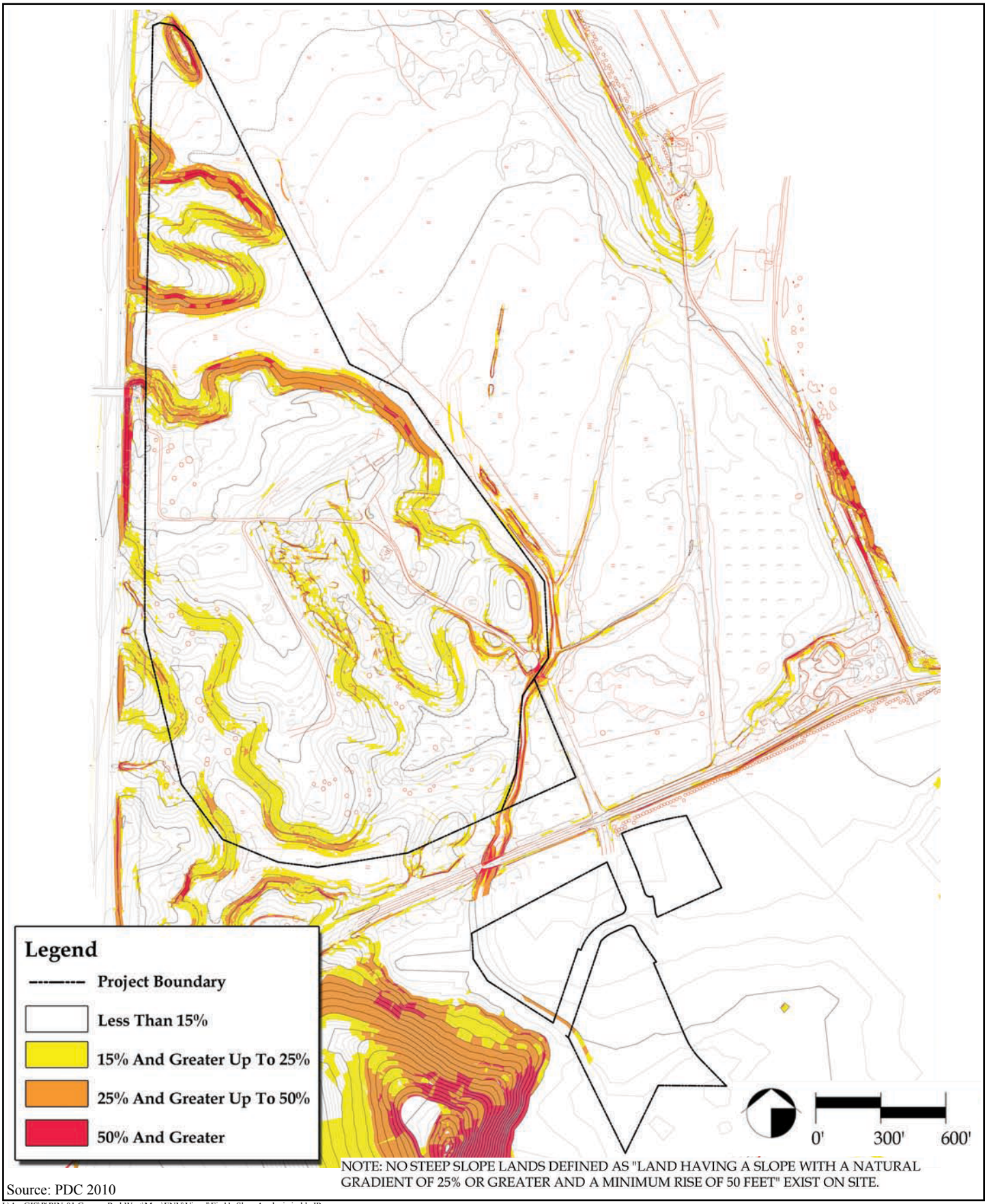
The 2011 Conservation and Open Space (COS) Element of the County General Plan combines what formerly were four separate elements (Open Space, Conservation, Scenic Highway, and Energy) and describes the natural resources within the County and goals and policies to preserve them. The COS Element provides direction for future growth and development in the County with respect to the conservation, management, and utilization of natural (biological, water, agricultural, paleontological, mineral, visual [including scenic highways and dark skies]) and cultural resources; protection and preservation of open space; and provision of park and recreation resources. In the vicinity of the Campus Park West site, I-15 and SR-76 are designated as scenic corridors.

SR-76 from El Camino Real east to I-15, excluding the portion within the City of Oceanside, as well as from I-15 east to SR-78 is a County-designated Scenic Highway.

I-15 from SR-76 north to the Riverside County line also is a County Scenic Highway. Reche Road and Mission Road also are listed as scenic corridors Reche Road extends westward from Old Highway 395, west of I-15 and approximately 1.5 to two miles north of the Project site. Mission Road is an east-west trending road located approximately three miles north edge of the Project site.

2.3.2 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. There are no slopes on the property which meet the definition of steep slopes under the County's Resource Protection Ordinance. Refer to Figure 11 for a map of the slopes on site.



Source: PDC 2010

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Slope Analysis

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Figure 11

Additionally, on July 23, 2004, the County Planning Commission granted an RPO exemption for the Campus Park and Campus Park West developments because the proposed developments met the conditions of Article V.2 of the RPO. This article exempts all or any portion of a Specific Plan Area that has 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.

2.3.3 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 farther from the Laguna Observatory, and is therefore, within the Outdoor Lighting Ordinance Zone B.

There is also a possibility that final building design would incorporate solar/photovoltaic panels. These panels are typically constructed of primarily dark absorptive material that is designed to capture as much light energy as possible. Because they are designed to get as much sun exposure as possible, they are routinely placed on roofs, which would have visibility to viewers from off-site elevated viewpoints. Although not highly reflective, typically, once per day the view angle is such that sunlight may be reflected. Based on the current technology, this reflection is rarer than found in the past. However, if it should occur, relative to the viewer, there is a chance that glares may be experienced. Because this may occur, for such a short duration per day under worst-case conditions (i.e., reflection 365 days per year, assuming no diffusion related to cloud cover or atmospheric conditions), visual impacts related to glare from solar/photovoltaic panels would be less than significant.

2.4 Design Policies and Guidelines

2.4.1 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. Design guidelines in these plans include 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. The 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.

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3.0 VISUAL ENVIRONMENT OF THE PROJECT

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.

3.1 Project Setting

3.1.1 Site Topography

Refer to Figures 4, 9, 10 and 11 for maps of the site topography. The portion of the site north of SR-76 encompasses gently sloped knolls and flat areas that are an average of approximately 40 feet above the site's drainages. Two southeast-flowing drainages extend across the northern portion of the site; one of these extends along the western and southern site boundaries. Horse Ranch Creek and its floodplain abut the northern and eastern site boundaries. The northernmost, narrower portion of the Project site overlays some eastward-flowing tributaries which separate two knolls from the majority of the upland areas on the Project site. Most of the drainages are steep-sided and densely vegetated, although the vegetation becomes sparser to the south.

Horse Ranch Creek is a tributary of the San Luis Rey River, and extends along the western boundary of the site parcels south of SR-76. The topography of these parcels generally is flat, and approximately 10 to 15 feet higher than Horse Ranch Creek. The southern-most Project boundary encompasses portions of the northern banks of the San Luis Rey River.

3.1.2 Vegetation

The Project site primarily is covered with disturbed, agricultural, and non-native vegetation. The vegetation is low-growing, brown most of the year, and green after receiving rainfall. Several large trees exist on the Project site; some individual trees are growing on the flat areas in the center of the Project site, and groups of trees are growing in lower canyons and drainages. The trees in the drainages and riparian areas mostly are visible as large swaths of foliage, and generally are visible from the flat areas and dirt roads on the Project site and the surrounding area. Riparian woodland and a variety of native vegetation, including mulefat, tamarisk, and coastal sage scrub, are present near the edges of the property and in the northern most portion of the property, mostly in the drainage areas.

One of three parcels south of SR-76 is entirely vegetated with a citrus grove. The other two southerly parcels are undeveloped and contain similar vegetation as the majority of the site north of SR-76.

3.1.3 Existing Site Land Uses

The majority of the Project site is undeveloped and has historically been used for dry farming, horse breeding, or has lain fallow. Currently, the northern portion of the Project site supports a non-permitted recreation area for radio-controlled model aircraft, which includes an airstrip and miscellaneous features, such as shade structures and fences. The remnants of old citrus orchards are present atop two knolls in the northern area of the property; a few citrus trees are still standing in these areas. The southern knolls were formerly orchards, but have been graded and cleared. A citrus grove remains on one parcel south of SR-76, east of South Pankey Road.

Pankey Road extends north from SR-76 and ends in a cul-de-sac at the southeastern edge of the Project site. Dirt roads extend through the site, connecting the Pankey Road cul-de-sac to the model aircraft facilities. There are other unpaved roads on the property as well; one extends southward from the airstrip to the model car track, another extends westward from the airstrip to the property boundary, which is marked by a chain link fence. The dirt road then trends northward next to the fence to a gate at the Pala Mesa Drive/I-15 overpass, which is adjacent to the Project site to the west. There are several other vehicle and pedestrian unpaved tracks on the property as well.

The northernmost, narrower portion of the Project site north of Pala Mesa Drive generally is inaccessible; no obvious paths extend northward from the main, flatter areas of the Project site north of Pala Mesa Drive.

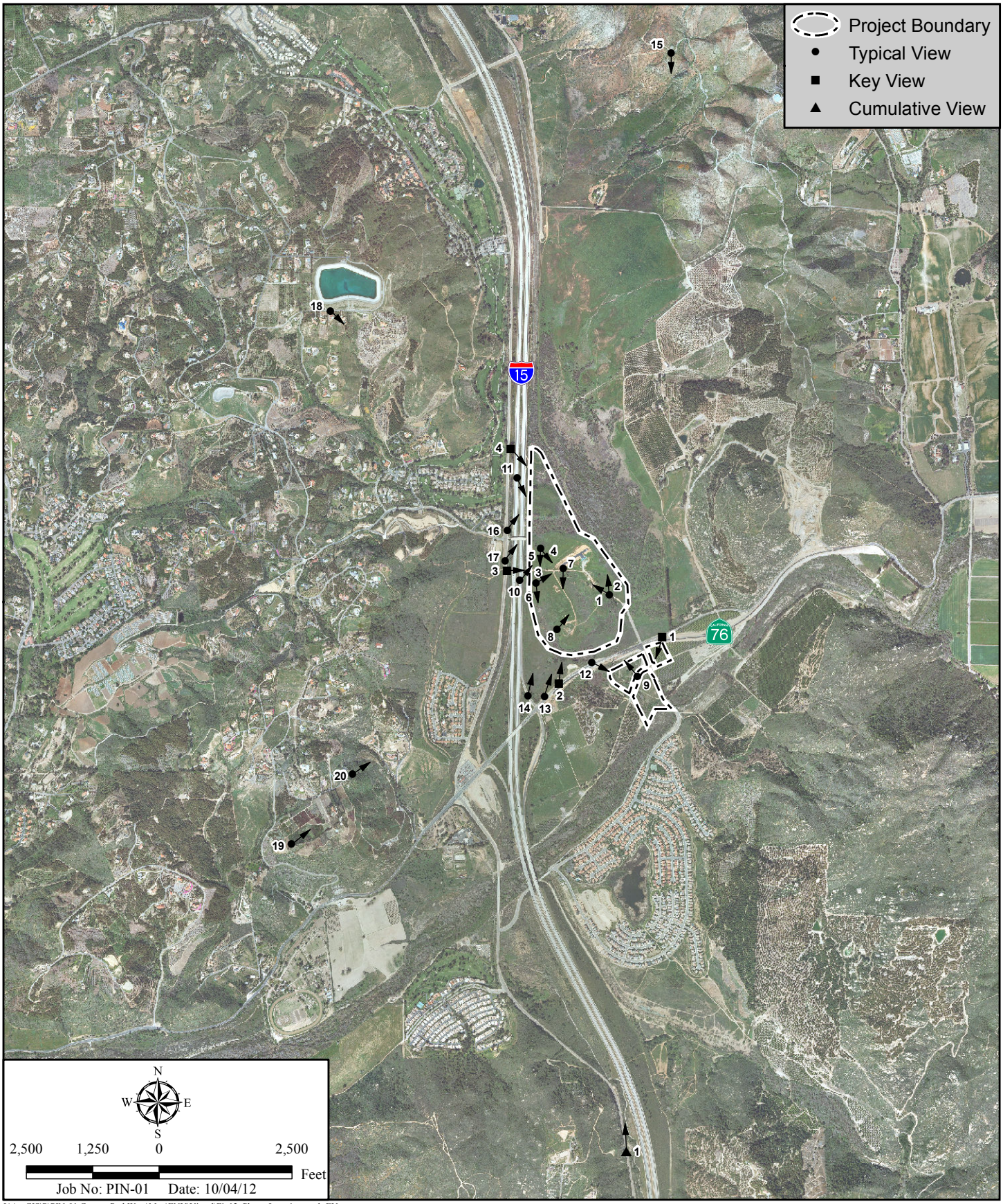
Pankey Road extends south from SR-76 as well, and curves slightly westward, separating the three Project site parcels. Shearer Crossing extends southeast and southward from Pankey Road, across the San Luis Rey River and ultimately to the Lake Rancho Viejo development. It borders the eastern edge of the southernmost Project parcel.

3.1.4 Existing Outdoor Lighting

The Project site currently has no, or very low levels of, existing lighting; the existing remote control airplane and helicopter facilities generally are not used after dark. There are few other lights east of I-15 between the Stewart Canyon Road undercrossing north of the site and SR-76 south of the site, except for one residence on the Campus Park property to the north that has outdoor lighting (limited to that required for safety). Residences and the Pala Mesa Resort west of the freeway in this area are lit at night, although most of the lighting is screened from view from the freeway by the existing vegetation surrounding these land uses. In this area, some spot-lighted advertisement signs west of I-15 are the most dominant visible lighting sources. From the farthest extents of the viewshed (and higher elevations), the headlights and taillights of cars traveling on I-15 are the most dominant lights in the valley after dark.

3.2 Typical Views

Typical Views 1 though 9 were taken on the Project site and illustrate the existing visual character of the area. The points from which each photograph discussed below was taken are illustrated on Figure 12.



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Photograph Location Map

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Figure 12

Typical View 1, Figure 13, is a photograph taken from the road that extends northwestward into the Project site from the Pankey Road cul-de-sac near the eastern boundary of the Project site. This road is not accessible to the general public by vehicle; a gate limits access to the site to those associated with the remote-control airplane facilities on the site. In the photograph, the dirt road extends away from the viewer, past several trees and an area covered with low-growing grasses. One of the small buildings previously located on the Project site is visible in the middle of the view. This building was located south of the model airplane airstrip. The orange windsock at the east end of the airstrip, although small, is visible in this photograph as well, to the right of the center of the view. The most visible landform in the background of the photograph is a small hill located west of I-15, just north of the Pala Resort golf course.

This landform and the prior building are also visible in Typical View 2, Figure 13, which is a photograph also taken from the unpaved portion of Pankey Road on the Project site. Typical View 2 looks more northward than Typical View 1. The low-growing grasses and vegetation that cover most of the Project site are visible in the foreground of this view. The Project site encompasses most of the topographically higher and flatter areas southwest of Horse Ranch Creek; the trees within the creek generally indicate the northern and eastern edge of the property to those on site. The vegetation growing in Horse Ranch Creek (a darker green swath of trees on the aerial photograph), however, is not visible in this photograph because topography in front of the viewer slopes upward; therefore, although the Project site boundary extends southeast to northwest approximately 200 feet in front of the viewer, the boundary is not discernible from this point.

Typical View 3, Figure 14, is a photograph taken from near the western Project site boundary. It looks eastward at the airstrip and the hillsides to the east of the Project site. The airstrip is visible in the center of the view, with low-growing grasses between it and the viewer. Several trees on site growing near the airstrip also are visible in this photograph. The landform on the right side of the photograph is Rosemary's Mountain, a rocky hill located just north of SR-76 and approximately ¼ mile east of the Project site. The avocado groves near the base of this mountain and spreading northward across the western-facing slopes of the Monserate Mountains are visible. These slopes comprise the eastern boundary of the Project viewshed.

Typical View 4, Figure 14, is similar to Typical View 3; the photograph shows the airstrip and Rosemary's Mountain in the background. This view is oriented southeastward, and the shade structures and prior storage shed just south of the airstrip are visible in the center of the photograph.

Typical View 5, Figure 15, is a view looking west from near the end of the air strip at the western boundary of the Project site. The tree in the center of this photograph is the one that casts the shadow in the foreground of Typical View 4, and is located southwest of the air strip. It is typical of the several stand-alone large trees on the Project site. Dirt roads and tracks traverse the site; one of these can be seen in front of the tree. The chain link fence extending across the center of the view, behind the tree and in front of the background hills, delineates the western boundary of the Project site. The tallest hill in the background is the same hill visible in Typical View 1, which is located west of I-15 and north of the Pala Resort Golf Course.

Typical View 1: Northwest along the unpaved portion of Pankey Road

Typical View 2: Northward from the unpaved portion of Pankey Road

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Typical Views 1 and 2

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Figure 13

Typical View 3: Eastward from the western Project boundary toward the airstrip

Typical View 4: Southeastward from the western Project boundary toward the airstrip

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Typical Views 3 and 4

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Figure 14

Typical View 5: Typical unpaved tracks and trees on the Project site

Typical View 6: Southward from the western, central portion of the Project site

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Typical Views 5 and 6

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Figure 15

Typical View 6, Figure 15, is a southward-facing view taken just south of the tree in Typical View 5, in the western, central portion of the Project site. Some of the trees in the drainage near the southwestern edge of the Project site are visible in the photograph. The hill located southeast of the I-15/SR-76 interchange, and south of the Project site, is visible behind the trees, left of center in the view. This hill supports citrus groves. SR-76 is visible near this hill, extending from the hill to the right (west); some of the construction equipment on the roadway is visible. I-15 is also visible. It curves and extends above SR-76 between two of the mountains in the background, spanned by the Lilac Road Bridge. The background of the photograph is made up of the hills that make up the southern limits of the Project's viewshed.

Typical View 7, Figure 16, is a southwestward-facing view taken from just south of the airstrip. An unpaved road that connects to Pankey Road is visible in the center and to the right of the view. Some of the vegetation in the drainage just south of the airstrip is visible in the center of the view. The hills on the western edge of the Project viewshed comprise the background of this photograph.

Typical View 8, Figure 16, is a view looking west at the remote control helicopter areas in the southern portion of the Project site. This picture was taken in the summer, and shows the vegetation on site when it turns dry and brown during most of the year. The logs and green shade-structures indicate the area on site used for remote control helicopters. The hills in the background of the photograph are located west of the site, and west of I-15; they make up the western limits of the Project viewshed.

Typical View 9, Figure 17, is a picture of the Project site parcels south of SR-76. This photograph was taken from the southern extent of Pankey Road, and faces northwestward. Pankey Road is visible in the foreground and on the right side of the photograph. Where the road appears to end on the right side of the picture, some construction equipment is visible; the equipment was located on SR-76 at the time the photograph was taken (August 2009). The Project site includes the flat area in the foreground of this view. Some trees growing in a drainage bordering SR-76 are visible in the middle of the picture. The hills visible in the background are the hills west of the Project site and I-15, the same that make up the background of Typical Views 7 and 8; the same house and avocado or citrus groves on the hills are visible in each of these views.

3.3 Surrounding Area

3.3.1 Surrounding Topography

The Project site is located in a valley comprising a portion of the I-15 corridor north of the San Luis Rey River. The area surrounding the site is topographically varied. Located to the north of the Project site are Monserate Mountain and its foothills; a resource conservation area owned and managed by the Fallbrook Land Conservancy overlays a portion of the Monserate Mountain foothills. The highest point in the Monserate Mountain Range is 1,567 feet amsl. Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. Rosemary's Mountain, located north of the San Luis Rey River and SR-76 east of the Project site, is a large rocky that reaches a height of 992 feet amsl.

Typical View 7: Southwestward from south of the airstrip

Typical View 8: Westward view of the remote-control helicopter area

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Typical Views 7 and 8

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Figure 16

Typical View 9: Northwest from Pankey Road, south of SR 76

Lancaster Mountain, with a peak at approximately 1,485 feet amsl, is located southeast of the Project site. The San Luis Rey River flows around the north side of Lancaster Mountain and trends southwestward, south of the Project site; the southernmost Project parcel abuts the northern river corridor. The southern extent of the valley in which the Project site is located is delineated by hills extending westward from Lancaster Mountain.

Another north/south trending series of peaks creates the valley's western boundary. The highest among these is a peak that rises to approximately 929 feet amsl.

3.3.2 Surrounding Land Uses

The proposed Campus Park, Palomar College, and Meadowood projects would be located north and east of the site. Currently, however, the site and its immediate surroundings generally are undeveloped. Citrus and avocado groves and passive agriculture are the main land uses east of the Project site between the property and Monserate Mountain. Large-lot single-family residences also are present in this area. Numerous single-family homes and some nursery facilities are located among the hills north of the Project site.

Lancaster Mountain is primarily undeveloped. The area around the San Luis Rey River is an open space corridor, and the river is identified as a Resource Conservation Area in the San Diego County General Plan. Included in the open space and conservation area are large patches of riparian woodland vegetation. South of the river is the Lake Rancho Viejo residential subdivision, a master-planned development of approximately 750 single-family homes and associated community amenities. A new phase of the Lake Rancho Viejo development was recently constructed between the previously existing houses and I-15.

The hills comprising the southern edge of the valley are sparsely developed or undeveloped. I-15, the major north-sound roadway in the valley transects these hills. The Lilac Road bridge, a noted structural feature of the area, spans I-15 at the freeway's southern crest.

Development to the west of I-15 includes Pala Mesa Resort, a private resort with a golf course, numerous guest rooms, and a restaurant, located at the bottom of the hills to the west of I-15 and Old Highway 395, and northwest of the Project site. The eastern-facing slopes of the hills west of the Project site are developed with sparse single-family residences on large lots interspersed with small-scale agricultural facilities (e.g., nurseries and citrus or avocado groves) and pockets of preserved native vegetation; the Beck Reservoir, owned by Rainbow Municipal Water District (not open to the public), and the Engel Family Preserve, owned by Fallbrook Land Conservancy, comprise two areas of native vegetation west of the Project site (refer to Figure 2). Denser housing and other types of land uses are concentrated at the base of the hills along the west side of Old Highway 395, including housing developments with smaller lots, a hotel/restaurant, a gas station and other small restaurants or commercial buildings.

No public parks or recreation areas other than the north- and northeast-trending Monserate Mountain trail 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.

3.4 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 on-site elements of the Project are likely to be seen, and mostly is delineated based on topography. The viewshed boundary for the Proposed Project was determined through the computer analysis of local topographic maps, and was field verified by Project analysts. The viewshed boundary represents the geographic limits for this visual assessment.

Figure 18, the Project Viewshed Map, illustrates the viewshed limits of the Project site on an aerial photographic base. This viewshed does not include isolated off-site improvement locations such as focused roadway improvements as primary elements determining overall viewshed boundaries. These comprise ground level and/or generally small-scale elements such as a turn-lane or intersection signal; they are not sizable enough to "read" within a large-scale viewshed.

The viewshed boundary was determined through the computer analysis of local topographic maps. The areas highlighted in green shading on the map indicate areas that—based on topography and elevation relative to the site—have the potential to see the Project site. This figure is based on topography only, without consideration for structures or vegetation which often constrict views in local areas (such as from Lake Rancho Viejo or from winding roads on the hills west of I-15). Other controlling features include distance (from some locations within the viewshed the Project site would be seen as one small aspect of a much larger view) and atmospheric conditions (haze/humidity can often diminish details of views).

As shown in this figure, the potential 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 hillsides approximately one mile west of the Project site delineate the western viewshed boundary. This eastern-facing hillside supports mainly residential uses, with the Pala Mesa Resort and some commercial areas near I-15 and Old Highway 395. The ridgelines of Monserate Mountain and Lancaster Mountain approximately one mile east of the Project site comprise the eastern viewshed boundary. These western-facing hills generally are undeveloped, and support agricultural uses such as avocado or citrus groves and a few private residences.

The Project site, particularly the southernmost parcels, has the potential to be visible from within the San Luis Rey River Valley within approximately one mile south and southeast of the Project boundary. Most of this area is undeveloped or supports citrus and avocado groves except for the Lake Rancho Viejo housing development, located south of the Project site and the river. Lake Rancho Viejo is highlighted as being within the Project viewshed due to its elevation, which is relatively similar to or lower than the Project site. Views from this area toward any portion of the Project site, however, generally are blocked by structures and vegetation, and, in particular, the dense vegetation within the San Luis Rey River corridor.

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Project Viewshed

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Figure 18

The north-facing slopes of the valley approximately two miles south of the Project site also have the potential to see the Project site. The southern limit of viewshed can be defined by the highly recognizable Lilac Road Bridge, which spans I-15 near the ridgeline of the hills south of the Project site. The slopes south of the Project site, however, are sparsely developed and encompass extensive open space and citrus and avocado groves. I-15 and Old Highway 395 extend southward up these hills; expansive views of the valley within which the Project is located are available from these public roadways.

The northern portion of the Project viewshed extends along the generally flat valley floor and the neighboring Campus Park property for approximately one mile, and upward to the ridgelines of the Monserate Mountain range, generally north of Pala Mesa Heights Road, for approximately another mile. County Scenic Highway I-15 is included in the viewshed as well for approximately one mile north of the Project site, after which point the alignment of the roadway shifts westward, and local topography blocks and reveals the Project site from view for approximately another mile before the freeway extends beyond the viewshed limits. Specific views from I-15 are discussed in more detail in the analysis below, in the Viewer Exposure and Analysis of Key Views subsections of this report.

The portion of SR-76 west of I-15 is not highlighted as being within the viewshed, but the portion east of I-15 bisects Project lots and immediately abuts the Project.

County Scenic Corridor Reche Road is not within the Project viewshed. Small portions of County Scenic Corridor Mission Road are highlighted as being located within the viewshed. Mission Road, however, is approximately three miles north of the Project site. From this distance, atmospheric conditions and foreground elements reduce the visibility of the Project site.

