

3.0

ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.0.1 INTRODUCTION

This section presents an analysis of each resource topic that has been identified through preliminary environmental analysis and the public scoping process as likely to be affected by the proposed project. Each subsection describes the environmental setting of the project as it relates to that specific resource topic; the impacts that could result from implementation of the project; and feasible mitigation measures that would avoid, reduce, or compensate for the significant impacts of the project.

Level of Significance

Under the California Environmental Quality Act (CEQA), a variety of terms are used to describe the levels of significance of adverse impacts. The definition of terms used in this Draft EIR is presented below.

- **Significant and Unavoidable Impact.** An impact that exceeds the defined standards of significance and cannot be avoided or reduced to a less-than-significant level through implementation of feasible mitigation measures.
- **Significant Impact.** An impact that exceeds the defined standards of significance and that can be avoided or reduced to a less-than-significant level through implementation of feasible mitigation measures.
- **Potentially Significant Impact.** A significant impact that may ultimately be determined to be less than significant; the level of significance may be reduced through implementation of policies, standards, guidelines, or through further definition of the project detail in the

future. Potentially significant impacts may also be impacts for which there is not enough information to draw a firm conclusion; however, for the purpose of this Draft EIR, they are considered significant. Such impacts are equivalent to Significant Impacts and require the identification of feasible mitigation measures.

- **Less-Than-Significant Impact.** Impacts that are adverse but that do not exceed the specified standards of significance.
- **No Impact.** The project would not create an impact.

3.0.2 FORMAT OF RESOURCE TOPIC SECTIONS

Each resource topic considered in Section 3.0 is addressed under five primary subsections: Introduction, Environmental Setting, Regulatory Considerations, Impacts and Mitigation Measures, and Cumulative Impacts. An overview of the information included in these sections is provided below.

Introduction

The introduction section describes the topic to be analyzed and the contents of the analysis. It also provides the sources used to evaluate the potential impacts of the project, and lists any issues and concerns relative to the resource topic specifically identified by the public and the agencies during the EIR scoping process.

Environmental Setting (Baseline)

According to Section 15125(a) of the State CEQA Guidelines, the environmental setting, that is the physical environmental conditions in the vicinity of the project, is typically the on-the-ground conditions at the time the Notice of Preparation (NOP) is issued. The environmental setting constitutes the baseline relative to which a lead agency determines whether an impact is significant. The NOP for the project was issued on August 3, 2010. The baseline condition for the project is the condition of the site (e.g., existing land uses, existing soil conditions, existing traffic conditions) at the time the NOP was issued, as further described in the environmental setting section for each resource topic. Therefore, for all resource topics the baseline condition comprises a site that is vacant and undeveloped. Impacts are evaluated by comparing the “with project” condition to this baseline condition.

Regulatory Considerations

The overview of regulatory considerations for each resource topic is organized by agency, including federal, state, regional, and local policies. The San Benito County General Plan policies relevant to each resource topic are provided in Section 3.9, Land Use and Planning and also in other topical EIR sections, as appropriate.

Impacts and Mitigation Measures

This subsection lists significance criteria that are used to evaluate impacts, followed by a discussion of the impacts that would result from implementation of the project. Impacts and the corresponding mitigation measures are numbered consecutively within each topic. Cumulative impacts are also presented for each resource topic. For more information on the approach to the cumulative impact analysis, see the description under “Approach to Cumulative Analysis” below.

References

The references used to prepare the environmental setting and impact analysis for each section of this Draft EIR are listed in Section 7.0, Documentation.

3.0.3 APPROACH TO CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis focuses on the change in the environment that would result from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects at time of NOP issuance. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. For purposes of determining the probable future projects to be included in the cumulatives analysis, a lead agency may select a list of projects, including those outside the control of the agency, or, alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document, or from a prior environmental document that has been adopted or certified, and these documents may describe or evaluate regional or area-wide conditions contributing to the cumulative impact.

This Draft EIR evaluates cumulative impacts using a list of reasonably foreseeable projects at the time of NOP issuance. The projects listed in [Table 3, Related Projects](#), are included in the cumulative analysis for the project. The locations of these projects are shown in [Figure 25, Locations of Related Projects](#). Reasonably foreseeable future projects are defined to include approved but not built projects and projects for which applications have been submitted to the