The viewshed analysis reveals other scattered areas beyond two miles from which the Project site potentially can be seen. It should be noted, however, that the Project site would be seen as one small aspect of a much larger views, and that beyond approximately one mile, atmospheric conditions often diminish details of the view.

The viewshed encompasses the areas from which viewer groups have the potential to see the Project site. The visibility of the site from specific points within the viewshed is described in more detail in the Viewer Exposure discussion below.

3.4.1 Typical Views Within Viewshed

Typical Views 10 through 20 illustrate views of the Project site from points within the viewshed, and represent the variety of views available that include the Project site, from close-in foreground views to vast panoramic views encompassing all or most of the Project site. Refer again to Figure 12 for the location of each photograph.

The Project site is visible from I-15 within most of the Project viewshed, except for some points directly next to the Project site, as discussed in more detail in the Viewer Exposure section below. Typical View 10, Figure 19, taken from northbound I-15 and looks northeastward at the Project site, is a view from I-15 and looks between berms that otherwise block eastward views.

Typical View 10: Northeast from northbound I-15

Typical View 11: Southeast from southbound I-15

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Typical Views 10 and 11

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Figure 19

I-15 traffic lanes comprise the foreground of the view. The Project site is in the middle ground and consists of a gently sloping light-brown area. The scattered dark green trees in the view are located on the Project site. The Monserate Mountains comprise the background of the view. Two power poles on the Project site are visible to the left of the center of the photograph.

Typical View 11 is a view from southbound I-15. The southbound freeway lanes extend away from the viewer along the right side of the photograph. The northbound lanes are on the viewer's left; a northbound car is visible on the left side of the photograph, in front of one of the berms existing between I-15 and the Project site. Another is in the center of the view. The unused Pala Mesa Drive overcrossing extends from the berm in the center of the view, across the southbound lanes. The site itself is not easily distinguishable; the berms and trees on east (left) side of the freeway block views of the flatter portions of the site. The dense trees are located within the freeway right-of-way and one of the drainages on the Project site. The mountains enclosing the southern portion of the viewshed are visible in the background, and Lancaster Mountain comprises the horizon line on the left side of the view.

Typical View 12, Figure 20, was taken from eastbound SR-76 and looks southward at the Project parcels south of SR-76. A portion of SR-76 pavement is visible in the foreground. Pankey Road extends horizontally across the center of the photograph. The Project parcel west of Pankey Road and south of SR-76 consists of the flat areas in the middle of the view, covered with low-growing grasses. There are two power poles visible in this area. Some of the citrus trees in the middle of the view on the other side of Pankey Road are located within the Project parcel east of Pankey Road and south of SR-76. The citrus trees are the dark green mass of vegetation that is all the same height; the taller trees in the middle-ground are located on a neighboring parcel. Lancaster Mountain comprises the background of this view.

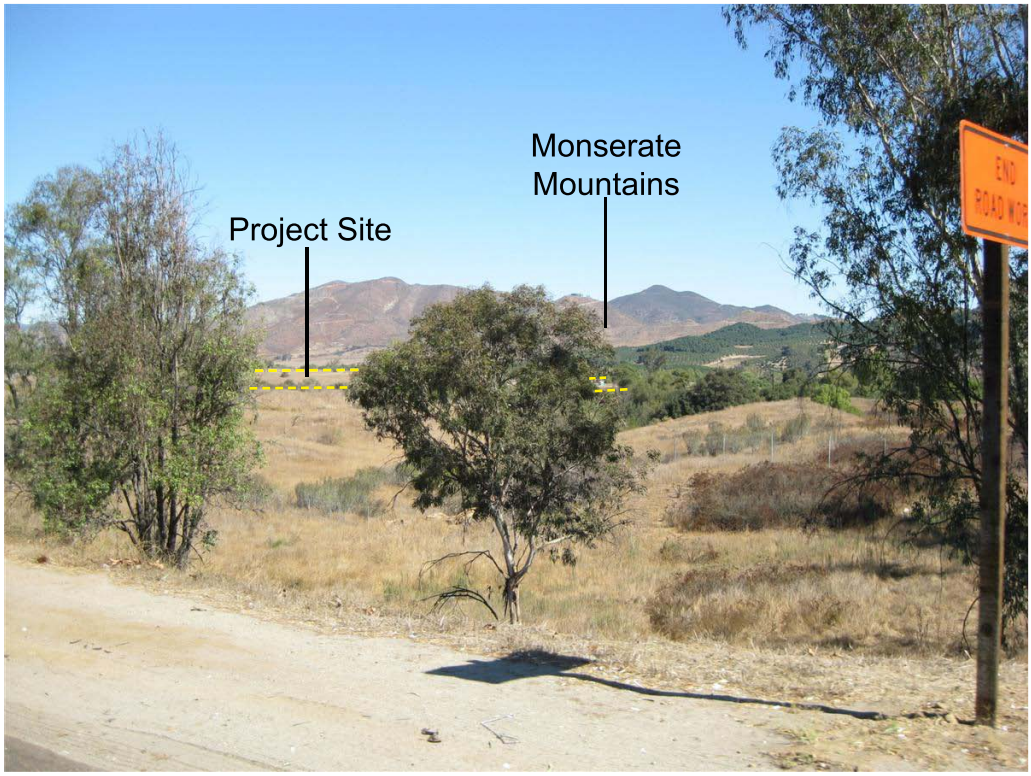
Typical View 13, Figure 20, was taken from eastbound SR-76 and looks northeastward at the Project site, which is hard to see because there are trees growing in the drainage between the road and the site. The roadway takes up most of the foreground of the photograph. A small portion of the Project site is visible in the middle of the picture; two bright green swaths of low-growing vegetation are visible behind the more brown vegetation close to the roadway; the nearer of the two stretches of bright green vegetation is growing on the Project site. The dark green vegetation crowing on the hill on the right side of the photograph consists of avocado groves east of the Project site. The Monserate Mountains make up the background of this view.

Typical View 14, Figure 21, was taken from the I-15/SR-76 interchange, on the eastbound ramp to northbound I-15. The ramp's unpaved shoulder is visible in the foreground, as are some trees bordering the roadway. A chain link fence delineating the freeway right-of-way is visible between the middle tree and the right-hand tree. Most of the brown vegetation in the foreground is not on the Project site; the site is visible between the middle tree and the left-hand tree, below the mountain and a line of green trees, and behind some taller vegetation. The Monserate Mountain range makes up the background of this photograph, and the avocado groves east of the Project site are visible on the right side of the photograph as well.

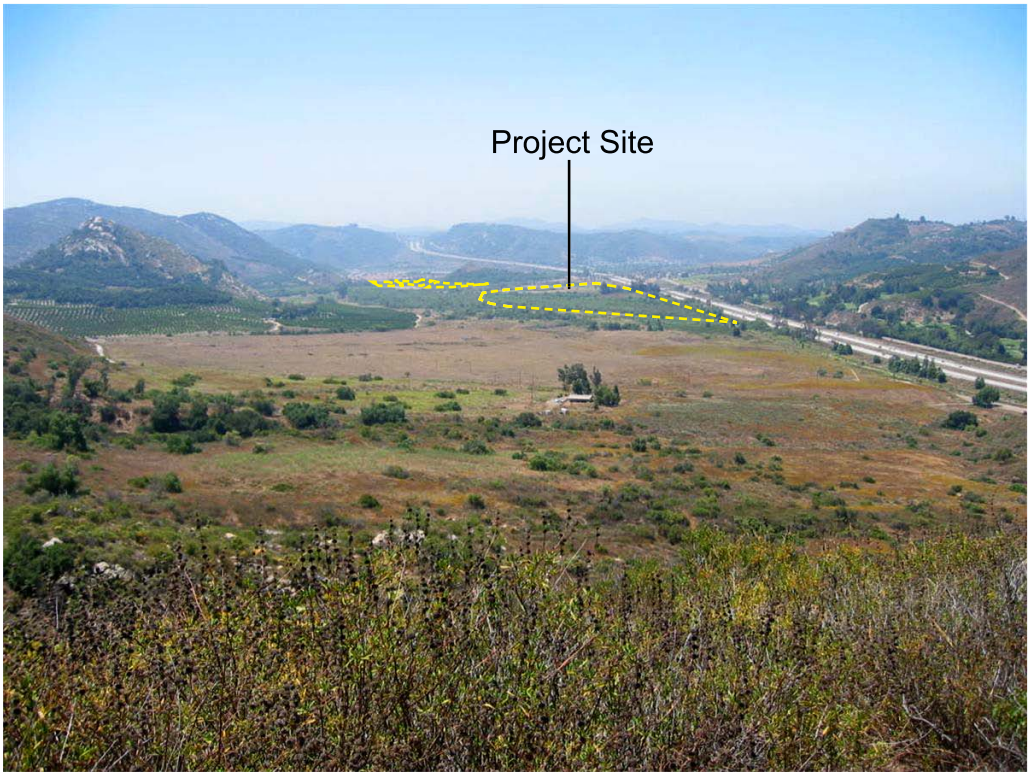
Most of the viewshed east and north of the Project site is not traversed by public roadways, except for one trail on the Monserate Mountain range to the north. Typical View 15, Figure 21 is

Typical View 12: Southward from SR 76

Typical View 13: Northeast from SR 76



Typical View 14: Northeast from SR 76/Northbound I-15 onramp



Typical View 15: Southward from trail on Monserate Mountain

a picture from a trail approximately 1.5 miles north of the Project site. The trail extends east and west, north of the Campus Park property, and accesses the Monserate Mountain range, most of which is preserve and managed by the Fallbrook Conservancy. The trail accesses a water tank and fire road that extends north-south across the western face of these hills, north of Rosemary's Mountain.

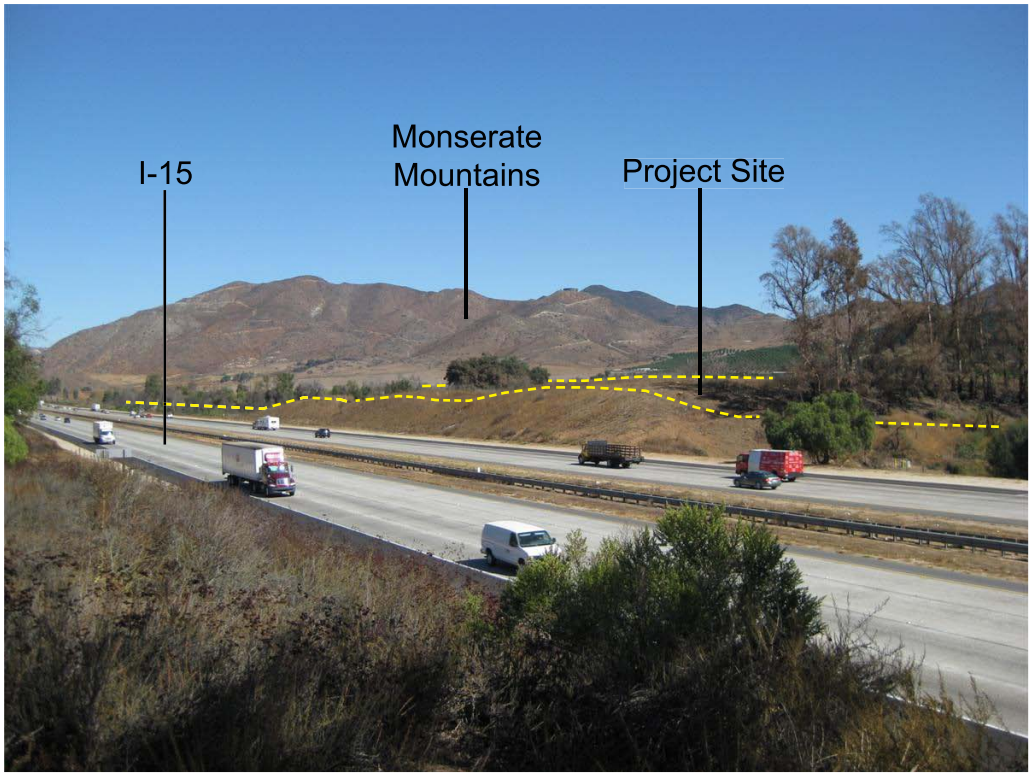
More public roadways exist in the western portion of the viewshed, on the hills west of I-15, although, as mentioned above, many of the roads in this area are private, and most are winding and bordered by structures and landscaping that block views of the valley. Occasionally, views of the valley and the Project site are available from public roadways.

Typical View 16, Figure 22, was taken from Old Highway 395, west of I-15, and north of Pala Mesa Drive and the currently unused overpass. This view looks northeastward at the northernmost portion of the Project site. I-15, which is topographically lower at this point than Old Highway 395, extends from the right foreground of the picture to the left middle ground. The vegetation in the foreground is located between I-15 and Old Highway 395. The Project site borders the eastern I-15 right-of-way. Most of the trees on the east side of the freeway visible in this photograph are on the Project site. The deep green-colored groves along the hillsides in the background are located east of the Project site. The Monserate Mountains comprise the background of this view.

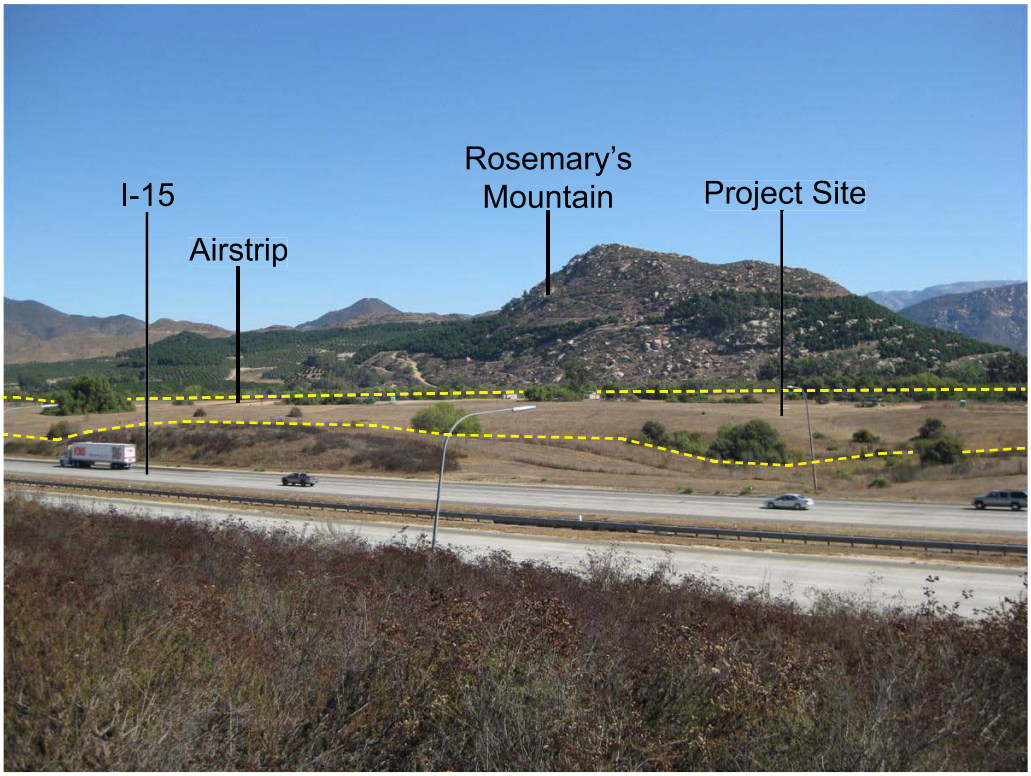
Typical View 17, Figure 22, also was taken from Old Highway 395, at a point south of Pala Mesa Drive, and looks eastward and a bit northward at the Project site. As in Typical View 14, I-15 extends horizontally across the view in the middle ground. The vegetation in the foreground is located between I-15 and Old Highway 395. The embankments bordering the other side of the freeway are within the freeway right-of-way, and the Project site mostly is located on the flat areas behind the embankments. Several scattered trees on the Project site are visible. The airstrip is discernible, as are some of the shade structures on the site; the building visible in Typical View 1 was located near the center of this view. Rosemary's Mountain is a dominant feature of the background of this view, and the avocado groves east of the Project site can be seen extending across portions of the mountain and northward.

Some public streets west and uphill from I-15 and Old Highway 395 in the Project viewshed are aligned such that direct views of the Project site are available between and over the houses. Typical View 18, Figure 23, was taken from Vern Drive just east of Wilt Road, near Beck Reservoir (Beck Reservoir is not open to the public). There is one house in the foreground on the right side of the photograph, and the roof of another is visible behind some trees at the bottom of the photograph. The Project site is visible in the center of the view; the airstrip and many of the shade structures on site can be seen. Portions of the Pala Resort and I-15 lay between the viewer and the Project site. There is a large expanse of trees growing in Horse Ranch Creek visible beyond the site, and SR-76 is visible south of the site. Hills and mountains south of SR-76 make up the background of this view.

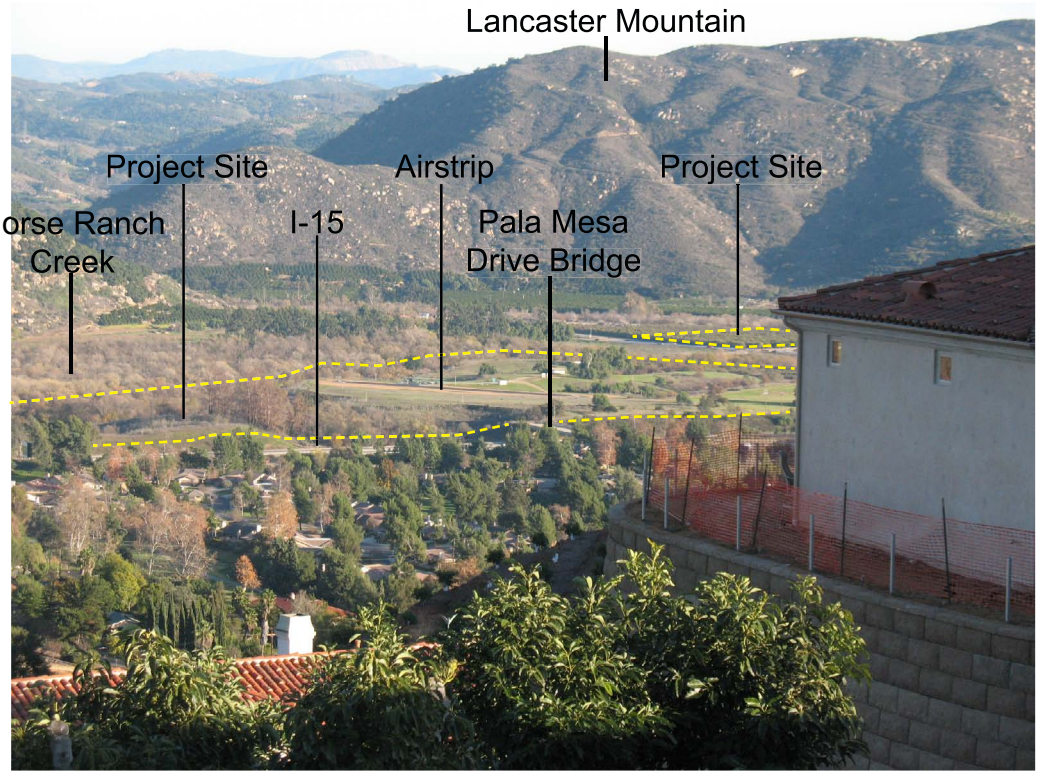
A similar overview of the Project site is available from Brodea Lane, south of Citrus Drive, north and uphill from SR-76, and east of Wilt Road. Typical View 19, Figure 23 was taken looking eastward from the end of the paved, public portion of Brodea Lane. The I-15/SR-76 interchange



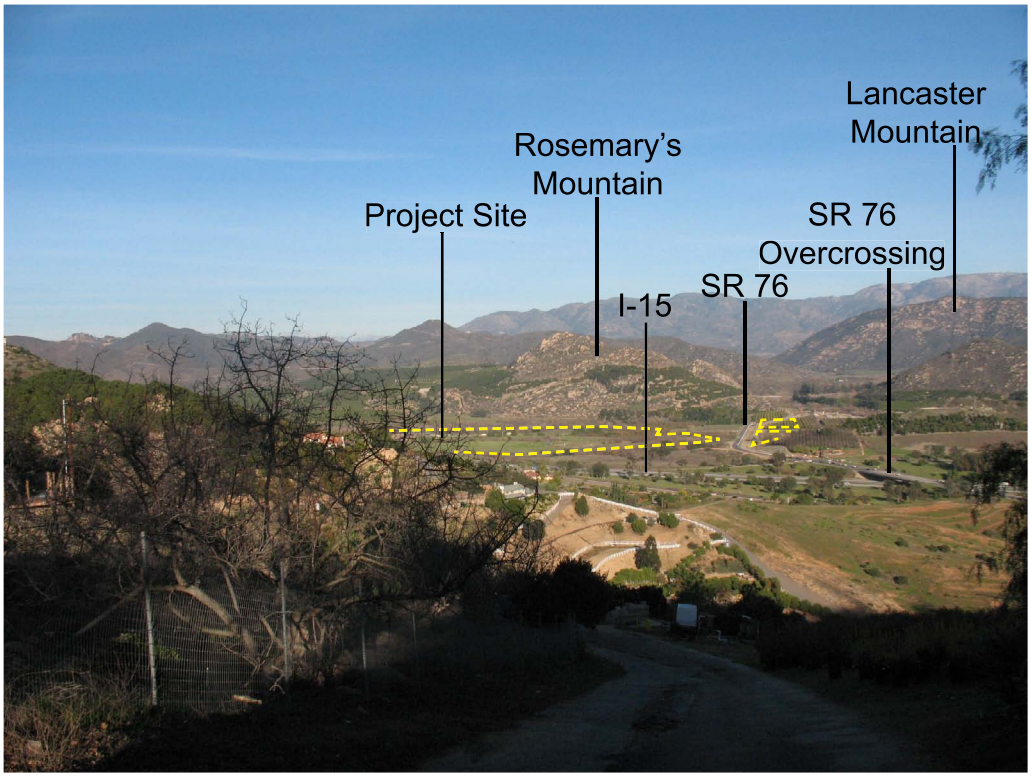
Typical View 16: Northeast from Old Highway 395 north of Pala Mesa Drive



Typical View 17: Northeast from Old Highway 395 south of Pala Mesa Drive



Typical View 18: East from Vern Drive



Typical View 19: Northeast from Brodea Lane

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Typical Views 18 and 19

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Figure 23

is visible at the right, center of the view. Portions of the Project site are visible in the middle of the picture, mostly distinguishable as swaths of bright green vegetation between brown trees. Houses and vegetation on the hillside below the viewer make up the foreground. Rosemary's Mountain and the Monserate Mountains beyond make up the background.

Typical View 20, Figure 24, is a panoramic view of the Project site from a trail within the Fallbrook Land Conservancy's Engel Family Preserve. This public area is accessible from Sumac Road just south of Pala Mesa Drive, west of I-15, and north of SR-76. The trail is primarily a hiking trail, and where the vegetation allows, extensive, elevated views of the San Luis Rey River Valley and the I-15 corridor are available. Typical View 19 illustrates that view. The foreground is comprised of vegetation next to the viewer. Some houses west of I-15 and north SR-76 are visible to the right of center in the view. I-15 extends north and south through the center of the photograph, and the SR-76 bridge over I-15 also is visible. The Project site is visible on the other side of I-15. The airstrip can be seen to the left of center; most of the site is vegetated with bright green vegetation growing on the flat areas. Some of the parcels south of SR-17 are visible as well. Rosemary's Mountain and Lancaster Mountain are the dominant landforms in the background; mountains further in the distance also are visible. The hills that form the southern boundary of the Project viewshed make up the background to the right of Lancaster Mountain.

3.5 Landscape Units

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

The Project site is located entirely within one landscape unit, the Pala Mesa and the San Luis Rey River valley, defined by a mix of agriculture, residential, and undeveloped areas on either side of I-15 east of Fallbrook. The San Luis Rey River passes though the area, which generally is contained by the surrounding mountains and hillsides that enclose the Project viewshed. This unit is defined for the Project by the rimming hills and ridgelines that confine views to the valley and edging mountainous slopes.

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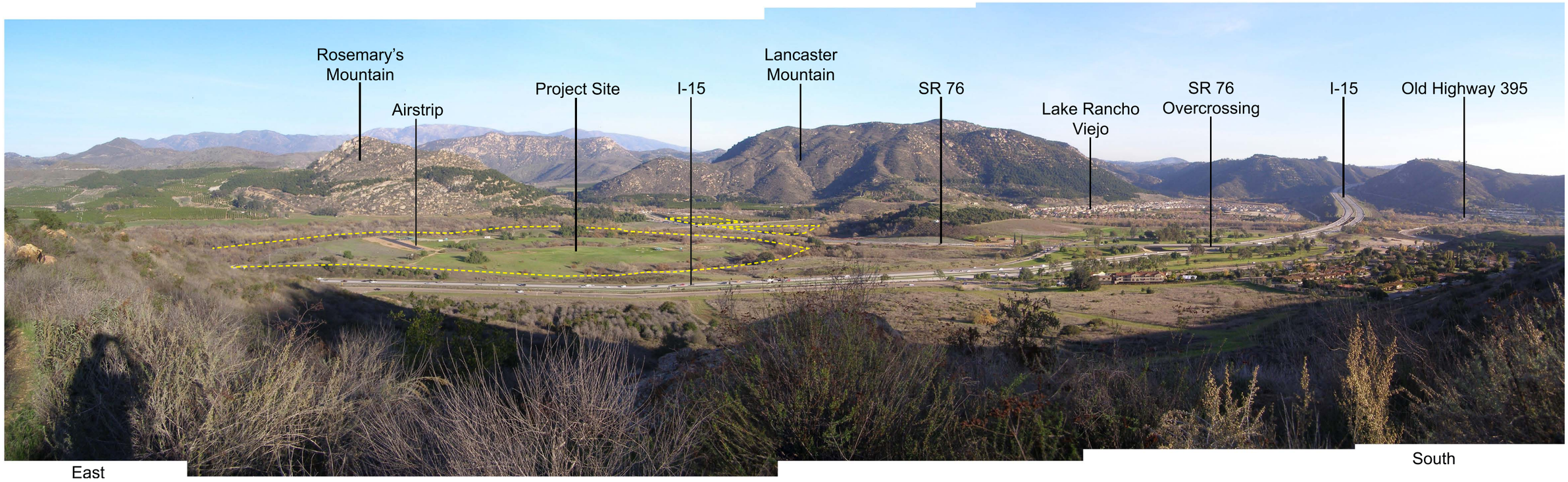

Typical View 20: Panoramic from trail in Engel Family Preserve

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Typical View 20

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Figure 24

4.0 EXISTING VISUAL RESOURCES AND VIEWER RESPONSE

4.1 Visual Character

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

The visual character of the landscape unit within which the Project is located encompasses visually diverse forms, including the geometric and rectilinear structures in the residential and commercial areas, and more natural, complex vegetation in the riparian areas. The low-growing grasses in the flat portions of the valley are relatively smooth and simple, and the trees in the groves generally are of a standard shape and height. The Project site is relatively flat, and includes a few visually geometric structures and stand-alone trees. The masses of trees in the drainages are visually dominant, but tend to hide the slopes of the landform variations on the Project site.

The landscape unit and Project viewshed is encircled by the undulating, curved and irregular lines that comprise the horizon-line of the valley. These hills create a visually dominant background feature in almost any view of the Project site and surrounding area. The highways that extend through the area are strong linear visual elements with long, straight segments and sweeping curves; the curves of I-15, the main road in the area, are emphasized at night by the lights of the vehicles traveling on it. In closer views, the visual lines within the valley are more complex, such as the roads winding along the hillside on the west side of the valley and the boulders on Rosemary's Mountain and the hills on the east side of the valley. The Project site generally has few dominant, strongly geometric lines, as is encompasses mostly low-growing vegetation and trees that hide the slopes of the drainages. The airstrip on the Project site is a strongly geometric, short line when seen from higher elevations.

The visually dominant colors in the viewshed generally are the greens and browns of the vegetation, with occasional purple on the hills in the backgrounds. The structures in the area are often visible as white or light-color spots, and frequently have red roofs. They generally are small elements within the larger landscape unit, and except in some areas, are not massed in groupings large enough to be visually dominant within the landscape unit taken as a whole.

Seen as a whole, the hills and the valley within which the Project is located are visually smooth, with the vegetation screening structures, and minute variations in landforms. Seen in more detail, the vegetation and other elements that comprise the visual environment of the valley are diverse and irregular. The exception within the viewshed is Rosemary's Mountain, which due to the sparser vegetation and denser collection of boulders, appears to have a more rough texture than the surrounding hillsides.

The valley as a whole is relatively large, with extensive views several miles long available from one side to the other encompassing multiple smaller elements. The Project site is a small section of the entire valley, yet when seen from the ground level, appears relatively large because a viewer on site has a hard time distinguishing the edges of the Project site. Most of the site also has views to the surrounding hills.

The landscape unit includes a high diversity of visual elements, including geological features (hills, a river, drainages, boulders), vegetation, structures, and roadways. The valley encompasses undeveloped, open space areas and residential and commercial land uses; dense vegetation and sparsely vegetated areas; smooth hill sides and rough boulders; hard, developed highways and smooth, curved hills; and white or light colored developed structures and earth-toned hills and green or brown vegetation. The Project site has less diversity; the dominant visual elements on the site consist of flat areas covered with low-growing vegetation and drainages vegetated with taller trees. The individual trees growing on the flatter areas of the site tend to visually emphasize the general consistency of the visual elements on the site.

Most of these diverse elements are visually harmonious within the valley. Some features, however, are visually contrasting elements, such as the Lake Rancho Viejo development comprised of a group of residential structures with fewer trees than the neighboring river and groves. Most of the visible structures in the valley are on the western hillsides, and are visually screened by mature vegetation. Rosemary's Mountain also is a contrasting element within the valley; it stands alone and has sparser vegetation and denser boulders. The Project site has high continuity, mostly due to the low diversity of elements.

The landforms that comprise the valley are the most visually dominant feature; e.g., the hills that make up the edges of the valley bowl and flat areas the make up the valley floor. The structures within the valley, though at times visually contrasting, are not visually dominant due to the large scale of the landforms and the valley as a whole. The Project site is a small portion of the generally flat areas along the valley floor, and has few visually dominant elements, although the on-site airstrip and buildings can be visually prominent from some areas.

4.2 Visual Quality

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

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

The visual unity of the valley within which the Project site is located has high unity; as a whole, the area has visible compositional harmony, even among the variety of features. Some visual elements, such as Rosemary's Mountain and I-15, are visually prominent, and somewhat contrasting. These features, however, tend to emphasize the overall coherence of the visual environment because they are not dissonant elements (as noted above, for example, the highway emphasizes the curves of the hillsides). The Project site also has moderately high visual unity, due mostly to its low diversity (flat areas covered with low-growing vegetation, drainages vegetated with taller trees, and the occasional building or individual tree). The individual trees growing on the flatter areas of the site tend to emphasize the general consistency of the visual elements on the site.

The intactness of the area similarly is moderately high. Although the diverse elements comprising the view do not detract from the visual coherence of the environment as a whole, when viewed more closely, the developed areas and structures encroach somewhat into the natural areas of the valley, reducing the intactness of the otherwise mostly undeveloped valley Most of the structures are located along the hillside on the west side of the valley, but more have recently been built on the valley floor, visually extending the developed areas into portions of the valley that previously were either used for agriculture (with few visible buildings) or open space. The Project site also has moderately high intactness; the flat areas and drainages with trees are visually dominant on the Project site, yet the air strip and related facilities (shade structures, etc.) contrast with the rest of the undeveloped area, and somewhat encroach on the visual environment of the Project site.

The site setting is highly vivid; with the view of the valley edged by the high surrounding ridgelines memorable. The approach into the valley from north or south along that highway provides long-reaching views of the entire area. The Project is a relatively small piece of the overall visual environment, and in itself has moderately low vividness. The flat areas and drainages are not visually unique, although the airstrip is a distinct feature on the site.

4.3 Viewer Response

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).

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.

Viewer Awareness: A viewer's response is also affected by the degree to which he/she is receptive to the visual details, character, and quality of the surround landscape. A viewer's ability to perceive the landscape is affected by his/her activity. A viewer on vacation in San Diego County would probably take pleasure in looking at the landscape, and an individual may be strongly attached to the view from his home, but a local County resident commuting to work may not "register" those same visual resources on a daily basis.

4.3.1 Viewer Groups

Motorists

The Project site is located at the northeast quadrant of the interchange of two major thoroughfares in San Diego County: Scenic Highways I-15 and SR-76. Motorists on these roadways constitute the largest viewer group in the area. Other roadways in the area include Old Highway 395 and smaller roads along the hillside west of I-15. County Scenic Corridor Reche Road is not in the viewshed, and County Scenic Corridor Mission Road is far enough from the Project site that atmospheric conditions and intervening details screen views of the Project site.

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. SR-76 passes through primarily rural areas, and is frequently bordered by groves, open space, and undeveloped areas, although small areas of residential and commercial development are located next to the roadway west of the Project site. The Project site is visible as well from Old Highway 395, which generally parallels I-15, but carries fewer motorists. Views from Old Highway 395 are similar to those available from I-15. Views from roadways west of I-15 generally are blocked by intervening vegetation and structures, although some extensive views may be available in some small areas.

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. Some residents at higher elevations also have views of the Lake Rancho Viejo single-family subdivision south of the San Luis Rey River.

The residential areas of Lake Rancho Viejo are highlighted in the viewshed as having the potential to view the Project site, but as mentioned above, their views are limited. There also are some residences east and north of the Project site, within the valley.

Recreationalists

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 private golf course generally screen golfers' views of the highway and the Project site.

Several trails are located near the Project site. Fallbrook Land Conservancy's Engel Family Preserve, accessible from Sumac Road just south of Pala Mesa Drive is located in a mostly residential area west of I-15, approximately ½ mile west of the Project site, and has elevated, expansive views of the valley within which the Project site is located (see Typical View 18, discussed above). The Engel Family Preserve includes a trail with an extensive, elevated view of the San Luis Rey River Valley, the I-15 corridor, and the Project site. Looking eastward and southeastward from the trail in the preserve—as illustrated in Typical View 20, Figure 24 (discussed above)—hikers in the preserve can see the Project site with Lancaster Mountain and Rosemary's Mountain in the background, and I-15 in the foreground. The existing view encompasses diverse elements—including buildings and developed areas, natural open space, and agricultural elements—but the scale of the agricultural areas and the hillsides and mountains in the background dominate the visual experience.

The Monserate Mountain Trail provides access for hikers to the Monserate Mountain Preserve and along the Monserate Mountain Foothills. Portions of the trail are included in the County of San Diego Trail Master Plan. The trail, fire breaks and access roads, and water tank access roads Project are approximately two miles northeast of the Project site, and offer occasional unrestricted overviews of the Project site and the surrounding area. Refer to Typical View 15, Figure 21. Views currently are primarily natural and rural, and include natural vegetation, grassy areas, and citrus and avocado groves on neighboring properties, as well as residences, agriculture, highways, and natural areas in the background. Except for Monserate Mountain Trail, most of these paths are not easily accessible to the general public.

A proposed Priority 1 Community Trail in the Fallbrook Community Trails and Pathways Plan would provide a connection between this trail and a Priority 3 Community Pathway identified on the south side of SR-76. The southern portion of the proposed trail would extend along the base of Rosemary's Mountain along the eastern side of future development projects north and east of the Project site, approximately ½ mile east of the Project site. It also would offer extensive views of the rural and natural areas, although it would be created in conjunction with the proposed development projects, and would therefore include views of more buildings than currently exist. At this time, the portion of the trail alignment overlays private property and is not accessible to the public.

Another proposed Priority 1 Trail would extend north and south along the eastern side of Old Highway 395 between SR-76 and Pala Mesa Drive, where it would turn westward. This corresponds to a Proposed Multi-use Trail in the San Luis Rey River Park Master Plan. The River Park Master Plan also identifies a Proposed Multi-use Trail extending east and west along each side of the San Luis Rey River. The Fallbrook Community Trails and Pathways Plan also identifies a Proposed Priority 3 Community Pathway on the south side of the river. The southernmost parcel of the Project site overlaps the northern banks of the river, including a portion that would support the trail. Refer to Figure 7, the Circulation Plan, for the location of these pathways.

4.3.2 Existing Viewer Sensitivity

Motorists' Sensitivity

Motorists on the major highways, I-15, SR-76, and Old Highway 395 in the vicinity of the Project site have moderately high sensitivity.

Generally, motorists on large highways have moderate sensitivity, however, the Scenic Highway designations of I-15 and SR-76 (respectively) indicate that motorists may have higher sensitivity regarding the surrounding visual environment and potential changes to views from the highway than motorists on similar large highways not a designated as scenic. I-15 is a major through-way between San Diego and Riverside County. In general, drivers and passengers on I-15 are passing through the area. SR-76, though a smaller roadway, also would be used mainly by viewers passing though the area, particularly because there are few residential developments accessed via SR-76 in the vicinity. The transient nature of the viewers moderates their potentially high sensitivity.

Old Highway 395 has an alignment similar to I-15, and in some places has more extensive views. It provides access to residential and commercial areas west of I-15 and the Project site. Travelers on Old Highway 395 are more likely to be regular visitors to the area, and their sensitivity is high.

Motorists on smaller, residential roads in the area also generally have moderately high sensitivity. In particular, Shearer Crossing provides access to Lake Rancho Viejo. A high percentage of the viewers along Shearer Crossing presumably are residents. Public roads provide access to residential areas west of the Project site as well. Residents' sensitivity (discussed below) generally would be high; however, the winding nature of the roads in the residential areas of the viewshed would require that motorists in these areas be more sensitive to the immediate roadway rather than wider views. This may not be the case with passengers, who would be able to pay more attention to the surrounding scenery.

Residents' Sensitivity

Residential viewers are expected to be highly sensitive to changes in the immediate viewscape. For these viewers, the Project area can provide an often-seen and intimately known view that contributes to the sense of home or the broader community.

Recreationalists' Sensitivity

Individuals using the cited trail system would be expected to be highly sensitive to changes in the immediate viewscape. 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.

4.3.3 Existing Viewer Exposure

Motorists' Exposure

I-15 is heavily traveled, being one of the main north-south routes between the San Diego and the Los Angeles/Riverside areas and beyond. Rounded to the nearest thousand, approximately 113,000 vehicles currently travel I-15 north of SR-76 each day. By 2030 after Project development, the average daily traffic (ADT) volume would reach approximately 236,000. South of SR-76, the volume of traffic on I-15 is approximately 134,000 ADT, and is projected to be approximately 237,000 ADT in 2030 with Project development (LLG 2013). Based on the volume of traffic on I-15 and the extent of the viewshed, motorists on I-15 have high exposure.

The previously discussed viewshed is an approximation based on large-scale topographic data. It indicates that the Project site is potentially visible from most of I-15 within the valley. Figure 25 is an additional viewshed analysis using more detailed topographic data in the area of the Project site, particularly along I-15 abutting the Project site. The viewshed analysis was computer generated using points on the Project site selected to correspond to likely future building locations. The map on the right side of the figure is an analysis of the points at the existing elevation of the Project site, and the map of the left of the figure is an analysis of the points 35 or 40 feet above the existing elevation, to correspond with the most common permitted maximum heights within each Proposed Project land use type (e.g., 35 feet or 35 feet plus potential architectural features of an additional five feet). An isolated higher building or architectural feature (to 45 feet) in the commercial area would not be expected to alter this generalized depiction of overall Project visibility. It should be noted that although in theory all points within the Project limits would see the Project site, the analysis was run using selected points on the site; areas at a lower elevation than those points, such as within the drainages, would not see the points, and therefore are not highlighted on the figure.

As with the larger Project viewshed, the areas highlighted in green on Figure 25 are areas that potentially have views toward the Project site. As shown on the map on the right, the viewshed based on existing topography illustrates that the small hills between the freeway and the western Project boundary block views from a large portion of the freeway toward most of the interior portions of Project site. The map on the left illustrates the viewshed analysis using potential Project building heights; this map indicates that more areas along the freeway would see some portion of the Project site or Project features if buildings were placed on the site. It also reveals the areas along I-15 that would not see the Project site or features.

The area included in this detailed viewshed analysis encompasses approximately 1.2 miles of I-15. A car traveling at freeway speed (65 to 70 miles per hour [mph]) would pass along this segment in less than one minute. They would pass through the valley in approximately two minutes. Next to the Project site, views from I-15 are peripheral to the direction of travel, and would be available more readily to passengers than drivers, who presumably would be focused on navigation. Viewers along I-15 in areas farther from the Project site would have more direct views of the Project than those directly next to the site, although their views would be less detailed due to the greater distance.

Figure 25 includes a similar analysis of SR-76 in the vicinity of the Project site. Currently, not every point on SR-76 has views toward the Project site available. Following development of the Project, the Project features may be visible from more segments of SR-76. Approximately 10,600 vehicles currently travel SR-76 between I-15 and Pankey Road. Post Project development, traffic volumes on SR-76 are predicted to be approximately 33,230 south of the Project ADT and 28,260 ADT under cumulative conditions (LLG 2012). Based on the volume of traffic on SR-76 and the extent of the viewshed, motorists on SR-76 have moderately high exposure.

The Project site borders SR-76 for approximately ¼ mile; along this stretch of highway, the Project site would be visible peripherally to the direction of travel. The viewshed analyses indicate up to two miles of SR-76 from which Project features may be visible more directly, barring screening vegetation; views in these areas may be less detailed, however, due to distance. Refer to Typical Views 12 and 13 in Figure 20 for examples. The posted speed limit on SR-76 is 55 mph. Motorists traveling the speed limit may have views toward Project features available for approximately two minutes. Viewers in vehicles at traffic lights near the I-15 interchange may have a longer period of time to view the site or proposed features.

Most of Old Highway 395 near the Project site and in the southern portion of the Project viewshed is higher in elevation than I-15. In these areas, expansive views of the Project site and the surrounding are available, although they are peripheral to the main, north-south directions of travel. At the closest, the highway is approximately ¼ mile west of the Project site, rather than abutting it like I-15. Refer to Typical Views 16 and 17, Figure 22, above. As with I-15 and SR-76, views from Old Highway 395 in the further extents of the viewshed would be more direct, but would be less detailed.

The current traffic volume on Old Highway 395 ranges from approximately 5,500 to 7,100 between East Mission Road and Pala Mesa Drive, ADT north of SR-76, with a higher volume (8,000 ADT) south of Pala Mesa Road where the commercial areas are located, dropping off again to 5,000 ADT between SR-76 to Dulin Road. Traffic on Old Highway 395 in the vicinity of SR-76 is projected to be approximately 19,520 ADT under cumulative conditions, including development of the Proposed Project. Old Highway 395 has a posted speed of 40 mph. Motorists on Old Highway 395 traveling north of SR-76 pass the Project site in approximately 1.5 minutes; they traverse the larger viewshed in approximately 4.5 minutes. This longer duration of views indicates that despite the lower number of viewers, motorists on Old Highway 395 also have moderately high exposure.

The viewshed also includes smaller, private roads and public residential streets, particularly on the eastern facing hill in the west portion of the Project viewshed and in the far northern extent of the viewshed. On these roads, where multiple structures and vegetation do not block views, expansive views of the valley and the Project site are available. This is not the typical condition, however, and the brief duration of views and relatively low number of viewers indicates that motorists on roads in the residential areas have moderate exposure.

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Focused Viewshed

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Figure 25

Residents' Exposure

Residents in the viewshed have high exposure, due to their long-term, stationary views. From points west of the Project site, the views currently are of a generally rural area with a mountainous backdrop, as illustrated above in Typical Views 18 and 19, Figure 23. Most of the residential viewers have homes sited on the eastern-facing slopes that comprise the western edge of the viewshed. A substantial amount of local topographic variation (small hills, bumps and gullies located on the larger hill forms) is present throughout the viewshed, and residential landscaping also provides frequent shielding of view elements, both from the home where the landscaping is installed as well as for adjacent structures. In other cases, residential (or related) structures themselves block views. Therefore, not every structure encompassed in the viewshed limits has uninterrupted views from the entire property.

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 from the western viewshed hills encompass adjacent developed uses, the I-15 corridor valley, and the surrounding mountains to the east, with Monserate Mountain and associated ridge features providing a dominant and natural background to the views from this area.

As previously mentioned, there are limited views of the Project site from Lake Rancho Viejo, which is approximately ¾ mile south of the Project site.

The residential areas east of the Project site and north of SR-76 are highlighted as having views of the Project site based solely on topography. These lots, however, are densely vegetated with trees that block views of the surrounding area. The residence on the Campus Park property is located approximately one mile north of the site. Most of the area in between is flat and covered with low-growing vegetation. Horse Ranch Creek runs along the northeast side of the Project site, and is densely vegetated; the creek, however, is lower in elevation that most of the Project site, and some views of the Project site, therefore, would be available from the residence above and around the trees in the creek.

Recreationalists' Exposure

Despite the opportunity for expansive views of the Project site and surrounding area, recreationalists in the nearby conservancy lands and hiking on nearby trails have low exposure, mainly due to the low number of users. Per the Fallbrook Land Conservancy (Peters 2012: pers. comm.), estimated users of the conservancy lands near the Project site average 20 to 25 individuals per day for the Monserate Mountain Trail, and 2 to 3 individuals per week for the Engel Family Preserve

The other trails in the local planning documents do not currently exist. Although some bicyclists and hikers currently use SR-76 and Old Highway 395, their numbers, and therefore their exposure, also are low, particularly when compared to the high number of motorists in the area. The viewers would have similar views as motorists, but with a longer duration due to their slower speed of travel.

4.3.4 Existing Viewer Awareness

Motorists' Awareness

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 in the expansive viewshed, is expected to lessen the importance of specific view elements for this group of viewers. Speed and traffic conditions would comprise an element of distraction from passenger views as well, but it generally would be less than for the driver. In these cases, passengers within the vehicle could be more focused on the passing viewscape. Although lessened in level of effect, any distraction at all, when combined with the relatively short duration for visibility, would result in the visual impact of specific view elements being less important for this group of viewers (e.g., less important relative to viewers such as residents, discussed below).

Residents' Awareness

Residents are expected to be extremely aware of all changes associated with Proposed Project improvements. While some are expected to welcome Proposed Project amenities that would be available to them, experience shows that a number of these residents will strongly desire retention of existing conditions.

Recreationalists' Awareness

Hikers in the nearby preserves have a high awareness of the surrounding area and the available views, including those that encompass the Project site. Regular visitors would wish to retain the current, expansive views of mostly natural and rural areas, while occasional or first time visitors may not expect the same visible conditions.

Bicyclists on SR-76 or in the nearby area would have moderate awareness of views of the surrounding area. While they would have a longer duration of time to view the surrounding area, they would need to divert most of their attention to navigating traffic and small roads

5.0 VISUAL IMPACT ASSESSMENT

5.1 Guidelines of Significance

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

1. The Project would introduce features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area by conflicting with important visual elements or the quality of the area (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, etc.) or by being inconsistent with applicable design guidelines.

2. The Project would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of the neighborhood, community, or localized area, including but not limited to landmarks (designated), historic resources, trees, and rock outcroppings.

3. The Project would substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from:

    - a public road,
    - a trail within an adopted County or State trail system,
    - a scenic vista or highway, or
    - a recreational area.

4. The Project would not comply with applicable goals, policies or requirements of an applicable County Community Plan, or Subregional Plan.

5.1.1 Guidelines Sources

These guidelines are from the County Guidelines for Determining Significance – Visual Resources (July 30, 2007), and were derived from the CEQA Guidelines, Appendix G, Environmental Checklist Form.

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

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

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

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

Additionally, a Project may contribute to a significant adverse cumulative effect even if the Project itself does not cause a significant adverse impact. Thus, potential cumulative impacts also must be evaluated for the first three guidelines.

5.1.2 Analysis Methodology

To support analysis of the Proposed Project per the guidelines above, this report includes the following elements:

- A map of the viewshed and a discussion of communities and roads from which it may be viewed as a prominent feature.
- Key Views, photosimulations, and a discussion of potential changes to key viewpoints.
- A discussion of the visibility of the Proposed Project from nearby public roads, trails, scenic highways/corridors, and recreational areas.
- A discussion of the Proposed Project's compatibility with Zoning, Community Plans, and local design guidelines.

5.2 Key Views

The selected Key Views consist of photographs taken from public viewpoints, and were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. These Key Views have been used as the basis for the photosimulations of the Proposed Project. Locations for key views and simulations were selected using the following considerations:

- Type of viewers and their sensitivity and exposure—simulations generally are prepared using views available to the public rather than privately available views due to access issues and the generally higher viewer exposure (a greater number of viewers makes the view more sensitive)

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

Based on these considerations and consultation among the visual analysis team, the Project proponent, and County staff, the selected Key Views used for simulations and discussed in the analysis below include:

1. Westbound SR-76 east of Pankey Road. The view is representative of public views visible to a high number of viewers and includes typical visual features of the existing rural visual environment.
2. Eastbound SR-76 from near I-15 interchange. This view is available to a high number of viewers on both Scenic Highways SR-76 and County I-15. It also provides a broader view of the Project site than Key View 1.
3. Old Highway 395 south of Pala Mesa Drive bridge. This view is similar to views that may be available on Scenic Highway I-15, but represents both a broader public vista (due to the higher elevation of Old Highway 395 than I-15) and a view more readily available due to the slower speed limit.
4. Southbound I-15 near northern part of Project site. This view represents views from Scenic Highway I-15, and those available to the largest number of viewers.

Refer to Figure 12 for the location of these views on an aerial photograph. Key Views considered but not selected for simulations include views from nearby trails and recreational areas such as Engel Family Preserve and Monserate Mountain Trail due to the low number of viewers at each, and, in the case of the Monserate Mountain Trail, because of its distance from the site (two miles). Views from Old Highway 395 or I-15 near West Lilac Road bridge or at the north end of the viewshed also were not selected because, although they are public roadways with a high number of viewers, these points are over two miles from the Project site. Views from the San Luis Rey River and Lake Rancho Viejo were not selected for simulations because views toward the Project site from both areas are blocked by trees and vegetation which would remain undisturbed by the Proposed Project. Other high points in the viewshed, such as Lancaster Mountain, are privately owned and do not have publicly accessible trails. Potential impacts to the entire viewshed are discussed below.

5.3 Assessment of Visual Character and Quality/Analysis of Project Effects

This section addresses the proposed changes the Project may cause to the visual character and quality of the visual environment of the Project site and the Project viewshed, and the potential response of viewers to those changes.

5.3.1 Assessment of Visual Character

As discussed above, the Project site is located in a valley containing citrus and avocado groves, sparse development, and native vegetation. The site itself mostly is undeveloped. The Project viewshed generally is confined to the valley, and the visual character and quality of the area largely draws from the visually distinctive hills and mountains that surround it, and the visual patterns of open space interspersed with occasional groups of buildings.

As a result of Project development, the visual character of the site would greatly change. The Project proposes a variety of uses, including multi-family residential, limited impact industrial, and general commercial with a mixed-use core. Roads, manufactured slopes, and landscaping also would be included in the Proposed Project. One retaining wall would support the parking lots and access round in the northeastern portion of the Project site. This wall would not face any areas that are or will be publicly accessible. The vegetation in Horse Ranch Creek next to the wall would be preserved in open space, and would block views of the wall from points northeast of the Project site. Buildings would be placed across most of the Project site and would be the most visible features of the Proposed Project. More geometric forms and rectilinear lines, hard textures and monotonous colors would be visible on the site due to development of the buildings. Landscaping in Project open spaces, on proposed slopes, and along proposed streets and parking lots would screen views of the buildings and soften the geometry of the structure. More trees would be placed on the Project site north of SR-76 than currently grow there; this would create a greener visual environment than currently exists on the site. The landscaping also would provide some variety of color and form.

The Project would change the visual scale of the visual environment in the area from an open, wide, horizontal aspect to a taller, more bulky and enclosed environment. The diversity of elements within the site would be visually consistent and harmonious throughout the Project due to the comprehensive Project SPA guidelines; however, the proposed buildings and landscaping would visually contrast with neighboring undeveloped lots, and result in greater diversity within the viewshed. The scale and contrast between the proposed development and the surrounding area would be dominant in views toward the Project site.