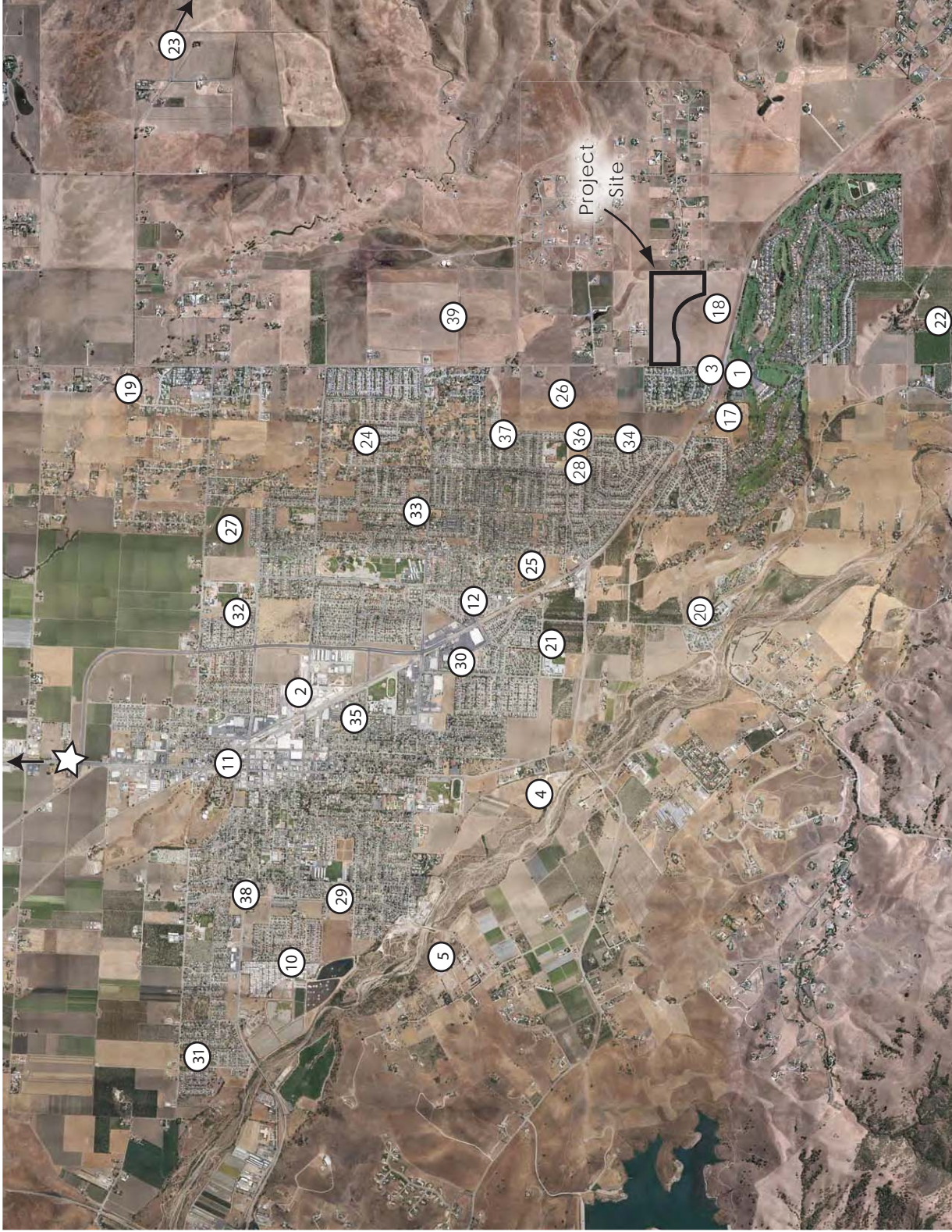
City of Hollister or the County. These projects, together with development within the Hollister sphere of influence, are referred to in this section as “cumulative development” and provide the cumulative scenario for all resource topics, including traffic and noise. There are 22 pending or approved residential projects in northern San Benito County and the City of Hollister for a total of 2,401 dwelling units, as of the time of NOP issuance. The proposed project would add a maximum of 220 primary dwelling units for a total of 2,621 dwelling units in the cumulative scenario.

The proposed project is expected to be under construction between five to 16 years once all necessary approvals and other entitlements are obtained. This Draft EIR assumes that construction of the projects listed in [Table 3](#) may overlap with one or more phases of the proposed project. As such, there is potential for the construction impacts of these projects to accumulate with the impacts of the proposed project. For purposes of the cumulative analysis, the combined effects of these projects are evaluated in all the resource sections of this Draft EIR for potential short-term construction cumulative effects and long-term operational cumulative effects.

The cumulative impacts discussion describes the cumulative impacts of the proposed project, and determines whether the proposed project in combination with other cumulative projects would result in a significant cumulative impact, and, if so, whether the project’s contribution to the significant cumulative impact would be cumulatively considerable.

Section 15130 of the State CEQA Guidelines, among other things, provides the following direction regarding the cumulative impact analysis:

- An EIR should not discuss cumulative impacts that do not result in part from the proposed project;
- A lead agency may determine that an identified cumulative impact is less than significant, and shall briefly indicate why it is not significant and shall identify facts and analysis in the EIR supporting its determination;
- A lead agency may determine a project’s incremental effect is not cumulatively considerable, and therefore is not significant, and shall briefly describe in the EIR the basis of its determination and shall identify facts and analyses in the EIR supporting its determination; and
- A lead agency may determine a project’s cumulatively considerable contribution to a significant cumulative impact may be rendered less than cumulatively considerable and therefore residually not significant, if the project is required to implement or fund its fair share of mitigation measure or measures designed to alleviate the cumulative impact in a manner that guarantees timely construction and/or implementation when needed by the project.