5.3.2 Assessment of Visual Quality

The Project site's visual quality also would be highly changed by the Proposed Project. The large-scale buildings and large expanse of development would disrupt the visual coherence of the mostly rural viewshed, reducing the visual unity. The visual intactness of the area similarly would be reduced because the Project would visually encroach into the viewshed, resulting from the contrast between the Project features and the surrounding undeveloped lots. Views toward the Project site currently are vivid due in part to the expanse of undeveloped areas; the Project site is a small piece of the overall rural views. Development of Proposed Project and the change to a denser, more urban site would reduce the extent of the undeveloped areas, which would reduce the visual quality of the viewshed.

The closest town-type development is downtown Fallbrook, which is approximately seven miles northwest of the Project site. Fallbrook is not located within the Project's viewshed. It is

acknowledged that the type of development proposed as part of the Project does not replicate that of the existing rural town. It is, however, consistent with long-standing plans to provide denser uses at the I-15/SR-76 node, and with current planning direction to consolidate development in areas with ready accessibility to primary roadways and existing infrastructure. Within the Proposed Project, the themes and styles, setbacks, building sizes, and other architectural and site design details, as described in the Project SPA/GPA, would draw from local examples and would thus reference the visual character of Fallbrook. In this way, the Proposed Project would not adversely conflict with downtown Fallbrook. Although Fallbrook is not located within the Project's viewshed, this would support some visual continuity and harmony within the localized area.

5.3.3 Assessment of Viewer Response

The majority of viewers, and those with the highest exposure, are motorists (and passengers) on I-15, SR-76, and, to a lesser extent, Old Highway 395. They have moderately high to high sensitivity to change in the visual environment seen from the roadways. Expansive views from the edge of the viewshed, and closer, more detailed views of the Project site also are available from these roadways. The following discusses the Key Views and simulated Project features that may be available from roadways south and west of the Project site, as well as the predicted changes to the visual environment. The resulting visual impact of the Proposed Project would be combination of the changes with anticipated viewer response.

5.4 Determination of Significance

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

The Proposed Project would be visible from approximately two miles away, as illustrated in the viewshed map in Figure 18. From the outlying portions of the viewshed, the Project site is a small feature within a larger view that encompasses more of the valley, including existing development such as Lake Rancho Viejo, Pala Mesa Resort, and the residential areas west of I-15. The Proposed Project buildings and landscaping may be a visual extension of these developed areas, resulting in a visual encroachment of development onto the valley floor. This would lessen the visual intactness of the open, undeveloped valley floor. The memorability of the area, however, relies on the distinct visual patterns created by the landforms composing the valley. The buildings and Proposed Project layout would reduce the visual open space in the valley, but would not change large landforms or the overall geographical configuration of the viewshed. The Proposed Project, therefore, would not cause a significant visual impact due to conflict with important visual elements or quality of the area (Guideline 1) when seen from public roadways in outlying areas of the viewshed. (Additional views from public roads, trails, and recreational areas are discussed below in relation to Guideline 3.)

Key View 1, Figure 26, is an example of a view from westbound SR-76, just east of Pankey Road. This view looks southwestward at the parcels south of SR-76 on either side of Pankey Road. One of the Project site parcels overlays the citrus grove visible to the viewer's left. Another parcel overlays a portion of the brown area beyond Pankey Road, which extends to the

left beyond the citrus trees. The majority of the background is comprised of a hill southeast of the SR-76 and I-15 interchange. The hill also supports citrus trees, which are visible as a dark green mass of color. Lighter green riparian trees are growing at the base of the hill. The hill and the riparian area are not part of the Project site. SR-76 extends from the foreground of the view and curves around the north (right) side of the hill. A hill west of I-15 comprises the background of the right side of the photograph.

The Proposed Project would include general commercial buildings on the lots south of SR-76 and on either side of Pankey Road. A six-foot-high fire protection wall would be placed along the northern edge of each of these lots. An additional parcel south of the general commercial areas (PA 6, south of Pankey Road and west of Shearer Crossing and not visible in this view) would remain undeveloped. Simulation 1, Figure 26, prepared using Key View 1 as a base, represents a view of these proposed commercial buildings. The commercial parcels that have been simulated include restaurant buildings, a retail building, a gas station, and a convenience store, based on information provided by the Project proponent and PDC, authors of the SPA/GPA. The fire protection wall also has been included in the simulated view.

From this view point, the buildings and fire protection wall east of Pankey Road would be visible. The buildings would block views of the building that would be placed on the parcel west of Pankey Road. The buildings on the parcel west of Pankey Road would be visible as the viewer travels westward, at which point the retail building to the viewer's left in this simulation would not be visible, and the restaurant building would be only partially visible. Only a glimpse of buildings west of Pankey Road would be visible between the buildings east of Pankey Road when traveling westward, until the viewer is west of the retail building and nearer to the intersection at Pankey Road. This is due to the setback of the buildings west of Pankey, the angle of SR-76, and the proposed locations of the buildings east of Pankey Road. Proposed development north of SR-76 would not be visible from this viewpoint and angle.

Based on information provided by the Project proponent and PDC, the building on the viewer's left would likely be a retail establishment, while the building in the center of the simulation likely would be a restaurant. These would be accessed via a driveway off of Pankey Road. Pankey Road would be realigned to extend more directly southward, perpendicular to SR-76. It would align with existing Shearer Crossing south of the simulated retail and restaurant buildings. The Pankey Road realignment would not be highly noticeable from this viewpoint. Structures that would be located west of Pankey Road (likely to be a gas station and convenience store) would be accessed via a driveway off of a westward extending spur of Pankey Road.

All four buildings would be visible for motorists traveling eastward. In these views, buildings and walls would be located in front of remaining citrus groves, with a background of local hills and mountain slopes. Similar to Key View 1 and represented by Simulation 1, they would be geometric elements within a larger view placed on currently undeveloped and agricultural parcels.

Development of the Proposed Project would cause a moderately high degree of change to the visual environment of Key View 1. The buildings and wall would replace the citrus grove that currently exists on the parcel. The structures would have stronger geometric forms and lines,

Existing Conditions

Looking westerly on SR 76 from east of Pankey Road

Proposed Configuration

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View 1/Simulation 1

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

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Figure 26

fewer green or natural colors, and harder textures than the vegetation that currently exists within the view. The development would include landscaping that would be sparser than the grove, but which would provide more variety of color and texture than exist in the uniform citrus grove; most of the vegetation that would be visible would be between the shoulder of the road and the Project buildings. The canopies of some trees beyond the wall would be visible. The scale of the buildings would be similar to the citrus grove; they would be approximately the same height or slightly taller than the existing trees. The wall would be shorter than the buildings, but would serve to obscure views to parking lots and vehicular activity associated with the commercial uses. The structures would not, therefore, obstruct features in the background of this view. Development of retail and restaurant buildings on these parcels would introduce a higher diversity of elements visible in this viewpoint; the new elements would not be visually harmonious with the remaining citrus grove and riparian areas in the background. They also would be visually dominant due to their brighter colors and the contrast they would create between the developed and open space areas within the view. The proposed elements, however, would not be distinctly vivid or create vivid visual patterns in the Key View.

SR-76 east of I-15, where this Key View was taken, is not a currently designated scenic highway. Viewers of this Key View include motorists and bicycle riders on SR-76. Motorists (and passengers) have moderate sensitivity and high exposure. Recreational users would have moderately high sensitivity and moderate exposure.

The Proposed Project would cause a moderately high change within the visual environment of Key View 1, based on the degree of change to the visual environment and the anticipated viewer response. The key view is looking west and south of SR-76. The existing condition focuses on the four-lane State Route, adjacent signage and fencing, disturbed dirt, and some areas of disturbed vegetation with a vegetated nobbed hill in the mid-ground and larger hills to the west with development on them. The elements that compose this view, however, are not unique landmarks or visual elements with high visual quality. The most vivid elements within the view are the hills in the background, which would not be obstructed by Proposed Project features. In fact, the inclusion of a uniform built element would visually intensify the more natural nature of the mid-ground hill. The moderately high degree of change to this view, therefore, would not highly conflict with important visual elements or the quality of the area (Guideline 1), and would not result in a significant visual impact.

There would be no point on westbound SR-76 from which viewers could see the entire Proposed Project. Viewers on westbound SR-76 would view some of the general commercial and multi-family housing buildings proposed north of SR-76, but not at the same time as they view buildings south of SR-76. The easternmost buildings north of SR-76 generally would block views to the majority of the site. Similarly, the southernmost buildings north of SR-76 would block views further into the site. As westbound viewers pass Pankey Road, the Proposed Project would be visible in views peripheral to their direction of travel. None of the buildings north of SR-76 would be placed directly next to the roadway, and some of the existing vegetation between SR-76 and the proposed buildings would remain undisturbed.

Under Scenario 2, the easterly portion of this simulation (PA 4) would remain the same, but development similar in its relationship to SR-76 would occur on PA 5. In other words, rather

than the set back of disturbed vegetation/ground currently visible in the Caltrans right-of-way west of Pankey Road, PA 5 would extend northerly to SR-76. Part of the northern extending hill would be additionally screened by this scenario that is visible in Scenario 1. As can be seen by the scale of the hill relative to the simulated structures, however, the extension of the site northerly would not obscure views of the top of the hillside, nor would potential structures obscure views to the hill's northern extent (or, the larger and intermittently developed hills to the west). Although more built elements would be present in Scenario 2 than in Scenario 1, Project implementation would still not highly conflict with important visual elements or the quality of the area, and impacts would remain less than significant.

SR-76 is elevated near I-15, and eastbound travelers on SR-76 near I-15 would have more encompassing views of the Project elements. Key View 2, Figure 27, represents such a view for Scenario 1. It was taken from the passenger side of an eastbound vehicle, just east of the interchange. Key View 2 is similar to Typical View 13, Figure 20, but was taken from a point slightly farther east (closer to the Project) and is angled more northward. SR-76 is visible in the foreground; this picture was taken while the existing alignment of SR-76 was under construction, and in the picture the roadway is paved but not striped. Undeveloped land north of SR-76 is visible in the center of the view, vegetated with low-growing, brown vegetation on the top of the low, rolling hills. Dense, dark green trees are located in the lower areas between the hills. The hills closest to the road on the left side of the photograph are not part of the Project site. The existing site is not easily distinguishable from the surrounding area in this existing view. The brighter-colored brown vegetation in the center of the view, where the grasses and weeds on the site have been mowed is part of the Project property, and the areas of mowed vegetation between the green trees indicate the approximate location of the Project boundary. Some of the trees in the view are growing on the upland areas of the site rather than in the drainages. The Monserate Mountains make up the majority of the background. The slopes of the background hills on the right side of the photograph appear darker green in color because of the citrus groves.

Simulation 2, Figure 27, is a representation of the Scenario 1 Proposed Project elements that would be seen in Key View 2. The largest proposed buildings within the general commercial areas north of SR-76, a six-foot-high fire protection wall, and some proposed graded slopes would be visible from this point (refer to Figure 3, Land Use Plan, above). The proposed buildings would be placed approximately 500 feet north of SR-76. The simulation depicts proposed general commercial and mixed-use core buildings up to 35 feet in height. As shown, some buildings would have articulated corners with towers, domes, turrets (or similar structures) that would be taller than most of the rest of the building, up to 40 feet. As noted in Section 2.0 of this report, there is also the potential for a single higher structure (up to 45 feet overall) to house a community commercial use such as a movie theatre.[4] The buildings simulated in Figure 27 have been scaled to 35 feet plus articulations. The fire protection wall would be placed along the southern and western edge of the lots visible from this viewpoint, and is

[4] If the NCFPD acquires upgraded facilities that provide the ability to serve structures exceeding the 35-foot height limit, a height exception (up to 45 feet overall, including any architectural projections) may be granted to accommodate a specific use (e.g., a movie theatre). This increase in specific structure height is expected to be limited on site (as indicated by the specific use restriction), and would be subject to NCFPD approval. Given the overall size and massing of structures and the slight visual variation provided within the general commercial categories, These taller projections would not result in an adverse aesthetic finding, but would require additional coordination with NCFPD over that anticipated for the Proposed Project.

Existing Conditions

Looking northerly to the Project site from SR 76 east of the I-15 on-ramp

Proposed Configuration

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View 2/Simulation 2

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

Figure 27

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represented in the simulation by a band of color along the lower visible edge of the buildings. A portion of the south-facing slope that would be created by Proposed Project grading would be visible as well, and is represented by a depicted as the low vegetated light green area between the firewall and the intermittent line of trees. The Proposed Project would not change the drainages and low hills immediately abutting SR-76. The vegetation that would remain undisturbed within these drainages would visually screen a portion of the buildings and the fire protection wall.

Development of the Proposed Project would cause a moderately high degree of change to the visual environment of Key View 2. Due to the distance of the Project site from SR-76, however, the Proposed Project elements would appear smaller in scale and create a lesser amount of change to the visual environment as seen from this angle than from closer points (such as from Key View 1, above). The Proposed Project elements would be more geometric, have more rectilinear lines and hard surfaces, and fewer natural green and brown colors than the visual environment existing in Key View 2. The proposed buildings would be large in scale (particularly width and depth) compared to the visual elements that comprise the existing visual environment of the site and the surrounding area. The buildings, however, generally would be approximately as tall as the existing trees on the site (trees that would be removed), and would not extend above the horizon line, or obscure views of the hills in the background, which are a distinctive feature of the visual environment in the viewshed and near the Project site. The proposed fire protection wall would be a small scale element, especially when compared to the proposed buildings.

The buildings, the wall, and the grading necessary to create the building pads would require the removal of some of the existing trees on the Project site. This would change the diversity, continuity, and dominance of the visual environment of the Project site as seen from Key View 2, from a more open, undeveloped visual environment to one that would be more confined and include more structural features, which would contrast with the existing Project site from this viewpoint. The Proposed Project would include landscaping on the graded slopes in front of the wall, as well as interior to the lots and surrounding the buildings. This landscaping, in particular the required trees would break up the structural massing and soften the "hard edge" or rectilinear view elements that would be visible. While the landscaping would be similar, or perhaps more green and colorful, than exists on site, the buildings would be new visual elements. Together they would increase the diversity of the elements within the view.

The visual unity of the Key View would be less than currently exists due to development of the Proposed Project because the proposed buildings would not have visual coherence with the undeveloped areas surrounding the Project site. Proposed landscaping may increase the visual harmony between the Proposed Project and the surrounding area, but would not entirely reduce the visual contrast between the developed Project and the undeveloped areas surrounding the site. The intactness of Key View 2, therefore, also would be reduced by the Proposed Project elements' encroachment into the view. The proposed elements would be unique within Key View 2, but would not create distinct visual patterns; therefore, the buildings would reduce the vividness of the visual environment and lessen the visual memorability of the area seen from Key View 2.

Similar to Key View 1, Proposed Project elements would result in a moderately high change to the visual character and quality of the visual environment of Key View 2. Key View 2 represents eastbound views on SR-76, and eastbound motorists, passengers, and bicyclists on SR-76 have the same moderately high anticipated response to change in the visual environment as described for westbound viewers. The degree of change to the visual environment and the anticipated viewer response indicate that the Proposed Project would cause a moderately high change to the visual environment of Key View 2. As noted above, however, the airstrip and related facilities, such as shade structures, visually contrast with undeveloped portions of the site. As indicated in Figure 31, Cumulative View, below, the approach into the valley from north or south along that highway provides long-reaching views of the entire area. The Project is a relatively small piece of the overall visual environment, and in itself has moderately low vividness. The flat areas and drainages are not visually unique, although the airstrip is a distinct feature on the site. Closer in, as shown in the Figure 27 existing condition, although it is undeveloped, the disturbed nature of the site is notable. The vibrant and memorable elements of this view are the dense vegetation of Horse Ranch Creek and the impressive shift to the height and more natural aspect of the hills and mountains to the north and east. As shown in the Figure 27 simulation, most of the dense vegetation associated with Horse Ranch Creek would be retained. Given the higher existing (and retained) topography to the west, and the rising nature of the topography to the east, the developed portions of the Project would nestle into the lower portions of the valley; minimizing structure height and retaining views to the western foot of slope associated with the higher hills and mountains. As such, the visually important hills in the background of this view would not be blocked from view, and the Proposed Project would not result in a significant visual impact.

Under Scenario 2, part of the Caltrans right-of-way toward the right-hand side of the photograph would be decertified and incorporated into Campus Park West. That parcel would remain in open space, however, with only a low profile entry monument in the vicinity of the SR-76/Pankey Road intersection. There would be no discernible difference to the simulation from this viewpoint.

Key View 3, Figure 28, represents a view from the western portion of the viewshed, which would be identical under either Scenario 1 or Scenario 2 from this view point. It is a photograph taken approximately 500 to 600 feet south of Pala Mesa Drive bridge from the eastern shoulder of Old Highway 395 where the road parallels and abuts I-15. The photograph is angled eastward over the six-foot-high chain link fence that delineates the I-15 right-of-way.

The foreground of Key View 3 contains dry vegetation immediately in front of the viewer. The northbound lanes of I-15 extend horizontally across the center of the view. The Project site abuts the I-15 right-of-way near the Pala Mesa Drive Bridge. The chain link fence on the Project site at the right-of-way is visible in the photograph, but is not highly distinguishable; the Project site is more easily evident due to the contrast between the mowed, more brightly-colored vegetation on the site and the brown low-growing plants immediately abutting I-15. On the left side of the photograph, the Project site is slightly lower in elevation than the adjacent embankment that abuts the eastern side of I-15 opposite the viewer. This embankment slopes up from the freeway; it and the trees in the area screen views into the Project site. The trees on the embankment next to the site visually blend with the trees on the site. The two power poles in the left half of the

Existing Conditions

Looking east from Old Highway 395 into the central portion of the Project north of SR 76

Proposed Configuration

photograph are located on the Project site. Some buildings and structures on the site also are visible to the right of the center of the view; however, they are very small from this viewpoint. Their small scale emphasizes the large scale of the overall site and the expanse of undeveloped land encompassed by the Project site and nearby parcels. The site's expanse also is emphasized by the low diversity of features, limited to low-growing vegetation, trees, and generally flat topography.

Despite the site's expansive spread, it is small in comparison to Lancaster Mountain, which dominates the background of Key View 3. The lower edge of the hill at the southeastern quadrant of the I-15/SR-76 interchange is visible on the right edge of the picture, and distant mountains are visible in the background at the left side of the photograph.

Most of the Project site would be graded—including the existing, generally flat portions of the Project—to create flatter pads for the buildings. The trees, buildings, and utility poles on the Project site would be removed. The new buildings would be surrounded by parking lots. New trees would be placed in the parking lots and at each corner of the buildings, as well as along the façades of the longer buildings. The slopes resulting from grading would be landscaped with trees, shrubs, and ground cover such as described above.

Simulation 3, Figure 28, is a representation of the proposed buildings and grading that would be visible on the Project site from Key View 3. This portion of the Proposed Project is where the grading would abut the I-15 right-of-way and the proposed buildings would be the closest to the freeway, at approximately 125 feet from the edge of the property/I-15 right-of-way. Due to the angle of the view, portions of the mixed-use core buildings in the center of the Proposed Project also would be visible behind the general commercial buildings. As shown in the simulation, the mixed-use core buildings, with proposed corner articulation up to 40 feet in height, would be taller than most of the general commercial buildings (represented on the right side of the view), which are shown at a 35-foot height. The northernmost portion of the site would be zoned industrial. Research facilities and office buildings up to 35 feet tall would be built in this area, and are represented on the left side of the simulation. As described above, although no change would occur to the limited impact industrial uses on the left-hand side of the simulation, some additional structural variety may occur if the NCFPD allows for architectural projections on the general commercial uses, or if an individual use is approved for a higher structure height (e.g., a movie theatre). Although these modifications would not obscure views to the hills in the background, or substantially alter the structure massing depicted in this simulation, it could provide some additional visual variety, which could be seen as aesthetically positive by viewers.

Introduction of the Proposed Project features would cause a moderately high degree of change in the visual environment of Key View 3. As in the other key views, the new buildings would be new geometric, rectilinear, hard-textured, forms with fewer green and brown colors than exist on site. The buildings that would be located on what is currently the flat, less-vegetated portion of the site (the right side of the view) would be taller and larger in scale than features that exist on site. They would be approximately the same height as the trees on the site, however, and trees that would remain next to the northern portion of the site (the left side of the view) would screen views of some of the proposed buildings. The Proposed Project elements would create more diversity within the view than the elements existing on site due to their visual contrast with the

embankments next to the freeway and the mountains in the background. Lancaster Mountain in the background, however, would remain a dominant feature, and the Proposed Project elements would not obstruct views of the mountain or hills that comprise the valley walls.

Viewers on Old Highway 395 would be motorists, passengers, and possible bicyclists. There are no sidewalks and few pedestrian destinations on this roadway. Similar to the viewers on SR-76, those that would see Key View 3 would have moderately high sensitivity and exposure, and a moderately high response to changes in the visual environment. Old Highway 395 is at a higher elevation than I-15 and approximately 10 feet higher than the Project site. Motorists and their passengers on I-15 would be approximately 10 feet lower than the Project site. After Project development, viewers on I-15 would see fewer Proposed Project features than viewers on Old Highway 395. Additionally, due to their lower viewing angle, they buildings they would see would block views to the buildings that would be in the interior of the site.

The moderately high degree of change to the visual environment and the moderately high anticipated viewer response indicate that the Proposed Project would cause a moderately high impact on the visual environment of Key View 3. The visually important visual elements that dominate the visual environment of Key View 3 (namely Lancaster Mountain), however, would not be obscured from view or changed by the Proposed Project. The Project, therefore, would not result in a significant visual impact due to conflict with the important visual elements and quality of the area (Guideline 1).

Key View 4, Figure 29, represents a view from I-15. The picture was taken from a passenger vehicle on southbound I-15 near the north end of the Project site. The pavement and vehicles on I-15 comprise the foreground and majority of the view. The southbound lanes stretch in front of the viewer on the right side of the photograph; vehicles traveling northward are visible to the viewer's left. The Pala Mesa Drive Bridge spans the freeway in the distance (visible above the red car). The slopes of hills and mountains surrounding the valley make up the background of this view; Lancaster Mountain is on the left side of the view in the background.

The Project site, located to the viewer's left, beyond the northbound I-15 lanes, is not highly distinguishable. The tall trees and green vegetation on the left side of the photograph are growing in the I-15 right-of-way. The flat area with lighter-brown vegetation between groups of trees beyond the northbound lanes is part of the Project site, and the dense trees and taller sparse trees just left of the center of the photograph also are on the Project site. The berms between these trees and the freeway lanes, however, are not part of the Project site. Despite the difficulty of distinguishing the site from the surrounding area, Key View 4 represents a point on I-15 that can see more of the Project site than any other point along I-15.

Simulation 4, Figure 29, was prepared using Key View 4 as a base, and represents Project features in the northernmost portion of the Proposed Project. This area would include limited impact industrial office or research buildings. As represented in Simulation 4, the roofs of these buildings would be the most visible portion of the Project from this viewpoint. Proposed landscaping around the buildings and in the parking lots would provide some screening of the buildings and the parking lots. A small portion of buildings within the interior of the Project site also would be visible behind the office buildings.

Existing Conditions

Looking southeasterly to the northern portion of the Project from southbound I-15

Proposed Configuration

Some of the trees on the Project site would be removed due to Project grading. Some of the manufactured slopes resulting from Project grading would be visible from I-15 as well. A maximum of 15 feet of fill slope (sloping to less) would be visible from Key View 4 between the buildings and the northbound lanes. Additional Project slopes would be visible in the distance, closer to the Pala Mesa Drive overcrossing. Proposed Project landscaping would include trees, shrubs, and groundcover on the slopes as well as surrounding the buildings and parking lots; the plants would help to screen the slopes and provide some visual blending with the surrounding area.

The changes resulting from introduction of Proposed Project features into Key View 4 would cause a moderate level of change to the visual environment of views from I-15 near the Project site. The buildings would be geometric forms with rectilinear lines, hard textures, and could include bright or neutral colors, such as red roofs and white or light-color walls. The proposed buildings would be moderately scaled features within the view; they would not be as tall as the large trees that would remain visible on either side of the freeway, but would be taller than the berms abutting the freeway, particularly after Project grading, which would reconfigure the berms. The Proposed Project would change views of the background; the buildings would block a small portion of the hills, while the grading and change in vegetation would reveal different portions of the hills.

The new features would increase the diversity of elements within the view because they would introduce structural elements where currently the only structural feature visible is the Pala Mesa Drive overcrossing in the distance. This would create contrast and some visual imbalance within the view, although the buildings would not be visually dominant elements. Additionally, views of Lancaster Mountain in the background on the left would not be obstructed by Proposed Project features.

The only viewers of Key View 4 are motorists and passengers on I-15. Despite their travel speed, which would limit the duration of views such as Key View 4, this viewer group has high exposure to such views due to the high number of vehicles on I-15 each day. Viewers on this County-identified Scenic Highway are assumed to have a moderately high response to changes in the visual environment.

The moderate degree of change to the visual environment and the anticipated high viewer response indicate that the Proposed Project would cause a moderately high change to the visual environment of Key View 4. The elements would contrast with the existing visual environment, but would not obstruct views of the visually dominant and defining mountains and hillsides in the background. The Project, therefore, would not result in a significant visual impact within Key View 4.

Because the Proposed Project features would be separated from southbound traffic on I-15 by the northbound lanes, the buildings would not obstruct or block views to background features for southbound travelers from any point. The hills enclosing the northeastern portion of the valley, however, are less prominent than the hills that surround the rest of the valley. The northbound lanes are closer to the Project site, and in the northernmost portion of the Proposed Project, within PA 1 and PA 2, the buildings would be the closest to the freeway. In the areas highlighted on the detailed viewshed map (Figure 25), Proposed Project buildings may dominate

views from the northbound lanes closest to the Project site and partially obstruct views of the mountains in the background, due to northbound viewers' relatively close proximity to the Project site. These close-up views of the proposed buildings and Project slopes and landscaping from the highway would be brief, however, because viewers would be traveling at highway speeds up to 70 mph. As mentioned above, travelers would drive next to the Project site for less than one minute, and would see the Project site only through the view "windows" between the existing berms east of the freeway (highlighted in green on Figure 25). This would lessen the impact of the changes to the visual environment for viewers traveling next to the Project site on I-15, and ensure that the Proposed Project would not have a significant impact to the visual environment as seen from these segments of the freeway.

The southern portion of PA 2 would not directly parallel the highway, and would be farther from the viewer. A six-foot-high fire protection wall would be placed along the southwestern edge of these planning areas. It would be a smaller in scale than the proposed buildings and trees. Existing vegetation would remain undisturbed between the viewer and the Project site and would partially screen the wall and buildings from these points.

The mitigative noise attenuation barrier that would be located along the eastern edge of Pankey Road along the multi-family residential PA 3 also would not be highly visible in views from the surrounding area. It would be, at the closest, over 850 feet from SR-76. In northwesterly views from SR-76 toward the Project, the noise attenuation barrier would be screened by the riparian vegetation that would remain undisturbed in Horse Ranch Creek and the open space areas surrounding the site. Where small portions of the wall may be visible between these elements, the wall would be smaller in scale than the proposed buildings, and would be similar in appearance to privacy fences in other nearby residential areas, such as Lake Rancho Viejo. In northeasterly views toward the Project site from SR-76, the fire protection wall that would be placed along most of the south and west edges of the lots and Project elements, such as buildings and landscaping, would obscure or block views of the noise attenuation barriers. The noise attenuation barriers, therefore, would not have a significant visual impact.

The proposed SPA for the Project lays out design guidelines that include compliance and compatibility with the Fallbrook Community Plan and I-15 corridor design guidelines. For example, the buildings' architectural styling would be Mediterranean, cottage, rustic ranch or urban Victorian, inspired by architectural themes of nearby downtown Fallbrook, and would include colors and building materials consistent with the Fallbrook Community Plan. Setbacks, density, building size and massing, lot coverage, and relative scale also would be guided by local zoning regulations. Although the details would not be visible in detail from the surrounding area, such design guidelines would ensure that the Proposed Project would not have a significant visual impact related to Guideline 1. (The Project's compliance with applicable goals, policies, and requirements of the local Community Plans and zoning is discussed in more detail in relation to Guideline 4.)

5.4.2 Guideline 2: Result in the Removal of/or Change to the Valued Visual Elements

The topography of the Project site, as mentioned above, is generally flat, but does encompass slopes near the drainages that cross the site and those that abut the site on the northeast and south

boundaries. None of these slopes is a steep slope as defined in the County's RPO, which states that steep slopes requiring protection are "land have a slope with a natural gradient of 25 percent or greater and a minimum rise of 50 feet." Additionally, there are no ridgelines or outcroppings on the site.

The vegetation on the site, as detailed above, includes some native vegetation, riparian trees in the drainages, and individual trees or groups of trees on the flat portions of the site. It should be noted that some, if not all, of the Project site burned in 2007, and the eucalyptus trees in the northernmost portion of the site have not recovered their full canopies.

According to the property's Cultural Resources Survey (2004, amended in 2012), the eucalyptus and pepper trees on the site, along with remnants of one outbuilding and a concrete slab, are the remains of a thoroughbred horse breeding and training facility that once existed on the property. To the extent that they exist, archaeological elements associated with these historic uses are largely not surface features, and do not constitute valued focal points or a valued visual feature. The Cultural Resources Survey concludes that these remnants do not meet significance or eligibility criteria to be eligible for the California register of Historic Places. Additionally, one of three parcels south of SR-76 is entirely vegetated with a citrus grove. The other two southerly parcels are undeveloped and contain similar vegetation as the majority of the site north of SR-76. The neighboring parcel situated directly east of the citrus grove also is planted with citrus trees, and will not be disturbed by Project development.

The individual trees on the northern portion of the Project site and the citrus grove are the most visually dominant vegetation on the Project site, especially when the low-growing vegetation on the rest of the site is dry and brown. Development of the Proposed Project would require the removal of the citrus grove and the trees on the flat portions of the site, as well as trees within the transverse drainages. Particularly in arid San Diego County, riparian vegetation—which usually varies in color and density from surrounding upland vegetation--can provide a valued visual feature.

With regard to Project area north of SR-76, very few trees are located on site that are not associated with the riparian corridor. The majority of the site consists of non-native grassland, pasture or disturbed land, ornamental non-native or scrub categories. Trees to be removed generally are associated with the southern riparian forest zones (largely contained within open space set-aside), or eucalyptus woodland. The visual effects of the buildings and landscaping that would be placed on the site are discussed above in conjunction with the Key Views and Simulations. As depicted in Project simulations, the number of trees that would be placed in the site due to perimeter landscaping, provision of shade trees in parking lots and landscaping of pedestrian zones would far exceed the number of trees that would be removed from the site. This would serve to soften the geometry of the buildings and provide some screening that may reduce the contrast between the buildings and the remaining vegetation. Additionally, trees and riparian vegetation in Horse Ranch Creek and drainages near the perimeter of the site would remain largely undisturbed. As depicted in Figure 27, the intensity of color, continuity of plant species, and density of the Horse Ranch Creek vegetation would remain distinguishable from the Project planting, which would provide more variety in species and generally be located up slope from the drainage. Regarding on-site removal or change of a valued visual feature associated with trees located north of SR-76, the Proposed Project would result in less than significant impacts.

With regard to the groves south of SR-76, a portion of the Project would be sited on groves that cover several parcels in the area. Groves do provide a significant element to views in this part of the County and are often notable as deep green agricultural areas located on steep and otherwise scrub- and boulder-covered hillsides. The Project groves, however, do not provide a primary focal point within the viewshed, as they are peripheral to the majority of the panoramic view (being located at the southern extent of the view), are in a generally fragmented state given location on small and disparate parcels, and also visually dominated by the San Luis Rey River riparian vegetation. Locally, to viewers more "close-in," the groves to be removed are primarily visible to east-west travelers, on SR-76. The trees are relatively low profile and, unlike some of the many southern California avocado and citrus groves located on highly visible hillsides, are nestled between the road and the San Luis Rey River on primarily flat terrain. This minimizes their visual effect, as depth and size of the grove are not apparent, and the trees do not present as significant arboreal cover. Although several hundred trees would be removed during construction of the general commercial uses in PA 4, the long-term visual effect would be substantially less than that. Long-distance views to the grove from SR-76 are minimal—for east-bound travelers the grove is obscured by the hill immediately west of PA 5 and for west-bound travelers a bend in the SR-76 results in views being deflected to the north. As the trees are lined up in rows in the grove, the most visible elements are the length along SR-76, with the viewer looking into the grove only when directly adjacent to it and looking sideways to the south. This would occur for approximately 325 feet along SR-76, with twice that length of grove undisturbed by the Project continuing immediately, to the east. Other groves, south and east of this area, farther back from SR-76, up the small hill between the Project and I-15 would remain. In consideration of the small size of the grove relative to groves in the vicinity, the overall low visibility, the continued existence of other groves in the immediate vicinity, a substantial impact is not identified. Regarding on-site removal or change of a valued visual feature associated with trees located south of SR-76, the Proposed Project also would result in less than significant impacts.[5]

Although the individual trees that were part of past site uses and the grove of citrus trees south of SR-76 would be removed, the Proposed Project would not result in a significant visual impact due to removal of these features because: a) the trees are not historic resources; b) a large amount of vegetation surrounding the site would remain undisturbed; c) the grove trees south of SR-76 do not provide valued focal points as they consist of small parcels that are seen peripherally from SR-76 for a short duration, do not extend up slope and therefore do not visually "read" as large-scale iconic groves; and d) the Project landscaping would re-introduce trees and dense landscaping to visually screen the proposed buildings. Therefore, despite the change in visual character that would result from development of the Proposed Project, the Proposed Project would not result in a significant visual impact under Guideline 2 related to removal or change of valued visual elements.

[5] The reader should note that although this analysis relies on factors stated above, agriculture is also dependent upon socio-economic and natural factors. Based on review of Google Earth photography of this grove (as well as the grove across SR-76), die off appears to be occurring. The viability of these agricultural features is unknown. Certainly, without irrigation, these groves do not survive in San Diego County.

5.4.3 Guideline 3: Obstruct, Interrupt, or Detract From a Valued Focal and/or Panoramic Vista

The discussion of Project effects related to Guideline 1, above, includes potential effects on views from local scenic highways. The following paragraphs discuss views from other public roads, trails, and recreation areas in the viewshed. Views from area residences also are discussed.

I-15, SR-76, and Old Highway 395 are the largest roadways in the Project viewshed. There are very few public roadways in the eastern portion of the viewshed; most roads in the viewshed exist south and west of the Project site, in the vicinity of Lake Rancho Viejo and on the eastern-facing slopes above Pala Mesa Resort.

Views from I-15 can be sweeping, expansive, and at times dramatic, views across this valley to the mountains (especially at distance when the entire mountain basin is visible). Once on the valley floor, extensive views across the valley to the hill and mountain slopes are available, but somewhat diminished by intermittently intervening topography and vegetation. As described above, the scenic value to this corridor is largely based on the visibility to the mountains and ridgelines associated with the slopes to the east, as well as the developed and boulder slopes to the west. The Project proposes numerous on-site structures up to approximately 35 feet in height, with some focused elements and potential intermittent structures potentially reaching to 45 feet in height. At times, this would occur below line of sight due to property elevations relative to I-15. Even where structures would be visible, they would not obstruct views to the higher eastern features. Depending on viewer location, therefore, the Project could be highly visible, but **i**mpacts to the elements that create this scenic corridor would be less than significant.

As mentioned above, Lake Rancho Viejo and the public roads providing access to Lake Rancho Viejo (in particular, Shearer Crossing and Dulin Road) are highlighted in the viewshed analysis (Figure 18) as having the potential to see the Project site. Views from this area toward the Project site, however, generally are blocked by structures and vegetation, and, in particular, the dense vegetation within the San Luis Rey River corridor. The Proposed Project would not alter these view-restricting features. Views of the general commercial areas south of SR-76 would be available to those traveling on Shearer Crossing once they are north of the river. Proposed Project buildings would be located on either side of Shearer Crossing, south of SR-76, and would be new elements in views that currently include mostly undeveloped lots and citrus groves. Views northward from Shearer Crossing north of the San Luis Rey River include the hillsides and mountains that surround the valley. The Proposed Project buildings would not be tall enough to extend above the horizon line created by these hillsides. They also would be screened by Proposed Project landscaping. The proposed buildings in the larger, northern portion of the Project site also would be visible from Shearer Crossing, but would be small features in the distance until those traveling on Shearer Crossing reach SR-76, at which point views would be similar to those discussed for SR-76 above. Overall, the Proposed Project would not substantially obstruct, interrupt, or detract views from roadways south of the Proposed Project (Guideline 3).

More expansive views of the Project site are available from some points along public roadways in the western portion of the viewshed. West of the Project site, the main east-west routes are SR-76 and Reche Road. Pala Mesa Drive also extends westward from Old Highway 395. 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. Most of the other public roads west of the Project site are two-lane rural collectors. They mostly are used by local residents within the existing low-density residential community and often transition into private roads and private residential access drives. Many of these roadways are not within the Project viewshed.

Most of the roads north of SR-76 and south of Tecolote Lane within one mile of the Project site are highlighted in the Project viewshed (Figure 18). Local structures and vegetation, however, frequently confine the travelers' view to the immediate vicinity of the roadway. The Project site mostly is visible from areas of higher elevation and/or from roadways with lesser levels of landscaping/vegetation in the surrounding vicinity. The curving nature of many of the roads results in a frequent shifting of the viewers' focus and few points with views oriented toward the Project site. Most views toward the Project site from this area are very brief, and include structures in the immediate foreground. The Proposed Project would not obstruct or interrupt views from these roadways; it would, rather, be a smaller element within the larger view, and at a lower elevation than the viewer. Although the proposed buildings would create a change in that larger view, the Project features would not detract from the fleeting panoramic vistas that are available from these roadways because they would not reduce the visual dominance of the Monserate Mountains and Lancaster Mountain east of the Project site.

Other scenic corridors in the general vicinity include Reche Road and Mission Road. As mentioned above, views toward the Project site are not available from Reche Road. Mission Road, approximately three miles north of the Project site, has some small areas with potential to view the Project site. Given distance and the intervening topography, changes to views from Mission Road are not identified as significantly adverse.

A County Priority 1 public hiking trail, Monserate Mountain Trail, owned and maintained by the Fallbrook Land Conservancy, provides access to the slopes and ridge of the Monserate Mountain range. As mentioned above, Project circulation maps and local area trail plans indicate that a new trail segment may connect to SR-76 and the San Luis Rey River via a trail extension along the base of Rosemary's Mountain, approximately one-half mile east of the Project site. The area through which this extension would occur, however, currently is private property. Therefore, although recreationalists on trails on the western slopes of Monserate Mountain have high sensitivity, they would have low exposure to any changes caused by the Proposed Project. Currently, views from Monserate Mountain Trail encompass a largely undeveloped valley. The Proposed Project would introduce new developed elements where none currently are visible. This change potentially would constitute more of a visual impact from this viewpoint than from views looking easterly since views from Monserate Mountain Trail extend the length of the valley, as well as encompassing the north-south trending ridgelines and distant views to hills to the south. I-15 snakes through the views from this vantage point and the residential development on hills to the west is notable, but the currently open valley provides a critical element of this view. The distance from the trail minimizes views to the site; and the substantially sized and

approved projects on the Campus Park and Palomar College parcels would intervene. This distance also would minimize the scale of the Proposed Project, and the Proposed Project landscaping would further soften the geometric built elements. Furthermore, the hills in the background of views from this area would not be disturbed, and would continue to be dominant visual elements in views for recreationalists. The changes to views from Monserate Mountain Trail, therefore, would be less than significant.

A hiking trail with viewing benches within the Engel Family Preserve provide extensive, elevated views of the San Luis Rey River Valley and the I-15 corridor, including the Project site. 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 views from the Preserve). The Proposed Project would not obstruct or interrupt views from this Preserve, and although the proposed buildings would create a change in that larger view, the Project features would not alter or reduce the visual dominance of the Monserate Mountains and Lancaster Mountain east of the Project site. The Proposed Project also includes landscaping that would provide some integration of the site features with vegetation that would remain surrounding the site. Additionally, views from the Engel Family Preserve are experienced by a small number of people. Therefore, although the Project features would contrast with the existing setting, the distance from which this middle ground view is observed, the minimization of structure scale due to proposed vegetation and the distance from (and elevation of) the viewer, the retention of diverse vegetative surrounding the site, and the continued dominance of the background hills, all combine to result in a less than significant adverse impact for viewers from the Engel Family Preserve in regards to Guideline 3.

A future San Diego County Third Priority Trail is identified north of the San Luis Rey River; it would extend across the southernmost Project site parcel. Excluding this trail, the parcel would remain entirely in MSCP open space, and no Project development would occur on it. Portions of the trail on the property and near it, however, potentially would have views of the southernmost portion of the Project site, include the general commercial parcels south of SR-76. Similar to views from Shearer Crossing, buildings within the Proposed Project, when viewed from the trail, would not be tall enough to extend above the horizon line created by the surrounding hills, and would be screened by Proposed Project landscaping. The proposed buildings in the portion of the Project site north of SR-76 also may be visible from the trail area, but would be small features in the distance. Additionally, this trail is not yet developed or designated, and 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. Overall, the Proposed Project would not substantially obstruct, interrupt, or detract views from the area of this future trail and would not result in a significant visual impact (Guideline 3).

As noted above, views toward the Project site available from surrounding residences are similar to those available from public roads and the Engel Family Preserve, but are stationary and long term. Project implementation would change the Project site from primarily open, undeveloped or agricultural parcels to a suburban pattern of development, with roadways, parking lots, and rooftops overlaying the Project site. The density of structures within the Project would be greater than the residential lots from which the Project would be viewed. The Proposed Project, however, would not modify other view elements integral to the current visual experience,

including intervening development between the residential viewer, vegetation surrounding the Project site, or the background natural horizon of the mountains and hills.

Residential lots also are located at the base of the slope that comprise the western edge of the valley, west of the Project site and I-15; in particular, a single family residential development is located directly west of the southbound I-15 to SR-76 ramp, and another is located north of Pala Mesa Road, surrounding portions of the Pala Mesa Resort golf course. These are closer to the Project site and nearer in elevation than most of the residential areas west of I-15. The eastern edge of each of these clusters of houses, however, is planted with dense vegetation that blocks eastward views. Some views are available from higher points within each cluster; however, the vegetation serves to screen views of the Project site. The Proposed Project generally would not be visible from these residential areas due to intervening structures and vegetation, and the Monserate Mountains in the east remain dominant features from each of these areas.

A few private residential parcels are located north of SR-76, east of the Project site, within approximately one-quarter mile. These are located within the viewshed analyzed using the topography of the area (Figure 18); however, dense trees and landscaping surround these parcels, and views toward the site are not readily visible. Project landscaping additionally would screen visible portions of the proposed development from this area.

Taken overall, the Proposed Project would introduce built elements into the middle ground of panoramic vistas currently viewed by area residents. The foreground and background (natural horizon) view elements would remain unchanged, and would not be obstructed or interrupted. The scale of the Proposed Project's built elements would be somewhat minimized by distance, elevation, associated landscaping, and vegetation that would remain surrounding the site. The Proposed Project changes would detract from the vistas, but would result in less than significant impacts under Guideline 3.

5.4.4 Guideline 4: Compliance with Applicable Goals, Policies or Requirements

The Project is located within areas covered by the Fallbrook Community Plan and the Fallbrook Design Guidelines. Additionally, as mentioned above, due to the Project site's location adjacent to County-designated Scenic Highway I-15, the site is subject to the I-15 Corridor Subregional Plan area of the Fallbrook Community Plan. These guidelines were created to guide the anticipated growth and development of land within the I-15 corridor in such a way as to maintain the scenic quality of the roadway as well as visual elements identified as important to the maintenance of community character.

The Project SPA/GPA includes design guidelines for the overall development and for the specific areas within the Project (i.e. mixed use, general commercial, residential, and limited industrial). The intent of the design guidelines is to provide design continuity within the Project and to provide common design objectives for a unified, harmonious physical setting. The Specific Plan outlines site design and layout, architecture, and landscape architecture goals, criteria, and guidance related to: sidewalks and trails; ramps and crosswalks; lighting; site furnishings; bicycle parking; architectural themes, articulation, entries, and roofs (including shielding of roof equipment); and landscape architectural palettes; fuel modification zones;

irrigation standards; site retaining walls and noise attenuation walls; and safety fencing. Specifics related to compliance with the Fallbrook Design Guidelines are provided in Appendix A to this report.

The SPA's Goals, Policies, and Objectives related to Community Design specifically state that the Project shall comply with the I-15 Scenic Preservation Guidelines. Therefore, while the Proposed Project would result in visible change to the visual environment east of I-15, the Proposed Project's conformance to the I-15 Corridor Subregional Plan would ensure a less than significant level of compositional change to the visual environment of the I-15 corridor in this area.

Although the Proposed Project would conform to the majority of the Fallbrook Design Guidelines, some minor inconsistencies have been identified. The areas in which inconsistency is found are few, and the "amount" of non-compliance is generally minimal. In particular, the Project SPA/GPA varies from the Fallbrook Design Guidelines with regard to signage height of letters, colors, and size; light standard heights and pole colors in parking areas; and open space configurations in residential areas. A separate matrix identifying Campus Park West's compliance with the Fallbrook Design Guidelines is included in Appendix A.

Specifically, while particular stores and uses are not yet identified, the Project SPA/GPA includes a requirement that a comprehensive sign plan be submitted and approved once site plan specifics are identified. The Fallbrook Design Guidelines call for simple and clarifying signs that contain no more than three colors, in addition to black and white. Project SPA guidelines generally restrict signage to color use as specified, but would allow more colors and typefaces for corporate logos and artistic elements where appropriate. Mixed-use tenants would be permitted two wall signs (one facing the central drive aisle/traditional main street and one facing the rear/parking lot area), corner tenants would be permitted two wall signs, and tenants that back or side onto Pala Mesa Drive, SR-76, or I-15 would be permitted to have up to three wall signs.

The Design Guidelines include standards for letter sizes on signs, with lettering and symbols on commercial, industrial, and town center commercial development (such as the proposed mixed-use core*)* signage to be limited to a maximum of eight inches. The signage deviations proposed by the Project are necessary to accommodate the proposed regional commercial center, which was not contemplated in Fallbrook, when the guidelines were originally drafted. When appropriate, deviations would include an exceedance of the eight-inch letter/symbol limit, so that signage would be proportionate to the size of the building on which it is located. The largest letter size would be proportionate, to the largest building size (i.e., for business uses exceeding 60,000 s.f., letters could be a maximum of five feet in height). An approved sign program would be required for the non-residential land use districts within the Project, prior to the issuance of building permits. Although inconsistent with that component of the Guidelines, the land use issue of plan to plan conformance is addressed in Section 3.1.5 of the Project EIR. Visual impacts related to conformance are identified as less than significant.

With regard to the site lighting, the Fallbrook Design Guidelines call for overhead lighting within commercial and residential parking areas, to be no higher than 20 and 15 feet, respectively. The Proposed Project would comply with the residential guidelines, as overhead lighting in residential parking areas would be limited to 15 feet. In commercial area parking lots, however, lights as high as 25 feet are proposed, and poles may be dark colors in addition to the

Design Guidelines-noted black, white and natural stain finish. They would be configured so as to provide the amount of light necessary for safety while also complying with the Dark Sky policies. The restriction to lower heights is completely reasonable in town center areas where light standards should be in scale with immediately abutting structures. In a commercial structures parking lot, however, safety issues associated with potential user isolation and visibility as pedestrians move among cars becomes paramount. The difference of five feet in height of the pole lights associated with parking lot lighting would not visually read as "out-of-scale" given the size of the parking lot and the required trees within it. The taller light standards also would help reduce the number of light poles in the large commercial parking lots, which may be viewed as a positive benefit. As a result, adverse effects associated with visibility of these features are considered less than significant. Inclusion of "dark" colors also would help the poles visually fade, and this inconsistency is also assessed as less than significant with regard to visual effect. Please refer to Section 3.1.5 of the Project EIR for land use analysis regarding plan to plan consistency.

Although the amount of open space associated with residential uses would be consistent with the Fallbrook Design Guidelines, **t**he final area of potential inconsistency concerns the location of common open space areas in the multi-family residential district. The Project proposes that common open space be permitted atop buildings in the multi-family residential district that support seating areas (potentially with potted plants or sod areas) and can be used as an outdoor recreational space. These **"**green roofs" would provide additional common open space for Project residents**,** consistent with open space requirements. Green roofs likely were not contemplated in the Guidelines because the document was prepared before they became commonplace in planning efforts as part of the effort to expand open space in constrained areas and to provide visual relief from routine roofing features**.** Green roofs are considered consistent with the Guidelines**,** however, because they directly address a number of items called-out in the Guidelines relative to climate and energy conservation (e.g., temperature-moderating and passive solar elements that reduce energy consumption, provision of more comfortable living spaces, and adding visual character to buildings). Therefore, no deviation from or inconsistency with the guidelines is identified for this issue and no impact would occur. Whether or not the configuration and elements of the proposed open spaces conform exactly or vary slightly from the existing Guidelines, landscaped open space within the Project and any included landscaped "green" roofs would reduce and soften the strong geometric forms and lines, the bright or neutral colors, and hard textures that the Proposed Project would introduce into the viewshed when seen from areas within the viewshed that are at higher elevation (e.g. Engel Family Preserve, Monserate Mountain Trail, and I-15 at the southern edge of the viewshed).

5.4.5 Effects of Illumination/Lighting

The currently open and undeveloped Project site has no or very low levels of nighttime lighting. Nearby residential and commercial uses, particularly west of I-15, have multiple lights, most of which are shielded by mature trees and landscaping. Headlights and taillights on I-15 and SR-76 are the most visible light sources in the viewshed. Development of the Proposed Project would include numerous lights for safety and aesthetic reasons, including indoor lights; safety and access lights; street lights; pedestrian pathway lighting; parking lot lighting; and accent lights on signs and within landscape areas.

The Project site is located approximately 17 miles from Palomar Observatory, in Zone B as identified by the San Diego County Light Pollution Code. Project lighting would not adversely affect nighttime views or astronomical observations because the proposed lighting would conform to the lamp type and shielding requirements as well as the hours of operation detailed in the Light Pollution Code (Section 59.101-59.115).

Proposed Project lighting would contrast with the existing, unlit conditions of the Project site, and would therefore be a notable element in nighttime views of the valley east of I-15. The Proposed Project would control outdoor lighting and sources of glare because it would not install any of the following:

- Lighting that directly illuminates neighboring properties;
- Lighting that would cast a direct beam angle toward a potential observer, such as a motorist, cyclist or pedestrian;
- Outdoor lighting for vertical surfaces such as buildings, landscaping or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of the intended area to be lit.

Additionally, the Project would not create daytime glare. The SPA states that highly reflective surfaces such as glare-producing glass or high-gloss surface color that would be visible along roadways, pedestrian walkways, or in the line of sight of adjacent properties are prohibited (PDC 2010: 48-49).

The San Diego County Light Pollution Code effectively addresses and minimizes the impacts of new light pollution sources; through conformance with the Code, the Project would not create a significant impact on day or nighttime views.

5.4.6 Effects of Proposed Off-site Improvements

Off-site Roadways

The Proposed Project includes changes to off-site roadways to provide access to the Project site, including realignment of Pankey Road north of SR-76 between SR-76 and the Project site; realignment of Pankey Road and Shearer Crossing south of SR-76 adjacent to the Project parcels; the addition of turn lanes to SR-76 at the Pankey Road intersection; the addition of turn lanes to Old Highway 395 at Pala Mesa Drive; and surface improvements to the existing (unused) Pala Mesa Drive overcrossing structure at I-15.

These roadway realignments and addition of turn lanes would be changes to the surface of the roads, and while some widening would occur in some areas, the improvements generally would occur within the respective rights-of-way. The realignment of Pankey Road both north and south of SR-76 would shift the roadway away from its current alignment, but would retain the current intersection with SR-76. Due to the low-profile nature of the proposed off-site roadway improvements, the changes would not be highly noticeable within the viewshed, and would not conflict or contrast with the existing visual environment. Therefore, they would not create a significant visual impact.