0 4200 feet



Sites 6, 7, 8, 9, 13, 14, 15, 16

For more information, refer to EIR Table 3, Projects Considered Part of the Cumulative Project Scenario



Source: Google Earth Pro 2010, PMC Inc 2008
 County of San Benito Planning Department 2010, City of Hollister Planning Department 2010

Figure 25

Locations of Related Projects

Fairview Corners Residential Specific Plan EIR

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Table 3 Projects Considered Part of the Cumulative Project Scenario

#	Project Name	Size/Land Use	Location
Commercial/Industrial Projects			
1	Ridgemark Zone Change	2.43 acres Neighborhood Commercial	Airline Highway at Ridgemark Country Club
2	Lowe's	35 acres Commercial	190 Hillcrest Road
3	GPA from RR to C-2	26,000 SF Neighborhood Commercial	West of Fairview, North of Airline Highway
4	Commercial	12,000 SF Office Space	2220 Cienega
5	Use Permit	Five-parcel Mining and Concrete Operation	1350 Nash Road
6	Ausonio Inc.	15,600 SF Office Space	1850 Airway Dr., Lot 10
7	Bob Enz	10,800 SF Commercial Building	1900 Aerostar Way
8	Bob Enz	10,800 Square Feet Commercial Building	1961 Airway Dr.
9	Carlisle Office Pk	17,948 SF Office Space	Bert Dr.
10	City of Hollister – Animal Shelter	7,908 SF Commercial Building	1321 South St.
11	6 El Grullense	Alterations/Convert Autosshop to Restaurant	249 San Benito St.
12	Hazel Hawkins Hospital	60,500 SF Hospital Expansion	911 Sunset Dr.
13	Joel Grow	15,755 SF Commercial Building	Shelton Dr.
14	Mark Verdegaal	17,600 SF Commercial Building	1701 Lana
15	Mark Verdegaal	12,000 SF Commercial Building	1801 Lana
16	Life Sparc – Phase 1&2	14,480 SF Modular Office & Warehouse	1971 Airway Dr.
17	Zone Change and Use Permit	Senior Care Facility	3588 & 3586 Airline Highway

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#	Project Name	Size/Land Use	Location
Mixed Use Projects			
18	Gavilan College San Benito Campus	77-acre Community College, 70 Multi-family Units and Neighborhood Commercial	Fairview Road and Airline Highway
Residential Projects			
19	Fairview Road Minor Subdivision	Two Residential Lots	3220 Fairview Road
20	Southside Road (Corotto) Minor Subdivision	Two Residential Lots	402 Southside Road
21	Southside Road (Lantz) Minor Subdivision	Three Residential Lots	2200 Southside Road
22	Southside Road (Lompa) , GPA & Zone Change from AP to R-1 and Rural	Possible Six Residential Lots	4998 Airline Highway
23	GPA from AR to AP-Residential Subdivision	Possible Eight Residential Lots	2000 Santa Ana Valley Road
24	Anderson Homes	Six Single-Family Homes	Mulberry Court
25	Annotti Senior Project	170 Senior Apartments	West of Valley View, South of Hazel Hawkins Hospital
26	Award Homes	595 Single-Family Homes and 100 Apartments	West of Fairview Rd., South of St. Benedict's Church, East of Calistoga Dr.
27	Brigantino	15 Single-Family Homes	North of Brigantino Dr., South of Santa Ana Rd.
28	Cerra Vista 4	20 Single-Family Homes	South of Union Rd. at Cerra Vista Dr.
29	Eden West	55 Single-Family Homes	Between Apricot Lane, Line Street, Steinbeck Drive and Cannery Row

#	Project Name	Size/Land Use	Location
30	Hillock Ranch	41 Single-Family Homes	South and West of Hillock Dr., East of Morning Glory, on Jasmine and Honeysuckle
31	Hillview Subdivision	25 Single-Family Homes	South of Buena Vista Rd., North of Central Ave, between Ranchito Drive & Beresini Lane
32	La Baig 5 (Koch)	45 Single-Family Homes	North of Meridian along Koch
33	Las Brisas (Two Projects)	17 Single-Family Homes	Along Marilyn Court and McDonald, North of Sunnyslope Road
34	Valley View Phase 3 and Phase 6	14 Single-Family Homes	Along Driftwood St., East of Bayberry St. and South of Valleyview Rd.
35	Vista Meadows Senior Apartments	72 Senior Apartments	North of East Park Street and East of Sherwood Dr.
36	Walnut Park A	5 Single-Family Homes	East and West side of Calistoga Dr. between Union Rd. and Brighton Dr.
37	Walnut Park B	27 Single-Family Homes	Along Calistoga Dr. , between Monte Vista and Vallejo Dr.
38	Westside Apartments	11 Apartments	4 th Street and Westside Blvd.
39	Santana Ranch Specific Plan	1,092 Residential Units, Neighborhood Commercial, Elementary School and Parks	West of Fairview Road, North of John Smith Road
Cumulative Residential Units		2,401 Dwelling Units	

Source: County of San Benito Planning Department 2010, City of Hollister Planning Department 2010, PMC 2008

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3.1 AESTHETICS

This section of the Draft EIR addresses the project's effects on visual resources, the change in the visual character of the project site and its surroundings due to the project, and the impacts of new sources of glare and light that would be added by the project. The discussion in this section is based upon independent site investigation and analysis by the technical consultants, information found in the *County of San Benito General Plan (1994)*, and comments received on the Notice of Preparation.

3.1.1 ENVIRONMENTAL SETTING

The project site is currently undeveloped land that is used to cultivate barley. The land is annually disced and periodically grazed by cattle. The topography of the site undulates with an overall gradual change in elevation from west to east. From Fairview Road, the topography slopes gradually upward before dropping down toward the eastern portion of the site. There are no unique or distinguishing visual or aesthetic characteristics on the project site, except for the open space nature of the property itself. The County of San Benito General Plan Environmental Resources and Constraints Inventory identifies the County's overall rural landscape framed by the Gabilan Mountains to the west and the Diablo mountain range to the north and east, as important and character-defining visual resources (page 1). The project site contributes to the open space character of the rural landscape. Because the site is undeveloped, there are no sources of light or glare on the project site. The visual characteristics of the site are illustrated photographically in Figure 5, Site Photographs (refer to Section 1.0). [Figure 26, Existing Views](#), presents public views of the site from six vantage points.

Photograph #1 presents the existing views of the project site from Fairview Road looking southeast. Photograph #2 presents a view of the site from the Cielo Vista Drive intersection with Fairview Road. As demonstrated by these two photographs, existing public views of the site

from the west are limited to only that portion of the site closest to the roadway, which is framed by distant views of the Diablo mountain range, partially obscured by on-site topography. Existing views from Fairview Road looking east are limited by the gradual rise in the site topography, and afford limited views of the distant hills. The views of the natural setting from these locations are diminished by the presence of utility poles and lines.

As demonstrated by Photograph #3 and Photograph #4, the site is not visible from the intersection of Airline Highway/Fairview Road/Ridgemark Drive. Trees near Old Ranch Road are just visible over the adjoining Gavilan College San Benito Campus site when viewed from eastbound Airline Highway. Views of the site are obscured by foreground topography when viewed from northbound Ridgemark Drive. The views of the natural setting are diminished by the presence of utility poles and lines from this location, as well.

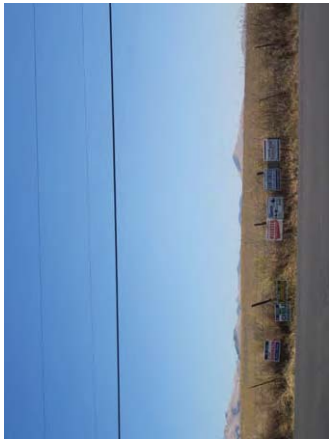
As evidenced by Photograph #5, limited views of the site are available from westbound Airline Highway; the site is visible only at the crest of the hill above and north of the Gavilan College San Benito Campus site, which is currently undeveloped and dominates the foreground view. As shown in Photograph #6, the site is in the foreground of public views south from Old Ranch Road. Public views of the site are not available from Harbern Way to the east, as evidenced by the aerial photograph in Figure 5, because the street ends in a cul-de-sac and views are blocked by existing homes.

Because the site is undeveloped, existing nighttime illumination of the project site is very limited, consisting only of street light illumination in the immediate vicinity of the nearby intersections on Fairview Road. Glare from exterior lighting sources is therefore largely absent.

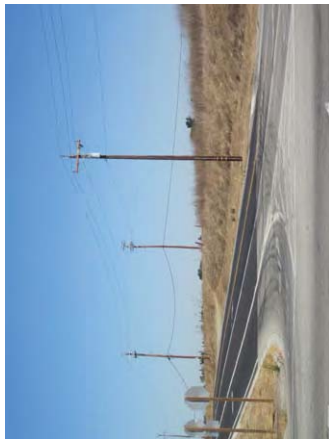
The San Benito County Code recognizes the entire region as having topographic and atmospheric conditions that are uniquely suited for astronomical observations. Fremont Peak State Park observatory is located approximately 8.5 miles southwest of the project site. Pinnacles National Monument, which is located approximately 20 miles southeast of the project site, is a popular location for star gazing activities. Protection of night time views from both of these locations is encouraged in the County Code, and development in all parts of the County is required to take steps to minimize light pollution.



① View looking southeast across the project site from Fairview Road.



② View looking east across the project site towards the Cielo Vista extension.



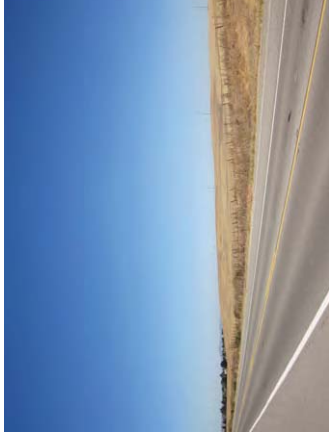
③ View looking northeast towards the project site from Airline Highway.



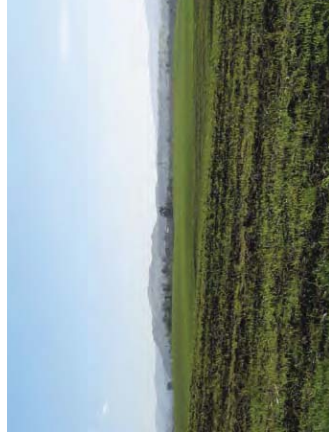
Project site Boundary



④ View looking northeast towards the project site from Airline Highway.



⑤ View looking northwest at the project site from Airline Highway.