Off-site Grading

Some off-site grading would occur to support the connection of Project roadways to existing Pala Mesa Drive on the east side of I-15. This would result in north and south facing slopes up to approximately 20 feet tall. These would be visible from I-15 (refer to Key View and Simulation 4, Figure 29; the slopes are visible in the distance from the viewer, to the left of the Pala Mesa Drive overcrossing). The slopes would be planted per the Project landscaping. They would be approximately the same height as the berms that currently exist along the east side of I-15 and the west side of the Project site. Although they would be a highly visible part of the Project to motorists (the largest viewer group) on Scenic Highway I-15, they would generally have the same forms, scale, and vegetation as the existing landforms, and would not change the visual character of the area or obstruct views toward distinctive features in the viewshed. From further distances, they would a small detail within the larger view. As a result of these considerations, these slopes would not create a significant visual impact.

Traffic Mitigation Measures

A traffic light would be installed at Reche Road and Old Highway 395 approximately three miles northwest of the Project site. Reche Road is a County Scenic Corridor. This traffic impact mitigation measure would be installed along the existing road and within the right-of-way. The turn lanes may require some roadway widening. Reche Road ends at Old Highway 395 with a T-intersection. The intersection is at a lower elevation than most of the surrounding area; an embankment supporting I-15 extends along the eastern side of Old Highway 395 in this area. A traffic light would not obscure visual elements of the area or change the character of the intersection. Therefore, these traffic mitigation measures would not cause a significant visual impact.

Water and Sewer Facilities

Any necessary pipelines would be installed within disturbed locations, e.g., Horse Ranch Creek, SR-76, and Pankey Road. Following construction these facilities would be subsurface and would not result in any long-term visual impacts. The pump station located at the intersection of SR-76 and Pankey Road would be placed at an elevation lower than Pankey Road, the Project site, and SR-76. Placement of the station would require the removal of some of the trees in the area, while retaining most of the riparian vegetation surrounding it. The retained vegetation and the elevation of the structure in relation to the surrounding roadways would limit views toward the structure, and it would not result in a significant visual impact. The RMWD pump station north of Pala Mesa Drive would (either become part of the larger on-site limited impact industrial area or) be located between I-15 and Old Highway 395 in existing disturbed areas. Although visible, its small size and location (away from the views that draw viewers' gaze), result in negligible potential visual impact and are considered less than significant.

5.4.7 Short-term Construction-related Visual Effects

Construction phasing for the Proposed Project would be market driven and cannot be known with specificity at this time; however, a likely projection of the order of development has been

developed. Following mass grading of PAs 2, 4 and 5, infrastructure (roads, utilities) installation would occur site-wide. Building, or "vertical," construction would follow infrastructure installation, and may be phased if the mass grading is phased to prioritize PAs 2, 4 and 5, and complete grading for PAs 1 and 3 at a later date. Regardless of mass grading timing, the plan anticipates that vertical build-out would occur generally south to north, with the commercial parcels south of SR-76 developed first (PAs 4 and 5), the general commercial area north of SR-76 (PA 2) developed second, the residential area (PA 3) developed third, and the northernmost light industrial/office area (PA 1) developed last.

Construction activities would visibly contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including raw soil; newly graded building pads and cut or filled slopes; construction-period fencing; construction equipment; and construction materials stockpiling and storage. These elements would be visible from each key view location discussed above, including the views from I-15 (a scenic highway) and other area roadways, the Engel Family Preserve, the Monserate Mountain trail, the future recreational trail along the San Luis Rey River, and from area residences. If the phasing of mass grading is implemented, a smaller portion of the site would contain raw soil at any one time; i.e., PAs 2, 4 and 5 would be graded while PAs 1 and 3 would remain generally in their current state. At some point following completion of vertical construction and installation of landscaping, PAs 1 and 3 would be graded. Activities on PA 3, in particular, would be screened for some viewers by the intervening PA 2 general commercial development.

Similar to the overall discussion for permanent Project elements, the construction-period impacts would not obscure views to the surrounding dominant landforms. The site is also often screened by vegetation or topography and, given the scale of the valley within view, a relatively small portion of the overall viewscape. Especially during the mass grading and infrastructure phase, however, when Project landscaping would not have been installed, and/or most immature, the amount of disturbed earth would be intermittently but highly visible to travelers on nearby area roads including I-15, SR-76 and Old Highway 395), as well as to viewers sited at higher elevations.

Construction effects ultimately would be temporary and addressed through Project-required landscaping in the long-term. Landscaping installed subsequent to each construction phase would help lessen visual effects of grading activities by providing cover of graded slope and pads. Street trees and internal landscaping, when mature, would help buffer the structures from views to the Proposed Project from off-site areas, by softening sharp edges and unifying the Project. Despite these attenuating effects, the size of the Project, and the potential length of the construction period (between approximately 12 to 17 years overall from initiation of mass grading through ultimate Project completion) result in construction-period impacts being identified as significant. (Impact 1; Guideline No. 1)

5.5 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 within the above-described Project

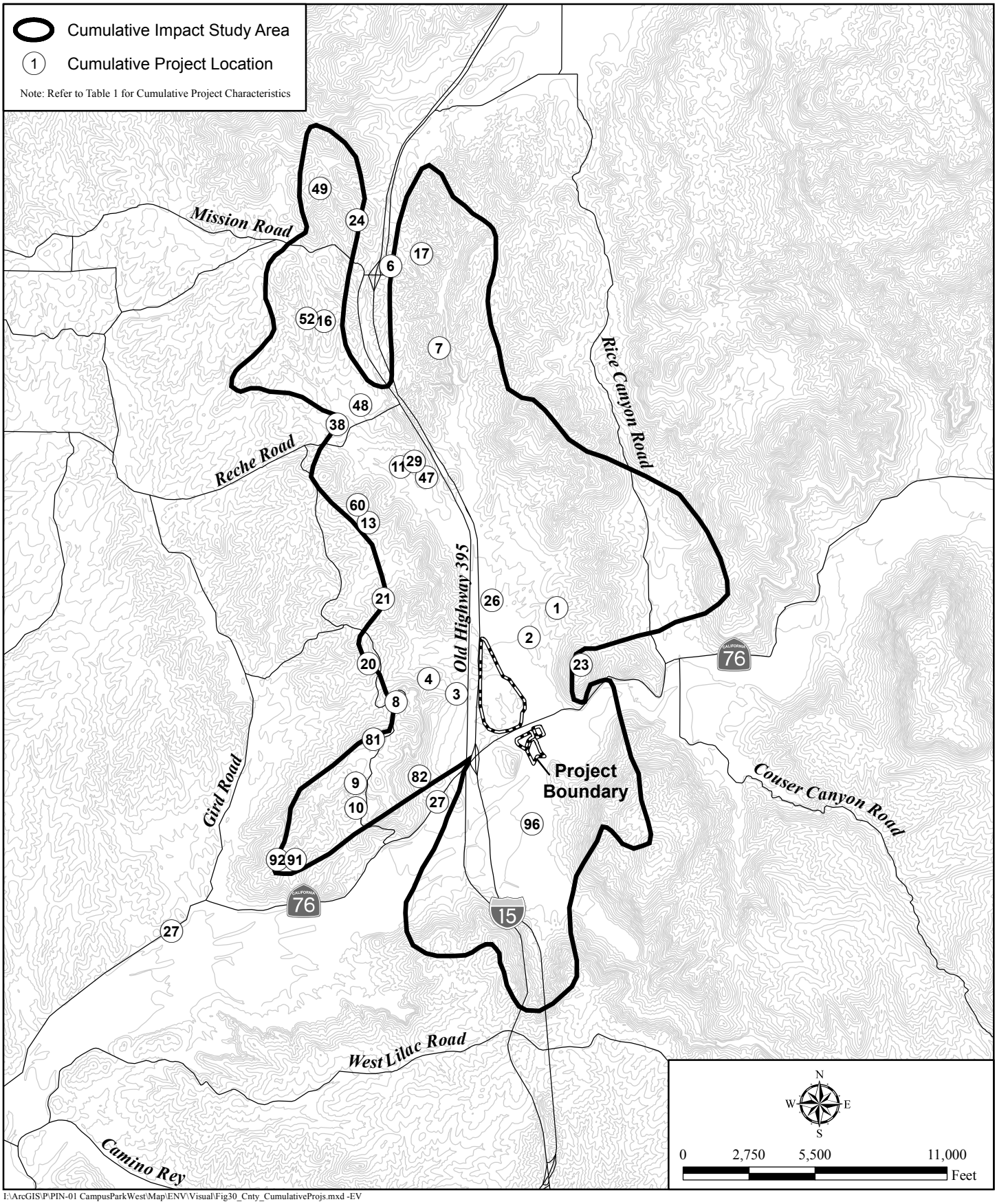
viewshed (including the Proposed Project) would contribute to regionally cumulative visual effects, and are evaluated in this discussion. Although these projects are all within the Project viewshed, not all would be visible at any one time or from one point; they are not concentrated in one portion of the viewshed, and local topography, vegetation, intervening structures and land uses often block views of the projects. As shown on Table 1, below, and Figure 30, the projects within the viewshed include 35 development projects ranging in size from 1 to 844 to 886 dwelling units. Implementation of all the cumulative projects within the viewshed (including the Proposed Project) would result in approximately 2,290 residences, as well as commercial and retail businesses, a college campus, hotels, offices, parks, and an elementary school being built within the I-15 corridor in addition to the Proposed Project.

A number of the cumulative projects would subdivide existing private lots for the purpose of building one to seven new single-family residences (8, 9, 10, 13, 16, 17, 20, 21, 24, 47, 48, 52, 75, 81, 82, 91 and 92[6]). 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 (17). One of these 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 (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 Proposed Project. With anticipated ornamental landscaping, and, where required, Project-specific mitigation, these would visually blend with similar surrounding uses.

A number of cumulative projects consist of 10 to 51 single-family residential developments (4, 6, 18, 33, 49 and 60). These proposed cumulative Projects would result in the construction of 145 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 is located north of the Proposed Project (6), east of I-15 near Stewart Canyon Road. 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 (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.

[6] Numbers refer to cumulative projects identified in Table 1, below, and in Figure 30.



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County Cumulative Projects

CAMPUS PARK WEST VISUAL IMPACT ANALYSIS

HELIX Environmental Planning

Figure 30

One proposed project consists of expansion of the existing facilities at the Pala Mesa Resort and the addition of new hotel rooms (11) and a wedding facility. 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 not result in significant cumulative visual impacts.

Another cumulative project would consist of additional units at a bed and breakfast north of the Proposed Project (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 not result in significant cumulative visual impacts.

The addition of commercial buildings to an existing commercial site (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 five additional buildings proposed by this cumulative project would be similar in visual character to the existing grocery store, service station, and a take-out restaurant, and this cumulative project would not result in significant visual impacts. Views toward the Project site potentially are available from this location, although intervening vegetation screens eastward views. Additionally, the two projects are on opposite sides of I-15, and thus not visible at the same time from the highway when motorists are traveling next to them. The freeway is lower in elevation than the commercial areas, and thus the commercial areas are not visible from many of the travel lanes within the viewshed. From farther distances in the viewshed, when the two sites may be visible at the same time; however, the distance would reduce visible details and render them small elements within the larger view. From westbound SR-76, vegetation that would not be disturbed by the Proposed Project and the angle of the roadway restricts views of the commercial site. Local topography also restricts views toward the commercial site for eastbound travelers. Lastly, few points in the viewshed are located "behind," or west and uphill, from the commercial site, and those points are screened by structures and vegetation. Therefore, development of the proposed commercial buildings and the Proposed Project would not result in significant cumulative visual impacts.

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

One cumulative project consists of the ongoing buildout of Lake Rancho Viejo. The most recently completed phase ended with construction of 16 single-family residences in this approximately 750 unit development. The development draws the eye due to its circular pattern of residences and red roofs in an otherwise less developed area and is therefore included with this discussion of valley development with the four projects discussed below.

Four of the proposed cumulative projects would be multiple-land-use developments. Three of these, Meadowood Master Planned Community (1), Campus Park Master Planned Community (2), and Palomar College (26), would be located on properties in the immediately vicinity of the Project site. Pala Mesa Highlands (3) would be located west of I-15 and north of SR-76. Altogether, these four cumulative projects would develop 1,006 single-family houses, 719 multi-family residences, commercial uses, hotel, offices, parks, a college site and an elementary school.

The Meadowood project (1) would be located on 390 acres east of Campus Park (2). 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, with densities ranging from 3.5 to 19.9 dwelling units per acre. It also would include parks, several miles of trails, designation of a site for a future elementary school, community facilities, 125.3 acres of preserved open space, and 56.8 acres of preserved active agricultural land.

Campus Park (2) would be located on approximately 416 acres north and east of the proposed site. This mixed-use development proposes 521 single family residences; 230 multi-family dwelling units; 61,200 square feet of general commercial uses; 157,000 square feet of office professional uses an active sports park, and neighborhood parks, and approximately 197 acres of biological open space. The Campus Park project site currently is undeveloped except for one residence, and contains visual elements similar to the Campus Park West Project site.

Pala Mesa Highlands (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 (26) would be located north of the Proposed Project site and Horse Ranch Creek, abutting the I-15 right-of-way. Palomar College 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.

Meadowood, Campus Park, Palomar College, and the Proposed Project would be visible together from area roadways and recreational trails. Refer to the key views and photographs discussed above, in particular Typical View 3, Figure 14, Typical View 15, Figure 21, and Typical View 20, Figure 24 (which also shows Lake Rancho Viejo to the south), as well as Typical Views 11 and 12, Figures 19 and 20, and Key View 4, Figure 29, which represent views from Scenic Highway I-15.

Typical View 3 (Figure 14) is a view from the Project site, looking eastward. The Meadowood project would be located on the hillside that comprises the background of this view, and would replace a portion of the avocado groves on that hill. A portion of the Campus Park project would be located between the Project site and the Meadowood project. Typical View 15 (Figure 21) is a view southward from a trail north of the Campus Park project site. The Campus Park project would be located in the middle ground of this view, between the viewer and the Project site

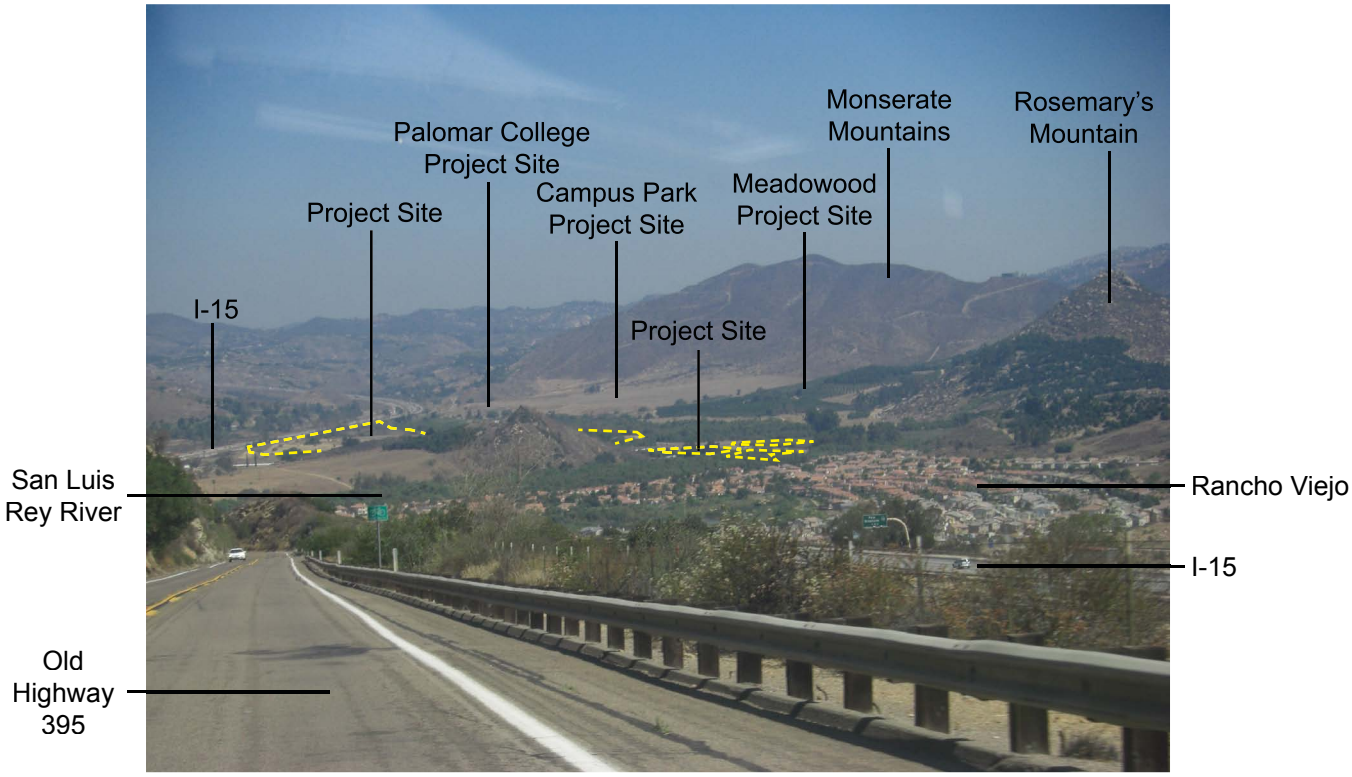
labeled on Figure 21. The Palomar College project would be located next to the nearest portion of the Project site outline and the freeway that extends across the right side of the photograph. The Meadowood project site is not visible from this viewpoint.

Cumulative View, Figure 31, is a photograph taken from Old Highway 395 in the southern portion of the viewshed, north of Lilac Road. Expansive views of the valley within which the Project site is located are available from both I-15 and Old Highway 395; Old Highway 395 is much higher in elevation at this point than I-15. Portions of the Project site are visible in the center of the view, but; the hill southeast of the I-15/SR-76 interchange blocks most of the Project site from view. The Project parcels south of SR-76 are visible. The San Luis Rey River is discernible a swath of dark green vegetation. Rancho Viejo, the residential development south of the river is visible as well; it consists of a cluster of red roofs and white buildings. The Monserate Mountains comprise the background to the north of the Project site, and Rosemary's Mountain is visible to the east (right side of the photograph). I-15 can be seen to the viewer's right, between Rancho Viejo and Old Highway 395, which is in the immediate foreground, stretching away to the viewer's left. I-15 also is visible in the distance on the left side of the photograph, extending northward and curving westward. The visible cumulative project sites are labeled. These generally are located on the light-brown, relatively flat areas beyond the Project site outlined on the Figure 31 and a portion of the dark green trees in front of the Monserate Mountains.

Each of these proposed cumulative projects and the Proposed Project have introduced or would introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. Views to the Project site and surrounding area from public roads, recreational trails, scenic highways, and recreational areas would be affected. Some or all of the largest cumulative projects and the Project site are visible from views from public roads west of I-15; from the proposed San Luis Rey River trail; the Monserate Mountain trail; the Engel Family Preserve Old Highway 395; and from Scenic Highways I-15 and SR-76. Palomar 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. Campus Park would introduce residential uses in a large area north and of the Proposed Project site. These projects, containing visual elements similar to the proposed Campus Park Project, would each introduce suburban elements into a currently open view of grasslands and orchards. 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 major physical change in composition introduced by the cumulative projects. The change would be conflict with the existing visual character and quality of the area. Therefore, the cumulative visual impacts would be significant. (Impact 2; Guideline No. 1)

Views from Engel Family Preserve are extensive overviews of the Project area from a higher elevation. 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 (visible on the left side of



Cumulative View: Northward from Old Highway 395, north of Lilac Road

the photograph). The Proposed Project would comprise a major element, within the view from the Engel Family Preserve. The Proposed Project and cumulative projects in the area also would be visible from the Monserate Mountain Trail. Views from the trail would encompass the Campus Park project in the foreground, and Palomar College, Meadowood, and the Proposed Project in the distance. The proposed cumulative projects would create introduce multiple structures, more vegetation, and many roads and trails into views of the currently undeveloped valley, and would extend the suburban elements from surrounding hillsides into undeveloped/agricultural lots on the west-facing slopes of the hills and mountains to the east. The overall effect would result in physical changes that would substantially detract from the panoramic vistas available in these recreational areas, creating a significant visual impact. (Impact 3; Guideline No. 3)

Specific to removal of irrigated hillside groves, the cumulative effect is less certain. Meadowood would replace groves with residential development on the project's west-facing slopes. On a localized level, this would be notable as the groves are clearly in view for viewers from the west along Old Highway 395, I-15 and easterly facing residence in the hills west of I-15. Substantial (and more mature and visually impressive) groves, however, would remain visible south of the San Luis Rey River, where vibrant hillside groves are juxtaposed with the large Lake Rancho Viejo development on the valley floor. Although the effect of grove loss due to Meadowood development may be notable, the loss of those groves alone may not result in contribution to a significant cumulative visual loss in this area. Regardless, even if such an effect is identified as significant, the Campus Park West Project would not make a considerable contribution to the cumulative effect.

As discussed in Section 5.4.2 of this report, Project groves do not provide a primary focal point within the viewshed, as they are peripheral to the majority of the panoramic view (being located at the southern extent of the view), are in a generally fragmented state given location on small and disparate parcels, and also visually dominated by the San Luis Rey River riparian vegetation. The trees are relatively low profile and, unlike groves located on highly visible hillsides, are nestled between the road and the San Luis Rey River on primarily flat terrain. This minimizes their visual effect, as depth and size of the grove are not apparent, and the trees do not present as significant arboreal cover. Other groves, south and east of this area, and up the small hill between the Project and I-15 would remain. The Project contribution to loss of hillside groves would be nil, and any contribution related to loss of groves in general less than considerable. No impact is identified.

Table 1 CUMULATIVE PROJECTS					
Map Key	**Identifying Project No.**	**Project Name**	**Location**	**Area (acres)**	**Proposed Improvements**
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood Specific Plan	Just north of SR-76, 0.25 mile east of I-15, adjacent to Campus Park Project	390	Residential development, including: 355 SFR, 489 MFR, with densities from 3.5 to 19.9 DU/acre, designation of a site for a future elementary school (or up to 886 DUs without a 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	SPA 03-008 GPA 03-004 R 03-014 VTM 5338 RPL[6] S 07-030 S 07-031	Campus Park	Northeast quadrant of I-15 and SR-76, adjacent to Campus Park West Project	416.1	Mixed-use development including 521 SFR, 230 MFR, 61,200 s.f. commercial, 157,000 s.f. office professional, active sports park, 6 neighborhood parks, and up to 197 acres of biological open space.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 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 to 23,500 s.f., two parks totaling 4.3 acres, trails, 36.5 acres of open space. SPA to allow clustering.
4	TM 4729	Tedder TM	South side of Pala Mesa Drive, west of I-15, and east of Daisy Lane	29.5	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 net acres.
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	NA	11 SFR lots.
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	NA	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-acre minimum).
9	TPM 20491	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 Road, 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).
11	SPA 03-005 MUP 00-000 P 74-120W1 P 74-121M10 MUP 03-006 MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR-76 and immediately west of I-15, Fallbrook	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.

Table 1 (cont.) CUMULATIVE PROJECTS					
Map Key	**Identifying Project No.**	**Project Name**	**Location**	**Area (acres)**	**Proposed Improvements**
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Niños, Fallbrook	13.54	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres and remainder 4.00 net acres. Septic system.
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Road, 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 Road, east of I-15 off Mission Road, Fallbrook	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. Two existing SFR on site.
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. 1 existing SFR on site.
23	MUP 87-021 RPL2 REZ P87-001 RPL2	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. 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 4 parcels (4.3, 4.2, 9.6, and 8 acres) plus remainder (33 acres).
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between Pankey Road and Pala Mesa Heights Drive	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 and improvements to the I-15/SR-76 Interchange	From Melrose Drive to Mission Road and Mission Road to the SR-76/I-15 interchange	NA	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.

Table 1 (cont.) CUMULATIVE PROJECTS					
Map Key	**Identifying Project No.**	**Project Name**	**Location**	**Area (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 condominium 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).
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision. 4 SFR lots plus one remainder lot. Existing SFR 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). 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		4 SFR lots plus remainder.
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		4 lots.
82	S 03-024	Janikowski SFR	9686 Pala Road (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	TPM 21156	Monserate TPM	3624 Monserate Hill Road	24.6	4 SFR.

Table 1 (cont.) CUMULATIVE PROJECTS					
Map Key	**Identifying Project No.**	**Project Name**	**Location**	**Area (acres)**	**Proposed Improvements**
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place		4 lots.
96	S 99-057 S 99-029 S 89-081 P 81-023 SPA 84-02 P 81-023	Meadowcreek Lake Rancho Viejo	Just east of I-15 and southeast of the San Luis Rey River and Pala Mesa Drive	NA	16 SFR as part of previously approved SFR development.

MFR = multi-family residential
MUP = Major Use Permit
NA = not available
REZ = Rezone
RPL = Replacement Map
S = Site Plan
s.f. = square feet
SFR = single-family residential
TM = Tentative Map
TPM = Tentative Parcel Map
ZAP = Minor Use Permit

5.6 Summary of Project Impacts and Significance

The following significant impacts related to aesthetics would occur with Project implementation:

Impact 1 Visual effects during the Project construction period related to grading and ongoing development would be substantial until buildout occurs and all vegetation is installed.

Impact 2 The visual environment of the I-15 corridor viewshed in the Project area would be affected by the change in composition introduced by the cumulative projects that would be incompatible with the prior visual character of the area.

Impact 3 The cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with less open space, and development encroaching into westerly facing slopes would adversely affect this panoramic vista.

6.0 VISUAL MITIGATION AND DESIGN CONSIDERATIONS

Several Project design features such as landscaping, building setbacks, and architectural details, would help to reduce the contrast between the Proposed Project and the surrounding area by screening parking lots, buildings, and lighting.

Implementation of Campus Park West in combination with cumulative Projects, however, would result in significant cumulative impacts related to overall changes in view composition from surrounding areas, including area trails (Monserate Mountain Trail and Engel Family Preserve). Project design features would not affect the dominance of the cumulative projects due to their scale, and therefore would not reduce Project contribution to cumulative visual impacts to less than significant levels.