⑥ View looking south across the project site from Old Ranch Road.

Source: Google Earth 2009

Figure 26

Existing Views

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3.1.2 REGULATORY SETTING

San Benito County General Plan

The following San Benito County General Plan policies associated with aesthetics and visual resources are applicable to the proposed project:

Open Space and Conservation Element Policies

Policy 12: Direct Development to Urban Areas. It will be the County's policy to apply land use controls to ensure that only non-urban uses are located beyond Spheres of Influence and Urban Reserve Areas, except for specific areas designated Rural / Urban, Area of Special Study, Residential Commercial, or Industrial on the General Plan Land Use Map.

Policy 16: Open Space Around Cities. It is the County's policy to preserve a rural atmosphere by directing population growth and public service extensions to infill development and avoiding leapfrog growth.

Policy 17: Ridgeline Development. To preserve the rural character of the area, new development shall be directed away from the horizon through the use of building envelopes and integration of building architecture into the contour of the horizon.

Policy 18: Protect Rural Atmosphere and Natural Resources. General Plan Amendments, Specific Plans, Area Plans and Areas of Special Study that result in a net increase in General Plan buildout (Table 1 of the Land Use Element), shall include methods to conserve open space for natural resources including agriculture, wildlife habitat, and water (e.g., conservation easements and/or other similar resource protection measures). Proposed development areas shall also include measures to protect resources on-site and contiguous to the project with the use of clustering, conservation easements, and other similar programs.

Land Use Element

Policy 9. The type of development allowed within the residential areas includes residential, agricultural, and open space. Trails, parks, and

public facilities, including schools and churches, may be allowed subject to use permits.

Policy 12. The County shall utilize specific zoning tools, such as Planned Unit Developments to allow for clustering and density transfer as a means to provide innovative and diversified development, and to avoid hazardous areas while maintaining the rural character of the County provided that the development design and diversity is consistent with Policy 9 and actions.

Policy 36. The County should maintain high standards of siting and design in the development of all land uses. Standards and criteria shall be established by the County.

Scenic Roads and Highways Element

Policy 1. It is the policy of San Benito County to provide for the protection of certain transportation corridors which are recognized as having unusual or outstanding scenic qualities.

The project site is also designated as an “Area of Special Study,” described in the General Plan Land Use Element, Land Use Plan, as follows:

This designation applies to areas of the County where a combination of the following criteria apply: 1) More concentrated development than is presently allowed may be desirable provided a comprehensive plan for public services and resource conservation is integrated in order of priority into a specific plan, community plan or area plan. 2) As a result of prior, piecemeal subdivisions, a plan for integrated development and coordination of governmental services and/or community facilities is desirable. 3) The County has identified the area as a potential area for commercial, industrial, and/or residential development.

The intent would be to direct development from natural resources and environmentally hazardous areas, to provide for mixed land uses to reduce vehicle emissions, to effectively plan the design, development and financing of services, and to develop open space programs. Increased development density over base density may be awarded based on specified programs. New development will not be approved within an Area of Special Study until there is full mitigation of public services, infrastructure and facility impacts.

San Benito County Code

San Benito County Code, Title 19 (Land Use and Environmental Regulations), Chapter 19.31 (Development Lighting) encourages lighting practices and systems that minimize light pollution, glare, and light trespass from all proposed new land uses, development, buildings, structures, or building additions. The chapter requires that all streetlights installed on County roadways or private roadways within the County shall be shielded and shall use low-pressure sodium (LPS) lamps. The chapter includes provisions such as prohibiting all outdoor floodlighting by flood light projection above the horizontal plane, requires that all light fixtures be appropriately shielded, and that all light fixtures, except streetlights, shall be located, aimed or shielded so as to minimize stray light trespassing across property boundaries.

Chapter 19.31 regulates lighting on the project site. Chapter 19.31 divides the County into three “Lighting Zones,” depending on the distance from Fremont Peak State Park and Pinnacles National Monument Visitor Center, and includes requirements for all three zones. Chapter 19.31 also addresses development lighting and its impact on night skies, and encourages lighting practices and systems which minimize light pollution, glare, and light trespass. It also encourages practices that conserve energy and resources while maintaining night-time safety, utility, security and productivity, and curtail the degradation of the night time visual environment, as discussed above.

The proposed project site is within Lighting Zone III, which is subject to the following special standards, as set forth in section 19.31.009, in addition to the general standards that apply to all zones, pursuant to section 19.31.006:

- A. Total outdoor light output (excluding streetlights used for illumination of County roadways or private roadways) related to any development project in Zone III shall not exceed 100,000 initial raw lamp lumens per net acre, averaged over the entire project. Furthermore, no more than 5,500 initial raw lamp lumens per net acre may be accounted for by lamps in unshielded fixtures permitted in Table 19.31.006(1) of Chapter [19.31].
- B. Outdoor recreational facilities in Zone III shall not be illuminated after 11:00 p.m. except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m.
- C. Outdoor internally illuminated advertising signs shall be constructed with either an opaque background and translucent letters and symbols, or with a colored (not white, cream, off-white or yellow) background and lighter letters and symbols. Lamps used for internal illumination of the signs shall not be included in the lumens per net acre limit set in this

division. The signs shall be turned off at 11:00 p.m. or when the business closes, whichever is later.

3.1.3 STANDARDS OF SIGNIFICANCE

CEQA Guidelines Appendix G indicates that a project will have a significant effect on the environment if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- create a new source of substantial light or glare, which would adversely affect day or nighttime views in the adjacent area.

3.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

Scenic and Visual Resources

Impact AES-1: The project would result in the development of rural land that is in the foreground of a view of the Diablo mountain range as viewed from Fairview Road and public streets within the Cielo Vista residential subdivision to the west. Project development would alter the character of the view, as well as obscure views of the Diablo mountain range from public viewing areas along Fairview Road. This is a **potentially significant impact**.

A scenic vista is generally described as a clear, expansive view of significant regional features possessing visual and aesthetic qualities of value to the community. The existing view affected by the project is comprised of the Diablo mountain range in the background with the gently rolling topography of the project site in the foreground. Public views are primarily available to motorists traveling along Fairview Road at highway speed.

As evidenced by the photographs in Figure 5, Site Photographs (refer to Section 1.0), there are no distinguishing visual features on the project site. The character-defining visual feature of the site is its undeveloped nature, framed by a visual backdrop of distant mountains. The proposed project would result in the development of rural land that is in the foreground of a public view of

the Diablo mountain range as viewed from Fairview Road and public streets within the Cielo Vista residential subdivision to the west. Any development of the project site would alter the character of the existing view.

The proposed project would allow the development of one- and two-story single-family residential homes, fencing, new landscaping and trees, as well as other structures and elements ancillary to residential development. The proposed project also includes provisions for multi-family development such as townhomes, condominiums and/or apartments. The development of a substantial number of multi-family units is not anticipated due to the maximum 220 primary dwelling units allowed under the Specific Plan. The proposed project provides land use and development standards for the placement, size, and height standards as well as other development regulations and design guidelines allowed by the Specific Plan, which the master or individual developers would be required to comply with in connection with subsequent approvals (e.g., tentative maps, design review) for the project. For instance, the proposed maximum height limit for single-family residential uses is 30 feet and is 35 feet for multi-family residential uses, except for any multi-family units and other structures on parcels adjacent to the boundary of the site, which would be restricted to 30 feet. (See Specific Plan, Table 15, Height Limits.)

It is anticipated that multi-family development allowed by the proposed project, if ultimately constructed, would be placed in proximity to the approved, but not yet developed, Gavilan College San Benito Campus on the adjoining parcel to the south. Although the proposed project does not require multi-family uses to be placed adjacent to Fairview Road, multi-family uses could be placed near this roadway, within the line of sight of public views of the Diablo mountain range. Either type of residential development, if placed adjacent to Fairview Road, would obscure views of the Diablo mountain range from the existing public viewing areas along Fairview Road as illustrated in Figure 5 and Figure 26.

This view may be of some value to the motoring public. However, long-range views of rolling countryside, foothills and mountains are characteristic of San Benito County, and exist throughout the region. Among these views and features, the Diablo mountain range has not been identified in the San Benito County General Plan as a significant visual feature, or as a component of a significant scenic vista within the County. Further, the scenic quality of the view is already compromised by a number of factors, including the highly limited duration that views are available to motorists due to the high speed of travel along Fairview Road and the limited travel along the project frontage.

As demonstrated by the photographs in Figure 26, portions of the project site may be visible, but not easily discernable, from Airline Highway to the south. The site is not visible from westbound Airline Highway. The planned Gavilan College San Benito Campus project, when completed, would dominate the foreground and block views of the project site and distant mountains from

Airline Highway. Nevertheless, if the proposed project is constructed prior to the campus project, the rooftops and some buildings would likely be visible from Airline Highway. The change in the visual quality of the project site and vicinity when viewed from Airline Highway would be most evident to viewers travelling eastbound on Airline Highway at its intersection with Fairview Road and Ridgemark Drive. The site is not visible from northbound Ridgemark Drive at this location. The impact of the project to the views would be most apparent to eastbound users of Cielo Vista Drive, who must stop prior to navigating the intersection.

Additionally, while the undeveloped nature of the project site would be altered as a result of the project, a number of design features and policies within the Specific Plan have been included to ensure that the view of the project site from Fairview Road would be of high quality. The following policies and implementation measures are found in the Specific Plan Article 2, Land Use Plan and Development Standards, and Article 4, Community Design, and address project effects to aesthetics and visual resources. Tabular information that is referenced in the policies and implementation measures listed below is found in Article 2 of the Specific Plan (Land Use Plan and Development Standards).

Specific Plan Policies

Policy LU-8.1. Limit lot coverage dependent on the development density and lot size.

1. Lot coverage shall be determined by lot size and use in accordance with Table 7, Lot Coverage.
2. Coverage calculations shall include all principal residential and accessory buildings, including garage space.

Policy LU-8.2. Provide minimum yard areas for all residences.

1. A minimum rear or side yard area clear of structures or driveways shall be provided as prescribed in Table 8, Minimum Yard Space (Rear or Side Yard).

Policy LU-9.1. Set development back from streets and lots dependent on development density and lot size.