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7.0 ALTERNATIVES

In accordance with Section 15126.6(e) of the CEQA guidelines, the following alternatives would vary in visual effect and are compared to the impacts of the Proposed Project:

- No Project/No Development Alternative
- No Project/Existing Specific Plan Alternative
- General Plan Update Alternative
- Reduced Footprint Alternative
- Fewer Residential Units Alternative
- Retention of Agriculture

7.1 No Project/No Development Alternative Description and Setting

Under the No Project/No Development Alternative, the proposed development would not occur, and the existing conditions at the Project site would continue over the long-term. The Project site would continue to contain native and non-native habitats, as well as disturbed/developed and agricultural areas. The approximately 90 acres of native and naturalized habitat throughout the site would remain, as would the existing paved, gravel, and dirt roadways and the recreation center for radio-controlled model aircraft and cars.

The proposed mixed-use community with multi-family residential, general commercial, mixed-use, and limited impact industrial development, including supporting infrastructure (i.e., roadways and utilities connections), would not be constructed, nor would the HOA-maintained landscaped areas and biological open space preserves be created.

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

7.2 No Project/Existing Specific Plan Alternative Description and Setting

This alternative addresses the land uses and densities currently permitted under the approved Specific Plan for the Project site. The uses proposed for the Campus Park West portion of the approved Specific Plan included a 10.5-acre commercial center, a 150-unit townhouse project, and a 336-unit mobile home park.

This alternative would introduce similar land uses onto the Project site as the Proposed Project; although the commercial area would have a smaller extent and the mobile home park would be configured differently from the multi-family residential aspect of the Proposed Project. Similar to the Proposed Project, implementation of the No Project/Existing Specific Plan Alternative would introduce some large-scale buildings and an expanse of development into the existing primarily undeveloped portion of the I-15 corridor valley. The mobile homes would be anticipated to be lower scale than the 35-foot high structures proposed for the Project. A large configuration of over 300 mobile homes also could be notable in this area—the relatively small size of the homes, combined with the individual hardscape layouts surrounding them would be

visually different from surrounding developments, which feature larger-scale structures. These would also be placed in the most highly visible portion of the site, immediately adjacent to the I-15/SR-76 interchange. Their lower scale, however, would balance their smaller size, with residual visual effect being roughly equivalent to the Proposed Project. The buildings and grading would replace the expanses of low-growing grassland vegetation and clusters of trees currently existing on the Project site.

Implementation of this alterative overall would result in changes to the visual quality of the viewshed similar to those that would be caused by the Proposed Project. Namely, while the elements of this alternative would cause a moderately high degree of change to views of the site, the hills in the background of most views that include the Project site would not be obstructed, and the alternative therefore would not highly conflict with important visual elements or the quality of the area and would not result in a significant visual impact under Guideline 1.

Individual trees that were part of past site uses would be removed, but the change would not result in a significant visual impact under Guideline 2 because: a) the trees are not historic resources, b) a large amount of vegetation surrounding the site would remain undisturbed, c) the grove south of SR-76 is not a valued focal point, and d) the landscaping associated with the development would re-introduce trees and dense landscaping to visually screen the proposed buildings. Construction-period visual effects related to the high level of visibility to the site combined with the extended construction period would result in a significant impact related to alternative buildout, similar to the Proposed Project (Guideline 1). Although unmitigable in the short term, these impacts would diminish and fade with Project build out and landscaping maturity.

Elements associated with the implementation of the alternative would be visible from public roadways, scenic highways, trails, and recreational areas. The elements would be in the middle ground of most views, however, and the retention of diverse vegetative surrounding the site and the continued dominance of the background hills combine to result in a less than significant visual impact for viewers from these areas (Guideline 3).

The alternative also would presumably be developed per the applicable goals, policies, and requirements of the local Community Plans, and would not, therefore, result in a significant visual impact under Guideline 4.

Similar to the Proposed Project, however, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to construction-period visual effects construction period. Cumulative impacts resulting from a visual conflict with the existing visual character and quality of the area and physical changes that would substantially detract from the panoramic vistas available from scenic highways and recreational areas would also occur, consistent with the Proposed Project.

7.3 General Plan Alternative

This alternative would result in development in accordance with the adopted 2011 General Plan Map. This would allow for a density of 7.3 dwelling units/acre (approximately 90 units), 56 acres general commercial and 3 acres light industrial uses. Although the General Plan exhibit

identifies what is shown on the adopted Land Use Map for Fallbrook, anticipated acreages in this summary have been adjusted to reflect an anticipated more realistic project—i.e., with wetland buffers, and the correct alignment of Pankey Road, which affects abutting uses acreage.

Similar to the Proposed Project, implementation of the General Plan Alternative would introduce large-scale buildings and a large expanse of development into the existing primarily undeveloped portion of the I-15 corridor valley. This alternative would have a similar appearance to the Proposed Project, with large-format industrial and commercial buildings in areas that would be visible from the major roadways (I-15 and SR-76), although substantially fewer residential uses would be implemented. The buildings and grading would replace the expanses of low-growing grassland vegetation and clusters of trees currently existing on the Project site. Land uses under this alternative on the parcels south of SR-76 may not include structures, and would either preserve the existing visual elements or introduce similar elements into the area. This would result in slightly less visual changes to site as viewed from SR-76 than the Proposed Project. This lessened effect would not result in lowering of CEQA significance levels assessed to Project effects.

Construction-period visual effects related to the high level of visibility to the site combined with the extended construction period would result in a significant impact related to alternative buildout, similar to the Proposed Project (Guideline 1). Although unmitigable in the short term, these impacts would diminish and fade with Project build out and landscaping maturity.

Visual impacts resulting from the development of this alternative would be similar to those that would be caused by the Proposed Project. Namely, introduction of the buildings, grading, landscaping, and other visual elements would cause a moderately high degree of change in the visual environment, yet would result in significant visual impacts only in conjunction with construction-period effects and other cumulative projects in the area (Guidelines 1 and 3).

7.4 Reduced Footprint Alternative

This alternative would delete development of the northernmost portion of the Project site north of Pala Mesa Drive. Specifically, 6 acres of limited impact industrial development at the north end of the Project would be eliminated from the Proposed Project, which proposes a total of 12.9 acres of this use. All other uses south of Pala Mesa Road proposed under the Proposed Project would remain the same.

Similar to the Proposed Project, implementation of the Reduced Footprint Alternative would introduce structures and related facilities (e.g., pavement associated with circulation roads and parking lots) in a primarily undeveloped area of the I-15 valley corridor. This alternative would have a similar overall appearance to the Proposed Project, and, excluding the northernmost portion of the Project, the extent of grading would be the same. Native/non-native vegetation and open space (along with minor existing development) would be replaced with industrial/commercial buildings and multi-family residences, as well as associated facilities such as roads, infrastructure and landscaping. Industrial/office buildings north of Pala Mesa Road would be minimized, and existing habitat in the six-acre northern portion of the Project would remain. With regard to visual resources, the retention of this small amount of existing condition

is not anticipated to visually outweigh the magnitude of remaining Project development, especially when combined with other development in this quadrant.

Construction-period visual effects related to the high level of visibility to the site combined with the extended construction period would result in a significant impact related to alternative buildout, similar to the Proposed Project (Guideline 1). Although unmitigable in the short term, these impacts would diminish and fade with Project build out and landscaping maturity.

Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the construction period, as well as incremental contributions to long-term cumulative changes to views from designated scenic highways and viewpoints (Guidelines 1 and 3).

7.5 Fewer Residential Units Alternative

This would eliminate all residential use (35 units) from the commercial area in PA 2, and 25 units from the PA 3 multi-family residential.

Similar to the Proposed Project, implementation of the Fewer Residential Units Alternative would introduce structures and related facilities (e.g., pavement associated with circulation roads and parking lots) in a primarily undeveloped area of the I-15 valley corridor. This alternative would have a similar overall appearance to the Proposed Project, and the extent of grading would be essentially the same. Native/non-native vegetation and open space (along with minor existing development) would be replaced with industrial/commercial buildings and multi-family residences, as well as associated facilities such as roads, infrastructure and landscaping. This alternative would result in fewer multi-family residential structures than the Proposed Project, with a lower residential density and no residential uses mixed into the commercial uses west of Pankey Road. However, this would not necessarily be highly visible. The loss of residential use in PA 2 would not be anticipated to reduce structure mass. The buildings would simply be dedicated wholly to commercial uses. Some reduction in density and mass could be visible from higher viewing elevations, where the viewer looks down upon, or over, the Project site and can look into PA 3. For those viewers, the loss of 25 residential units would reduce PA 3 structural development by 10 percent, and would be expected to result in an equal level of additional perceived open space and less structure in the eastern portion of the Project. For viewers more in line with the Project, however (such as along I-15) commercial buildings would dominate the views from I-15, and would generally block views to PA 3 east of Pankey Road.

Construction-period visual effects related to the high level of visibility to the site combined with the extended construction period would result in a significant impact related to alternative buildout, similar to the Proposed Project (Guideline 1). Although unmitigable in the short term, these impacts would diminish and fade with Project build out and landscaping maturity.

Similar to the Proposed Project, implementation of this alternative in combination with other development in the quadrant would be anticipated to result in significant and unmitigable visual effects related to construction-period impacts and long-term cumulative changes to views from a designated scenic highway, and alteration of the overall local visual character (Guidelines 1 and 3).

7.6 Retention of Agriculture Alternative

One alternative considered was a Retention of Agriculture Alternative. Under that alternative, all development for PAs 1, 2, 3, 5 and 6 would have occurred exactly as identified for the Proposed Project. However, in PA 4, the Proposed Project conversion of three acres of citrus south of SR-76 and adjacent to Shearer Crossing to general commercial uses would not occur and the existing agricultural use would remain.

As described for the Proposed Project, the loss of the three acres of grove agriculture would not constitute a significant visual impact under CEQA. As a result, implementation of this alternative would not change the significant impacts assessed, to the Project. Similar to the Proposed Project, implementation of this alternative in combination with other development in the quadrant would be anticipated to result in significant and unmitigable visual effects related to construction-period impacts and long-term cumulative changes to views from a designated scenic highway, and alteration of the overall local visual character (Guidelines 1 and 3).

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8.0 CONCLUSIONS

The Project site is a small piece of a large, vivid viewshed comprised mainly of rural view elements and undeveloped areas. Development of the Proposed Project and the resulting change within the viewshed to include denser, more urban land uses would reduce the visual extent of undeveloped areas in the viewshed and result in a reduction of the visual quality of the viewshed and the Project site. The introduction of large-scale buildings would disrupt the visual coherence of the mostly rural viewshed and reduce the visual unity of the area. The visual intactness of the area also would be reduced due to the Project's visual encroachment into the viewshed, and its contrast with the surrounding undeveloped lots. The Proposed Project, therefore, would cause a moderately high level of change to the visual environment, within the viewshed.

Within the Proposed Project, however, the themes and styles, setbacks and sizes, and majority of other architectural and site design details, as described in the Project SPA/GPA, would draw from local examples and would thus reference the visual character of nearby Fallbrook. In this way, the Proposed Project would contribute to visual continuity and harmony within the community.

The most vivid elements within the viewshed are the hills that compose the background of most views in the area. These would not be obstructed by Proposed Project features from most viewpoints within the viewshed. Therefore, although Project elements would contrast with the surrounding area and result in a loss of open space, Proposed Project impacts at build out and landscaping maturity would not reach a CEQA-significant visual impact under Guideline 1.

No designated landmarks, historic resources or rock outcroppings exist on the Project site. Most trees on the Project site are associated with the drainages that abut the Project boundaries; some are located within the proposed development footprint and would be impacted by the Proposed Project. These include individual trees that were part of past site uses and the grove of citrus trees south of SR-76. The Proposed Project would not result in a significant visual impact due to removal of these features, however, because: a) the trees are not historic resources; b) a large amount of vegetation surrounding the site would remain undisturbed; c) the grove trees south of SR-76 do not provide valued focal points as they consist of small parcels that are seen peripherally from SR-76 for a short duration, do not extend up slope, and therefore, do not visually "read" as large-scale iconic groves; and d) the Project landscaping would re-introduce trees and dense landscaping to visually screen the proposed buildings. Therefore, the Proposed Project would not result in a significant visual impact under Guideline 2.

Although visible from many public roads, County Scenic Highways I-15 and SR-76, portions of County Scenic Corridor Mission Road, trails, and recreational areas, the Proposed Project would not substantially obstruct, interrupt, or detract from a valued focal or panoramic vista. Where visible between view-obstructing vegetation and structures along public roads south and west of the Project site, the Proposed Project buildings would not be tall enough to extend above the horizon line created by the hills that surround the valley. Additionally, when seen from public roads, I-15 and Mission Road in the outer extents of the viewshed, the Engel Family Preserve, and Monserate Mountain Trail, distance would minimize the scale of the structures. The proposed vegetation, the retention of diverse vegetative surrounding the site, and the continued dominance of the background hills, also would contribute to lowering Proposed Project changes to less than significant levels under Guideline 3.

The Project SPA/GPA lays out design guidelines for site design, architecture, and landscape architecture that include compliance and compatibility with the Fallbrook Community Plan and I-15 Corridor Design Guidelines. Setbacks, density, building size and massing, lot coverage, and relative scale also would be guided by local zoning regulations. Although the details would not be visible in detail from the surrounding area, such design guidelines would ensure that the Proposed Project would not have a significant visual impact related to Guideline 4. Additionally, under the Specific Plan's policies, the Proposed Project 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 level of compositional change to the visual environment of the I-15 Corridor, in this area.

Some of the Project SPA/GPA guidelines do not meet Fallbrook Design Guidelines, specifically regarding sign sizes, pole types and colors, heights of overhead lights in parking areas, and open space configuration within residential areas. Signs on buildings and at the edges of commercial areas may be visible from I-15 and SR-76, and while larger than the Fallbrook Design Guidelines, they would not be oversized for the area or distractingly inconsistent because the Project SPA/GPA specifications ensure continuity within the Project, and that signs would be proportionally sized to the buildings, while also providing legibility. This would ensure that the variance from the existing guidelines would not cause a visual impact within the viewshed. The slightly higher than standard overhead lights would not be taller than the proposed buildings, and therefore, would not any more visible than lights at the standard light heights, and the variance from the existing guidelines would not create a visual impact. The trees and landscaped street edges and open spaces would reduce and soften the strong geometric forms and lines, the bright or neutral colors, and hard textures that the Proposed Project would introduce into the viewshed when seen from areas within the viewshed that are at higher elevation, such as within Engel Family Preserve, Monserate Mountain Trail, and I-15 at the southern edge of the viewshed. The difference from the Fallbrook Design Guidelines, therefore, although a plan-to-plan inconsistency under land use analysis, would not result in significant visual impacts.

The San Diego County Light Pollution Code effectively addresses and minimizes the impacts of new light pollution sources; through conformance with the Code, the Project would not contribute to significant impacts on day or nighttime views.

Roadway improvements and traffic mitigation measures that would occur off site in response to mitigation for traffic impacts would not change the visual character of the roads on which they would occur, and would not create significant visual impacts. Off-site grading to support the connection to the existing Pala Mesa Drive Bridge would be similar in height and appearance to existing berms along the east side of I-15, and also would not result in significant visual impacts. The sewer pump station that would be placed southeast of the Project site, east of Pankey Road and north of SR-76 would be lower in elevation than roadways, from which it would be visible, and would be surrounded by existing, undisturbed vegetation, and would not cause a significant visual impact. The potential small RMWD pump station would be located either within a larger developed setting that would be part of Campus Park West, or would be sited within a disturbed area between I-15 and Old Highway 395 or immediately adjacent to Old Highway 395; away from the views to the east. The small size of the shielding (3 feet by 3 feet by 4) feet would result in this feature having less than significant impacts.

Mass grading would be implemented in one to two phases, followed by infrastructure installation and vertical building construction phases. Landscaping installed subsequent to each construction phase would help lessen visual effects of grading activities by providing cover of graded slope and pads. Street trees and internal landscaping, when mature, would help buffer the structures from views to the Proposed Project from off-site areas by softening sharp edges and unifying the Project. Additionally, the Project is relatively small within the larger viewshed, and most views are buffered by foreground elements that would not change due to construction of the Proposed Project, such as existing berms along I-15 or existing vegetation, roadways, and structures from other viewpoints. Nonetheless, construction-period visual effects related to the high level of visibility to the site combined with the extended construction period would result in a significant impact related to alternative buildout, similar to the Proposed Project (Guideline 1). Although unmitigable in the short term, these impacts would diminish and fade with Project build out and landscaping maturity.

While approximately 35 development Projects are identified within the Project viewshed, most are not visible in the same view as the Proposed Project. Three projects (Campus Park, Meadowood, and Palomar College) located adjacent to, or in the same general area as the Proposed Project, however, together with the Proposed Project, would cumulatively introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. While some development currently is visible (including the Lake Rancho Viejo development south of the San Luis Rey River) within the valley and the I-15 corridor's viewshed east of the freeway, the projects would combine to create a major change in visual character north of the river. The visual environment of the I-15 corridor viewshed in this area would be adversely affected by the major physical change in composition introduced by these cumulative projects, with Lake Rancho Viejo, Campus Park West, Campus Park and Meadowood all notable as a group for their valley development elements east of I-15. The change would conflict with the existing visual character and quality of the area, and the cumulative visual impacts would be significant under Guideline No. 1. (Impact 2)

Additionally, the four newer cumulative projects (including the Proposed Project) would be visible from the Engel Family Preserve and the Monserate Mountain Trail. They would extend the suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots north of the river. The overall effect would result in physical changes that would substantially detract from the panoramic vistas available in this recreational area and create a significant visual impact under Guideline No. 3. (Impact 3)

As noted, Impact 1 would fade as the Project builds out. Construction-period effects would cease upon completion of Project construction, with additional coverage being provided on an ongoing basis as Project landscaping matures. With regard to long-term effects, several Project design features (such as landscaping, creek retention, 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 Project contribution to cumulative visual impacts to less than significant levels. These effects remain unmitigable and long-term for Impacts 2 and 3.

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9.0 REFERENCES

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APPENDIX A

Campus Park West Comparison of Specific Plan Design Guidelines to Fallbrook Design Guidelines

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Campus Park West Comparison of Specific Plan Design Guidelines to Fallbrook Design Guidelines