1. Compact development, including attached and detached single family dwellings or two to three unit attached dwellings on lots of less than 5,000 square feet, shall be set back from property lines in accordance with Table 9, Compact Development Setbacks. [LEED ND NPD Credit 1]

2. Standard development, including detached single family dwellings or two to four unit attached dwellings on lots of 4,000 to 12,000 square feet, shall be set back from property lines in accordance with Table 10, Standard Development Setbacks. [LEED ND NPD Credit 1]

3. Large lot development, including detached single family dwellings or two to four unit attached dwellings on lots of greater than 12,000 square feet, shall be set back from property lines in accordance with Table 11, Large Lot Development Setbacks. [LEED ND NPD Credit 1]

4. Apartments, condominiums, and other multifamily dwellings of five or more units shall be set back from property lines in accordance with Table 12, Multifamily Development Setbacks. [LEED ND NPD Credit 1]

Policy LU-9.2. Establish specific set-backs and exceptions for special circumstances.

1. Additional setback requirements shall be observed in accordance with Table 13, Special Setback Requirements and Exceptions.

Policy LU-10.1. Limit building and fence height dependent on the type of dwelling unit and characteristics of adjacent development.

1. Buildings and fences shall be limited to the maximum heights as prescribed in Table 14, Height Limits.

2. Structures near a shared boundary between the Plan Area and private property outside the Plan Area shall adhere to the additional height requirements in Table 15, Height Limits at Plan Area Boundaries. These requirements shall not apply to Plan Area boundaries within or adjacent to a road, except that any multi-family uses or other structures adjacent to the project site boundary (e.g., Fairview Road) shall adhere to the height requirements in Table 15.

Policy LU-10.2. Limit the location of fences and vegetation to ensure visibility at roads.

3. Fencing, vegetation, and other landscape features shall not obscure the view between the front of the house and the road. Except along Fairview Road, where a minimum six-foot sound barrier may be required, solid fences and gates over three feet high are prohibited fronting public roads. Prune front yard tree canopies to at least seven feet

from the ground, and maintain plantings near walkways and building entries to under three feet tall.

4. On lots at the intersection of a road and pedestrian path, no fence or hedge over three feet high shall be allowed in the yard adjoining the path.

Policy CD-1.1. Ensure that streetscape improvements enhance the visual quality of the neighborhood.

1. Carry a consistent landscape and streetscape character throughout the Plan Area. If custom homes will be individually designed, additional emphasis should be placed on a consistent streetscape design. The master developer shall prepare a Road Improvement and Streetscape Master Plan to ensure consistency within the Plan Area.

2. Coordinate streetscape, landscape, signage, and lighting to ensure a consistent visual character.

3. Deciduous shade trees shall be planted along roads at no less than 40-foot spacing, and at an average spacing of no less than 30 feet. Street trees must be planted at least 15 feet from street lights and five feet from driveways. Street trees shall be allowed to grow to full natural size. *[LEED ND NPD Credit 14]*

4. If relatively fewer and larger lots are subdivided, a design theme for the collector roads shall be developed to include a consistent fencing and entry gate theme.

Policy CD-1.2. Ensure that infrastructure improvements do not compromise the visual quality of the neighborhood.

1. Screen for visual privacy or noise attenuation with berms and landscaping and minimize solid fences or walls. If walls over six feet facing the public view are necessary, such as when a rear yard is adjacent to a road, screen with vegetation.

2. Use decorative poles and luminaries for street lighting.

Policy CD-3.1. Maintain architectural continuity within developments and neighborhoods.

1. Obtain a consistent neighborhood character by using a consistent architectural style for residential buildings; architecture should feature

variation within a style, rather than through the use of several different styles. Architecture shall feature selected details drawn from traditional regional styles. The master developer shall prepare an Architectural Style Master Plan to ensure consistency of architectural style within the Plan Area.

2. Detached garages, and attached carports, workshops, storage buildings, pool houses, porches, and patio covers shall be architecturally consistent with the principal structure.

3. Match the design of multifamily development parking canopies, trash enclosures, and other accessory structures to the architecture of the main building. Integrate signs and information systems into the overall design of multifamily residential developments. Relate signs to the architecture of the main building.

4. Design multifamily dwellings, community buildings, and utility and service facilities to blend and harmonize with single-family dwellings and neighborhoods by using mass, detailing, and roof lines that express a scale similar to and drawn on elements of traditional single-family homes.

5. Arrange multifamily dwellings to front on the public right-of-way. Organize the property to place buildings adjacent to the road, and locate off-street parking behind buildings or in the interior of the property. *[LEED ND NPD Prerequisite 1]*

6. Design utility structures to complement residential development in scale and style.

7. Use exterior color schemes that reflect the natural landscape and historic landscape features.

Policy CD-3.2. Design dwellings with appropriate façade detailing.

1. Arrange windows, doors, and other façade elements in balance on each elevation.

2. Face entryways toward the street and make them a prominent part of the house design. *[LEED ND NPD Prerequisite 1]*

3. Provide depth to the façade by employing recessed and projecting elements, including prominent features such as bay windows and

porches, and subtle features such as recessed window planes and raised trim.