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES		
A.1. Site Design Process • Each development should include a thorough analysis of existing conditions on and adjacent to the site.	A thorough analysis of existing site conditions, as well as the conditions of the adjacent properties, is included within the Project SPA/GPA Report and EIR.	Yes
• A new development should establish a compatible relationship to the community, as well as to neighboring properties, by contributing to the community's design objectives, developing compatible relationships to land forms, building placement, and existing open spaces of neighboring properties, and respecting the views, privacy, quiet, sun, and light exposure of neighboring properties.	The design of the Proposed Project takes into account the Fallbrook community, as well as neighboring County-approved projects (i.e., Campus Park and Meadowood). The Proposed Project's open space area in the northeastern portion of the site would be adjacent to proposed open space under the Campus Park project. The Proposed Project has been designed to not hinder the views, privacy, quietness, and sunlight exposure of neighboring properties.	Yes
• Development proposals should demonstrate an effort to retain significant existing natural features characteristic of the community's landscape such as mature trees, topographic features, and natural drainage courses.	The Project site is adjacent to Horse Ranch Creek. In addition, some of the riparian vegetation associated with this creek occurs within the Project boundary. Development of the Proposed Project would avoid Horse Ranch Creek, as well as the majority of on-site riparian vegetation, which contains many mature trees. Additionally, the Project includes 31 acres of open space set aside.	Yes
• Provide a clearly organized circulation plan for autos, pedestrians, and service vehicles, reduce the number of driveway entrances on public streets to reduce traffic congestion, and minimize public view of parking and service areas through location and landscaping.	The Proposed Project would include the construction of Pankey Road and improvements to Pala Mesa Drive within the Project site. These roadways would provide entrance to the propose development. The number of driveways off of Pankey Road has been minimized to the extent practicable. Pedestrian and bicycle sidewalks and pathways would be provided along this roadway, as well as other on-site roads. Views of the parking and service areas would be blocked from public view by use of landscaping, berms, buildings, and/or fencing/walls.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Buildings and open spaces should be organized to take advantage of the spaces between buildings as opportunities for outdoor activities, buildings and building groups should strive to form compact clusters to create larger open spaces on the site. The site plan and planting should consider climatic conditions to provide shade from summer sun, natural ventilation, and other measures to maximize energy efficiency and human comfort.	The Project Applicant intends to comply with this guideline to the extent possible. Additionally, the Project has been designed to establish a more walkable environment along roadways by fronting buildings to the street. In addition, restaurants and seating areas would be placed between buildings. Courtyards would open to biological open space where feasible. Shade trees would be located every 50 linear feet on the southern and western side building frontage.	Yes
A.4. Architectural Character • 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.	Project building elevations would be designed to incorporate change in plane and architectural features, and this is specifically called out for buildings exceeding 50 feet in length in the Project SPA/GPA Report.	Yes
• 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.	Extensive flat roofs would be avoided as much as possible. In addition to the suggested design elements, the Project SPA/GPA also includes changes in parapet height, turrets and towers, and architectural embellishments to reduce the expanse of flat roofs where they would occur. Some green roof (designed to incorporate planting and recreational area) could be located in PA 3 where they could act as part of the recreational common space planned for the Project. These roofs would not visually "read" as flat roofs, but as landscaped activity areas.	Yes
• 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.	Primary building entrances would be emphasized. The Project also would include recessed entries, corner entries, and branding signage over entry doors to provide variance in building elevations. In addition, buildings would include awnings, overhangs, canopies, etc.	Yes
• Entries and entry doors may be designed as a focal point of the front elevation with detail treatments such as tile, color accents, exposed timbers, or other architectural features that can also provide protection from weather.	Different treatments would be applied to building entries and entry doors to provide visual variety.	Yes
• Most buildings can be enhanced by outdoor spaces such as balconies, verandas, patios, and loggias. These spaces should be large enough to accommodate outdoor activities, and should not simply be decorative elements.	The Project would provide outdoor spaces throughout the development that could accommodate outdoor activities. The Project SPA/GPA includes a minimum total of private usable open space of 100 s.f. per unit.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• 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 as noise buffers, the walls should reduce monotonous tendency by providing a change in plane at a minimum of 50 foot intervals. Fences and walls over three feet high which face public streets should provide a fully landscaped buffer at least five feet deep on the street facing side of the wall.	Project fencing and walls would be buffered from view by use of at least five feet of) landscaping. In addition, any solid wall would include pilasters at regular interval to break up the monotonous plane.	Yes
• Native stone, masonry with cement plaster finish, wood framing with cement plaster finish, detailed wrought iron, wood, and brick walls are encouraged. Chain link or open wire, corrugated metal, bright colored plastic or plastic coated materials, and reed materials are discouraged.	The material encouraged in this guideline would be used to create an aesthetically pleasing environment on site. In addition, the Project may include precast concrete walls or panels. If used, the materials discouraged in this guideline would be minimized.	Yes
• 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.	Project furnishings would be designed to be complementary to structures within that land use and placed on site in accordance with their purpose and anticipated use.	Yes
A.5. Landscape Character • Site areas not used for buildings, parking, or other designated functions should be planted.	The Project development includes landscaped buffers adjacent to developed uses. Although biological open space would not be "planted," it would meet the intent of this guideline to provide visual relief from hardscape.	Yes
• All landscaped areas should have an underground irrigation system capable of sustaining good plant growth. Automatic systems are encouraged.	The Project would include automatic irrigation systems to provide necessary water to landscaping on site.	Yes
• All planting beds should be mulched with an organic mulch of at least two inches in depth.	The Project would utilize organic mulch at least two inches in depth within plant beds.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• When existing trees are to be retained in site plans, they may be counted toward tree planting requirements. New planting requirements may be further adjusted to reflect the size and density of existing trees and shrubs.	Existing trees would be counted toward tree planting requirements. Following landscape plan implementation and Project buildout, more trees would be on portions of the Project north of SR-76 than currently exist.	Yes
• All public rights-of-way 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.	Public rights-of-way would be landscaped. Trees would be planted within public rights-of-way in order to reflect the desired rural character, if approved by the County.	Yes
A.6. Design for Climate and Energy Conservation • Protected courtyards, porches, arcades, loggias, verandas, and overhangs are effective means of shading exterior wall surfaces and windows from direct sun exposure. These elements are easily added to buildings as temperature-moderating elements. An additional benefit is their ability to add visual character to the building.	Shading features would be provided throughout the proposed development.	Yes
• Deciduous trees used on the south and west sides of a building can provide shade in summer while allowing sun penetration in winter. All trees should be drought tolerant.	Trees would be planted throughout the Project development, including the south and west sides of buildings where possible. Tree species in the Project SPA/GPA landscape guidelines have been selected for drought tolerance.	Yes
• Roof overhangs on south-facing walls offer effective protection of window areas from summer sun while admitting lower winder sun rays.	Roof overhangs would be constructed over windows along south-facing walls.	Yes
• South-facing courtyards may be used to create protected outdoor spaces, giving the site a more favorable microclimate for year-round activities.	South-facing courtyards would be constructed within the proposed development, except where other site conditions suggest a more preferable location or a south-facing courtyard would be negatively impacted by site conditions (e.g., adjacent to a parking lot). Much of the multi-family residential area is adjacent to open space on the northeastern side. The south side would front Pankey Road; thus, a north- or east-facing courtyard would be preferable.	Yes
A.7. Signage • All signs should be a minimum size and height to adequately identify a business and the products or services it sells.	The sizes of all signs on site would be minimized to the extent practicable.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• All monument signs should be kept as low to the ground as possible.	Monument signs would be constructed low to the ground as practicable.	Yes
• 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.	Proposed signage would be consistent in location and design and integrated into building design as much as possible.	Yes
• Signs should be carefully located for safety so as not to block driveway views of oncoming traffic.	Signs would not be placed in locations that would obstruct drivers' views of traffic.	Yes
• Illumination should be projected onto the sign face. The light source should be fully shielded from view.	All Project lighting would be shielded and directed downward. Internally illuminated plastic light box signs are prohibited. Internally illuminated logos and back-lit letters would be allowed.	Yes, with Project approval
• Color of all signs and sign components should be limited to three in addition to black and white.	The Project would comply to the extent practicable; however, the Project SPA/GPA states that while three colors in addition to black and white is preferred, multiple colors would be permitted to adequately represent the business or when business/corporate logos include additional colors.	Yes, with Project approval
• Typefaces should be chosen for their simplicity and clarity. Signs on older buildings are encouraged to use a typeface which was used in the period when the building was built.	The SPA requires that typefaces on Project signage would be simple, clear and uncluttered. The site would consist of all new buildings; no consistency issues between older architecture and current sign styles would arise.	Yes
• Sign posts and other structural elements should be made of wood or metal with a white, black, or natural stain finish. Reflective or bright colors should be avoided.	Sign posts and other structural elements would not be reflective or brightly colored. Dark colors such as dark green, dark blue, and dark brown may be used in addition to white, black, and natural colors. While not conforming to the letter of this guideline, this conforms to the spirit.	Yes, with Project approval
• No sign, other than a sign installed by a public agency, should be placed in the public right-of-way on sidewalks or streets, except signs which hang over sidewalks in the Town Center. All overhead signs should clear adjacent sidewalks with a minimum headroom of seven feet, and should project no more than four feet into a public right-of-way.	No private signs would be placed within public rights-of-way. Overhead signs would clear adjacent sidewalks with a minimum headroom of seven feet, and should project no more than four feet into a public right-of-way.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Recommended sign types include awning valance, monument, hanging, kiosk, projecting, wall, window, and single pole hanging no higher than six feet.	The Project would comply with this guideline, as marquee signs and single-pole signs higher than six feet may not be used on site.	Yes
Commercial and Industrial Signage • Letter and symbol height should be limited to a maximum of eight inches. For frontages up to 100 linear feet, the total sign area should be limited to one square foot of sign area per linear foot of building frontage, to a maximum of 65 square feet. For frontages over 100 linear feet, the total sign area should be limited to ¾ square foot of sign area per linear foot of building frontage, to a maximum of 90 square feet. For projects with more than one tenant, one sign to identify the complex allowing one square foot of sign area per linear foot of total project up to 75 square feet is permitted and for each individual tenant on a public or private drive, ½ square foot of sign area per linear foot of tenant frontage up to 25 square feet is permitted. One building directory sign not exceeding 10 square feet in size may be allowed at each public entrance.	The Project would not comply with this guideline. Major and minor department stores, grocers, and other large format retailers may exceed the maximum letter height and maximum square feet of sign area. The Project SPA/GPA signage guidelines, while specifying larger signs than allowed in the guideline, limit the size of signs in proportion to building sizes in order to provide readability while at the same time limiting the visual impact of the sites and providing consistency. This deviation is included within the Project SPA/GPA. Mixed-use tenants would be permitted two wall signs (one facing the central drive aisle/traditional main street and one facing the rear/parking lot area), corner tenants would be permitted two wall signs, and tenants that back or side onto Pala Mesa Drive, SR-76, or I-15 would be permitted to have up to three wall signs.	Yes, with Project approval
• Sign types recommended for commercial and industrial developments include awning valance, monument, hanging, kiosk, projecting, wall, window, and single pole hanging.	The recommended sign types will be utilized to the extent possible. The SPA/GPA also permit arcade or blade signs, marquee signs, and sandwich boards signs on sidewalks in front of businesses.	Yes
• Kiosk signs 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.	The Project would comply with the guidelines regarding kiosks.	Yes
Multi-family Signage • There should be no more than one sign per multi-family residential development entry from a public street or road.	Only one sign for the proposed on-site residential development would be placed along Pankey Road.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Sign area should be limited to 10 square feet for projects of less than 25 dwelling units, and 25 square feet for projects with 25 or more dwelling units.	The Project would comply with the guidelines regarding residential sign size.	Yes
• Recommended sign types include wall, hanging, single pole hanging, and monument.	The signage for the proposed on-site residential area would comply with this guideline.	Yes
• Prohibited signs include roof and parapet signs, internally illuminated plastic signs, back lit signs which appear to be internally illuminated, pole signs over six feet, portable or mobile signs, signs which cover or interrupt architectural features.	The Project would comply with the prohibition against each of these sign types.	Yes
A.8. Site Lighting • All lighting shall, at a minimum, follow San Diego County Zoning Ordinance Division 6322.	All Project lighting would comply with the County Zoning Ordinance.	Yes
• 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.	Project lighting would be at the minimum number and intensity as required for safety and security, and would complement proposed architectural character.	Yes
• Lighting which is visible from adjacent properties or roads must be indirect or incorporate full shield cut-offs.	All Project lighting would be shielded and directed downward, and would not spill into adjacent properties, roadways, or open space.	Yes
• Service area lighting should be designed to avoid spill over into adjacent areas.	All Project lighting would be shielded and directed downward, and would not spill into adjacent properties, roadways, or open space.	Yes
• Special consideration must be given to light pollution which could have a negative impact on the Palomar Observatory.	All Project lighting would be shielded and directed downward, and would not spill into the night sky.	Yes
• For commercial parking areas, overhead lighting should be mounted at a maximum height 20 feet above the paved surface.	The Project would not comply with this guideline, as the height of lighting within parking areas can only be restricted to 25 feet above the paved surface. This deviation is included within the Project SPA/GPA.	No
• For residential parking areas, overhead lighting should not be mounted at a height in excess of 15 feet. The placement of lighting in residential areas should avoid interference with bedroom windows.	The Project would comply with this guideline.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Overhead fixtures used for pedestrian areas should be limited to heights between 8 and 12 feet.	Overhead lights within pedestrian areas would be between 8 and 12 feet in height.	Yes
• Overhead lighting of walkways should be located so that light patterns overlap at a height of seven feet to assure full illumination of a person's body.	Overhead lights within walkways would be placed so that light patterns overlap at a height of seven feet.	Yes
• 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. Shatter-proof coverings are recommended. Posts should be located to avoid hazards for pedestrians or vehicles.	Lighting along walkways placed in bollards or consisting of fixtures mounted on short posts would incorporate shatter-proof coverings and be located to avoid creating hazards for motorists and pedestrians, as well as minimize glare.	Yes
A.9. Building Equipment and Services • Where alleys exist, locate all service areas, delivery entrances, loading docks, and refuse facilities off of the alley.	All service areas, delivery entrances, loading docks, and refuse facilities would be located off alleys, as applicable.	Yes
• In larger commercial developments, service and loading areas should be separated from main circulation and parking areas. The development of separate buildings in larger commercial projects does not exclude them from the requirements of screening trash, loading, or service areas.	Within the proposed commercial developments, service and loading areas would be separated from main circulation and parking areas. These areas also would be screened from view.	Yes
• Trash containers and outdoor storage areas should be screened from view from public streets, pedestrian areas, and neighboring properties. The screen for trash containers should be designed to be compatible with architectural character of the development and be of durable materials.	Trash containers and outdoor storage areas would be screened from view. The screen for trash containers would be designed to be compatible with the architectural character of the development and be of durable materials.	Yes
• Locate utility meters in service areas or screened areas.	Utility meters would be placed in service area and/or screened from view.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• 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.	Any exterior surface-mounted utility conduit and boxes would be designed to blend with proposed architecture.	Yes
• 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.	All mechanical equipment, satellite dishes, communication devices, and other equipment within the proposed development would be concealed from view of public streets, adjacent properties, and pedestrian-oriented areas through location, shielding, painting, blending with architectural features, etc. Solar collectors on rooftops would not be visible from nearby public streets and pedestrian areas due to their location above line of sight, perimeter shielding, etc. Potential viewers at higher elevations would be at a distance, which may "conceal" this use. Intervening structures and potential use of green roof elements also would play a role in these elements being concealed. Adjacent architectural detailing (similar to that on the County Commons roof) may also make the panels "read" as architectural detail. Where necessary, solar collectors may be moved off the roof and sited elsewhere in a concealed location. Review and decisions regarding this issue would occur during final design.	Yes
• Roof-manufactured 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 the 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.	All roof-manufactured equipment would be screened from view from adjacent roads, properties, and pedestrian areas in PAs 2, 3, 4 and 5. This equipment is expected to include HVAC, etc. (see below for solar panels). In the area north of Pala Mesa Drive, where shielding of routine roof equipment may not be possible, equipment would be organized in an orderly, uncluttered fashion and painted to match the roof color. Rooftop equipment screening would be identified on site plans. PA 6 is proposed as Open Space, and therefore, this requirement does not apply.	Yes
• Where solar panels are attached to buildings, they should be integrated into the architectural design of the building. Solar panels not attached to buildings should be integrated into the landscape design by using berms, natural slopes, or similar devices. Where solar panels cannot be integrated into the landscape design, they should be screened from view with fences and/or planting. All plumbing	If solar panels are located on site, they would be integrated into the architectural design of the building and/or landscaping. If solar panels are mounted on the roof, they would not be shielded from views from higher elevations as they need to be exposed to the sun (see below). Associated plumbing or storage tanks would be shielded. Potential viewers at higher elevations would be at a distance, which may "conceal" this use. Intervening structures and potential use of green roof elements also would play a role in these elements being concealed. Adjacent	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
and storage tanks associated with solar panels should be concealed from view.	architectural detailing (similar to that on the County Commons roof) may also make the panels "read" as architectural detail. Where solar panels are mounted on roofs that are large enough to also support green roof uses, the uses could be split. Alternatively, a green roof might be installed on one structure, and solar on another. This would be worked out during final design.	
• Screening devices should consider the following: architectural screens should be constructed of low-maintenance and durable materials which are consistent with the main building's materials, screen walls should be constructed of low maintenance and durable materials which are consistent with the main building's materials, and landscaping should be used in conjunction with building materials to complement ground level screening devices.	The Proposed Project would comply with the requirements of this guideline for screen devices.	Yes
B.2. Commercial Development Outside the Town Center • 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.	A 15-foot landscaped street edge is provided in the general commercial zone.	Yes
• 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 when feasible. Place the buildings against the landscaped street edge zone, parallel to the street.	The Project would comply with this guideline within the commercial zone, along Pankey Road north of SR-76. The central drive aisle/traditional main street feature also would provide a pedestrian environment and encourage walkability, within the development.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Minimize the number of curb cuts for driveways. For 200 feet or less of parcel street frontage, one curb cut at 25 feet wide or two curb cuts at 15 feet wide are allowed. For 201 feet or more, two curb cuts at 25 feet wide for the first 201 feet and one curb cut for each additional 200 feet of frontage is allowed.	The Project has been designed to minimize the number of driveways. The Proposed Project would comply with the requirements of this guideline for curb-cut widths.	Yes
• Shared or joint use driveways between separate properties are encouraged to reduce the number of curb cuts on public streets.	The Project has been designed to minimize the number of driveways. The Project would include shared driveways.	Yes
• Locate driveways as far from intersections as possible. On corner lots locate driveways as close to the interior side yard as possible.	Project driveways would be located as far as practicable from intersections.	Yes
• Parking lots should be set back at least five feet from rear and interior property lines. The setback area should be fully landscaped.	The buffer between parking areas and adjacent property lines would be at least five feet wide landscaped, except where the Project would construct shared-use parking lots (e.g., the commercial and mixed-use areas would share parking areas). The Proposed Project is consistent with the intent of this guideline.	Yes
• 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 four feet between the face of the wall or fence and the parking lot.	The Proposed Project would comply with the requirements of this guideline for buffering residential development from commercial development.	Yes
• The character of the Landscape 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.	Landscaping, low walls, and natural features would be incorporated into the Project design.	Yes
• 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.	The Project would comply with this guideline.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• 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. Blooming, fragrant shrubs are encouraged. Shrubs should not be spaced with "on center" spacing so that branches intertwine after two years growth.	The Proposed Project would comply with the requirements of this guideline for shrub plantings.	Yes
• Side and rear yards should be fully landscaped. Provide at least one tree per 300 square feet of total yard area. Trees should be 15-gallon size minimum.	The Project would comply with this guideline.	Yes
• 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.	The Project would provide at least one tree per 100 square feet of the total area of the area between property lines and edge of parking lots. Planted trees would be a minimum size of 15 gallons.	Yes
• Shrubs should provide a visual screen of a minimum of 30 inches in height after 2 year's average growth.	The Project would comply with this guideline for screening shrubs. Attainment of any specific height is not required for non-screening shrubs.	Yes
• For all parking lots greater than 6,000 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 every designated parking space is within 30 feet of the trunk of a tree.	The Proposed Project would comply with the requirements of this guideline for parking lot landscaping.	Yes
• The parking lot perimeter should terminate a minimum of five 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 two feet of planted area between the parking lot and the building, if the location is not visible from a public street.	The Proposed Project would comply with the requirements of this guideline for parking lot perimeter landscaping.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
B.3. Multi-family Residential Development • 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.	A minimum 20-foot planted front yard setback along all front and side street property lines would be provided within the residential development.	Yes
• Rights-of-way should be planted in a similar way as the front yard setback area, though the use of trees should be avoided.	Rights-of-way would be planted in a similar way as the front yard setback area. In order to replicate the rural nature of Fallbrook streets; however, street trees would be planted within the right-of-way if an encroachment permit is obtained.	Yes with Project Approval
• On all streets except major arterials, multi-family residential developments should emphasize a neighborly approach to street frontages.	The Proposed Project would comply with the requirements of this guideline for street frontages along multi-family development.	Yes

• 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:
  • (1) Organize as many dwelling unit entries as possible to front the street. The use of front porches or entry patios and terraces is highly encouraged.
  • (2) Locate the first floor of living spaces at the ground floor level or not more than 1/2 story above ground level.
	The Proposed Project would comply with the requirements of this guideline for promoting interaction between residents and their neighborhood.	Yes

• Provide all multi-family projects with at least 200 square feet of Group Useable Open Space per dwelling unit.	The Project would comply with this guideline. A portion of this space may be provided through design of usable green roofs, as noted in the Project SPA/GPA.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Concrete and asphalt are not recommended for group useable open space.	The Project would not comply with this guideline, as plazas, pool decks, sidewalks, recreation space inside a clubhouse, and hard surface areas for children's games (i.e., four square, hopscotch, etc) would be included in the Project. This deviation is included within the Project SPA/GPA.	Yes, with Project approval
• A portion of the space should be located adjacent to the front yard setback, and no percentage of the required open space should be placed on the roof of a building.	The Project would not comply with this guideline, as group useable open space may be located adjacent to the open space to the northeast of the proposed residential development. In addition, portions of the Project may pursue incorporation of green roofs, which would be inconsistent with this guideline. This deviation is included within the Project SPA/GPA.	Yes, with Project approval
• Plantings should be provided to allow for shade, spatial definition, and aesthetic considerations.	Landscaping would be located throughout the residential area, and would provide shade, spatial definition, and visual interest.	Yes
• Provide at least one designated children's play area of 400 square feet for the first 25 dwelling units. Add 100 square feet for each additional 25 dwelling units. One large play area is preferred to several smaller ones.	The Proposed Project would comply with the requirements of this guideline for children's play areas.	Yes
• All multi-family projects should provide at least 100 square feet of Private Useable Open Space per dwelling unit.	The Project would comply with this guideline.	Yes
• Private open spaces on the ground should be a minimum of eight feet in each dimension and should be screened from public view by planting, a wall, privacy fence, or other acceptable method.	Private open spaces on the ground would be a minimum of eight feet in each dimension and would be screened from public view.	Yes
• Decks used for upper floor private open space should have a minimum dimension of six feet.	Decks used for upper floor private open space would have a minimum dimension of six feet.	Yes
• To provide open space on sloped sites, consider terracing to achieve level spaces.	If the Project would include useable open space areas on sloped sites, terracing to achieve level spaces would be considered.	Yes
• Open important living spaces such as living, kitchen, and family rooms directly to outdoor spaces.	"Important" living spaces would be open directly to open space.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Locate private outdoor spaces to receive good sun penetration in winter months. Consider the use of deciduous trees to provide summer shade.	The Project would locate private outdoor spaces so they can receive direct sunlight to the extent possible given building orientation and multiple residential units. Deciduous trees are included in the planting palette.	Yes
• Residential parking lots should not be located between buildings and streets. Place parking lots at the rear, side, or at internal locations on the property.	Residential parking areas would not be located between buildings and streets.	Yes
• 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.	Any garage doors within the residential area would 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
• Buildings which contain a common enclosed parking garage may orient one garage door opening toward the street.	If the residential area were to contain a common enclosed parking garage, no more than one garage door/opening would face a street.	Yes
• Carports and garages should be compatible with the architecture of the principle buildings.	Carports and garages would be compatible with the architecture of the residential buildings.	Yes
• Views to parking areas should be screened from public streets, adjacent properties, and Group Useable Open Space.	Views to residential parking areas would be screened from public streets, adjacent properties, and group useable open space.	Yes
• Surface parking lots, including carports, are encouraged to be designed as Parking Courts. A parking court is a double-loaded driveway without through circulation. Its depth may be controlled primarily by fire department access regulations, but should not be over 10 parking spaces deep.	Parking lots would be designed as a series of 10-space deep parking courts to the extent possible. Parking also would be permitted along driveways and in two or three bay parking courts with the ability for vehicles to circulate through the parking lot.	Yes
• Parking courts should be set back from the street property lines by a planted front yard at least 20 feet deep.	Parking courts would be set back from street property lines by a planted front yard at least 20 feet deep.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Parking drives are used for internal vehicular access to garages, carports, or open parking areas. They incorporate substantial areas for parking, normally perpendicular parking, along significant portions of their length, whether in garages, carports, or open parking.	Parking drives would be constructed as practicable.	Yes
• Long lines of parking cars or blank garage doors, unrelieved by planting areas or other types of screening is undesirable.	Parked cars and garage doors would be screened by landscaping.	Yes
• Parking in multi-family areas should be 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.	The Proposed Project would comply with the requirements of this guideline for landscaping and architectural elements of parking bays. The Project also would include minimum 36-square foot planting islands located between parking bays.	Yes
• Planted pockets within parking areas should have at least one tree per pocket.	Planted pockets within parking areas would have at least one tree per pocket.	Yes
• 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.	The Project would minimize the amount of perimeter parking drives for the residential development.	Yes
• Covered parking areas, by means of garages, carports, and trellised canopies, are strongly encouraged.	In compliance with the preference for covered parking, the Project would include covered parking areas as practicable.	Yes
• For sloping sites, tuck-under parking is often an economical solution that economizes the use of land.	The site is not sloped, therefore, the proposed residential area is not conducive to tuck-under parking and this guideline is not applicable.	N/A

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• 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 the Fallbrook's existing landscape.	Street trees would be planted at regular intervals along residential roadways. The trees would be planted within public rights-of-way rather than on private property, only if an approved encroachment permit is obtained from the County. This deviation is included within the Project SPA/GPA.	Yes with Project Approval
• 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.	Residential parking lots would be set back from public streets by a planted front yard of at least 20 feet in depth.	Yes
• Provide at least one tree per 300 square feet of yard area. Trees should be 15 gallon size minimum.	The Project would comply with this guideline.	Yes
• Shrubs and/or low walls should provide a visual screen of a minimum of 30 inches in height after two year's growth. When walls are used, a minimum five-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.	The Proposed Project would comply with the requirements of this guideline for screening shrubs and/or walls.	Yes
• Provide a minimum five-foot-deep fully landscaped setback at all parking lot edges along the interior and rear property lines.	Rear parking lots within the residential area would be adjacent to the edge of proposed open space. The open space would buffer the parking areas from neighboring properties. The Project is therefore compliant with the intent of this guideline.	Yes
• For interior property line planting, 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.	The Project would comply with this guideline.	Yes
• Remaining areas of the side yard not covered by trees should be fully landscaped with shrubs and other carefully selected plant materials.	The Project would comply with this guideline, with the exception that this guideline would not apply if the interior property line includes a shared driveway/aisle or the residential parcels are consolidated. This deviation is included within the Project SPA/GPA.	Yes, with Project approval

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• For parking lot edges along interior property lines, provide at least one tree per 300 square feet of total yard area. Trees should be 15 gallon size, minimum.	The Project would comply with this guideline.	Yes
• Shrubs should provide a visual screen of a minimum of 30 inches in height after two year's average growth. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after two year's average growth.	The Project would comply with this guideline for screening shrubs. This guideline would not apply to non-screening shrubs.	Yes
• For internal parking lots on all parking lots greater than 6,000 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 every designated parking space is within 30 feet of the trunk of a tree. Turf areas are discouraged.	The Proposed Project would comply with the requirements of this guideline for landscaping of internal parking areas.	Yes
• The parking lot perimeter should terminate a minimum of five 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 two feet of planted area between the parking lot and the building, if the location is not visible from a public street.	The Proposed Project would comply with the requirements of this guideline for parking lot perimeter landscaping.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• B.4. Industrial Development • Provide a minimum 20 feet deep Landscaped Street Edge Zone along all front and side street property lines. The Landscaped Street Edge Zone should be composed of plantings, earth berms, and/or low walls. Storage yards, loading areas, parking, or similar uses are not permitted in this location.	The Project's landscaped street edge zone along the front and side street property lines of the proposed industrial area would be a minimum of 20 feet deep and would include plantings, earth berms, and/or low walls. Storage yards, loading areas, parking, or similar uses would not be placed in this area.	Yes
• Pedestrian circulation and building location should be near the street side of the property. Where offices and similar small scale elements are part of the industrial development, they should be oriented towards the street.	Pedestrian circulation and buildings within the proposed industrial development would be placed near the street side of the property. Where offices and similar small scale elements are part of the industrial development, they would be oriented towards the street.	Yes
• Provide open space on the site for employee outdoor use, such as a place to have lunch.	Open space areas would be provided in the industrial development.	Yes
• Exterior wall materials that contain integral color and texture such as precast concrete, brick, split faced block and ribbed metal wall systems are encouraged. Bright colors and highly-reflective wall surfaces are discouraged. Earth-tones and warm, light colors are preferable.	The Proposed Project would comply with the requirements of this guideline for the exterior of industrial buildings.	Yes
• Locate entrances at street frontages when possible. Avoid placing long blank walls on the street.	Entrances to industrial buildings would be placed along street front to the extent practicable. Long blank walls along the street would be avoided; where building walls exceed 50 feet in length, design articulation would be provided.	Yes
• When long walls are necessary and are visible from off-site locations, provide visual relief through pilasters, reveals, color material change, or small offsets in plan.	Visual relief would be provided along long walls, as noted immediately above.	Yes
• Varying building heights and setbacks to define different functions such as offices and warehousing should be considered.	Buildings of varying heights and setbacks would be used to define different functions within the industrial area. In addition, use of non-reflective glass may also be used to distinguish offices from warehouse components.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• Give careful attention to the appearance of large flat roof surfaces from off-site properties. If visible, built-up roofs should be accompanied by parapets, roof aggregate should be earth-tone color and applied dense enough to completely cover the roof surface.	The Proposed Project would comply with the requirements of this guideline for roofs of industrial buildings.	Yes
• Metal roofing systems with earth-tone are encouraged. Bright-colored and highly reflective roof surfaces, including unpainted galvanized metal roofing, are strongly discouraged.	The Proposed Project would comply with the requirements of this guideline for roofs of industrial buildings. Browns, red, and other earth-tones would be used, as depicted in Figures 26 through 29 of this report.	Yes
• Storage yards and service areas should be screened from view using plantings along or in combination with fences and walls.	Storage yards and service areas would be screened from view using landscaping along or in combination with fences and/or walls.	Yes
• All fences and walls should be set back at least 20 feet from front and side street property lines.	Any fences and walls within the industrial area would be set back at least 20 feet from front and side street property lines.	Yes
• Roof-top equipment should be screened from view. Where this is not possible due to grade changes, the roof top equipment should be enclosed in a housing which is sympathetic to the architecture of the main building; or it should be organized on the roof to give an orderly, uncluttered appearance with consideration for painting to match roof color. Due to the amount of roof top equipment that may exist in industrial projects, it may be necessary to provide a roof top equipment layout plan for proper evaluation of roof top screening during the Design Review process.	The Proposed Project would comply with the requirements of this guideline for roof-top equipment of industrial buildings.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• For all screening, special considerations should be made where changes in grade occur. If adjacent streets or neighboring properties are higher than the developing industrial site, more stringent measures may need to be considered to accomplish the screening goal.	The Proposed Project would comply with the requirements of this guideline for screening.	Yes
• For the Landscaped Street Edge Zone, provide at least one tree per 300 square feet of total area of the Landscaped Street Edge Zone. Trees should be 15 gallon minimum size.	The Project would comply with this guideline.	Yes
• Shrub planting should be used to create spatial definition within the planting area. Low, creeping shrubs may be used in the foreground, larger, coarser shrubs in the background.	The Proposed Project would comply with the requirements of this guideline for shrub planting.	Yes
• When shrubs are used for screening they should provide a visual screen of a minimum of five feet in height after two year's growth. Shrubs and walls should not obstruct views of oncoming traffic at driveways. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after two year's average growth.	The Proposed Project would comply with the requirements of this guideline for screening shrub landscape.	Yes
• Provide a minimum five-foot-deep fully landscaped setback at all parking lot edges along the interior and rear property lines.	The buffer between parking areas and internal property lines would be at least five feet wide and fully landscaped, except where the Project would construct parking lots that would span multiple land uses.	Yes
• When abutting commercial or residential uses, industrial parking lots and service areas should have a solid six-foot fence or wall separating the industrial use from the residential or commercial property. Fences or walls should have a planted edge of at least five feet between the face of the wall or fence and parking or service areas.	The proposed industrial parking lots and service areas adjacent to commercial and residential areas would be separated by a six-foot-high fence and/or wall. Fences and walls would have a planted edge of at least five feet between the face of the wall or fence and parking or service areas.	Yes

LAND USE PLANS AND POLICIES CONSISTENCY EVALUATION (cont.)		
Applicable Elements, Goals, and Policies	**Project Compliance**	**Consistent (Yes/No)**
FALLBROOK DESIGN GUIDELINES (cont.)		
• For interior property line planting, provide at least one tree per 100 square feet of total area. Trees should be 15-gallon size minimum.	The Project would comply with this guideline.	Yes
• Shrubs should provide a visual screen of a minimum of five feet in height after two year's growth. For shrubs in massed plantings, use on center dimensioning to space shrubs so that branches intertwine after two year's average growth.	The Project would comply with this guideline for screening shrubs. This guideline would not apply to non-screening shrubs.	Yes
• For internal parking and services areas, where the total square footage of a parking or service area exceeds 6,000 square feet, in addition to all other Guidelines, an internal area equivalent to a minimum of 5 percent of the total area should be planted with a combination of trees and shrubs.	The Proposed Project would comply with the requirements of this guideline for parking lot landscaping.	Yes