4. Extensive blank, solid walls (overly long or overly tall) are discouraged on all elevations and are not permitted on elevations facing roads. If such walls are necessary for interior or structural reasons, provide some form of variation or decoration such as false windows and balconies, wainscoting, stringcourse, corbel-supported arcade roof, and/or trellis plantings.

5. Garage doors/carport openings facing a road may not constitute more than 50 percent of the width of any ground floor elevation. Where the garage door/carport opening constitutes more than 40 percent of the width of any ground floor elevation, special design treatment, such as an arbor or portico, shall be required at the garage/carport.

Policy CD-3.3. Design dwellings to complement their lot position.

1. Design houses for corner lots (including lots fronting on pedestrian paths) to present equally important elevations to both frontages.
2. Orient front elevations of courtyard corner homes to face the road from which the courtyard gains access.

Policy CD-3.4. Ensure that property improvements enhance the visual quality of the neighborhood.

1. Retaining walls facing the road shall have a decorative finish that is consistent with the streetscape theme.
2. Fences or walls facing roads or other public areas shall be designed to blend with the landscaping, be consistent with the streetscape theme, and should be at least partially screened by landscaping.
3. Locate air conditioning; mechanical equipment; antennae and television receiver dishes; and vents on sides of the roof that are not visible from the street, whenever possible.
4. Screen utility boxes from view of the road.
5. Position gas meters and electric meters to minimize their visibility from roads, or provide screening.

6. Provide landscaping and/or decorative paving or paving accents within courtyard and alley vehicular accesses. Garages should generally be set back of living areas, but not so much as to encourage parking that would encroach into the courtyard vehicular access area. Vary courtyard building height and/or setbacks, and place garages so that they do not dominate the view into the courtyard or alley. Design courtyard vehicular access so that the terminating vista features enhanced landscaping or a building element other than a garage.

Policy CD-5.1. Design parking lot lighting and street lighting to prevent light spill onto adjacent properties.

1. The master developer shall prepare a Lighting Master Plan to ensure consistency of lighting treatment within the Plan Area.
2. Use full or three-quarter cut-off luminaires for all parking lot and street lighting.
3. Limit lighting standards to a height of 25 feet.
4. Design parking lots so that peripheral landscaping filters direct views of luminaires from adjacent residences.
5. Set subdued street lighting levels that maintain a rural ambiance.
6. Design street lighting so that streetlights are placed at side lot lines.

Policy CD-5.2. Design building lighting to prevent light spill onto adjacent residential properties.

1. Shield exterior lighting from shining directly onto adjacent residential properties.
2. Locate exterior lights on the sides of houses below the top of the fence or shield the light from direct view of neighboring property.

Policy CD-5.3. Use minimal lighting in peripheral areas.

1. Illuminated monument signs shall use the lowest practical level of lighting.
2. Illuminated monument signs shall use the concealed up-lighting or down-lighting.

3. No lighting shall be provided on peripheral pedestrian paths.

Policy CD-5.4. Plan lighting to maximize safety and security and conserve energy.

1. Set street lighting levels that adequately provide for safety and security.
2. Position street lights at the beginning of pedestrian paths to provide maximum illumination within the pathways.
3. Use low levels of lighting in multi-family residential developments to eliminate dark corners near areas of pedestrian movement.
4. When feasible use lighting technologies with higher efficiencies such as low voltage or LED lighting.

Policy CD-6.1. Design multi-family residential signage to blend with the residential character of the Specific Plan.

1. The master developer shall prepare a Signage Master Plan to ensure consistency of sign designs within the Plan Area.
2. Multi-family residential development building signage shall be made of wood, metal, stone, or other natural or simulated natural material. Signs may be painted, stained, or tinted. Plastic signs are not permitted.
3. Signs shall be consistent with the architecture of the building and in scale with the property and building.
4. Illumination of signs shall be by focused lighting that is not directly visible from locations outside the Plan Area.
5. Internally lit and flashing or animated signs shall not be used in exterior locations.

Policy CD-6.2. Entry signage shall be distinctive and attractive.

2. Provide ornamental monuments/decorative landscape wall to provide a distinguishing entry to the Plan Area at the intersection of Fairview Road and Cielo Vista Drive.
3. Provide complementary ornamental monuments at the intersection of Cielo Vista Drive and three collector entry roads.

4. Entry signs shall be constructed of durable materials, such as stone, textured concrete, heavy timber, or metal.
5. Entry sign materials shall be non-reflective.
7. Painted surfaces shall utilize graffiti-resistant paint.
8. A consistent design theme should be carried throughout the entry signs, with distinctive features to set apart each sign and create unique identities for each neighborhood.

Policy CP-4.1. Promote a pleasant and conducive walking environment through implementation of traffic calming.

2. Amenities to enhance the pedestrian environment, including entry features (landscaping, monumentation, and signage etc.), traffic calming, and street trees shall be included on the improvement plans.
5. Streets shall have nighttime lighting that meets the minimum illumination standards contained in Article 4.0, Community Design.
6. The perimeter trail shall be designed to permit as many openings and viewpoints from other areas within the Plan Area as practical, in accordance with the design standards in Article 4.0, Community Design.

Policy PF-6.1. Provide on-site parks and open spaces.

1. Utilize areas adjacent to any on-site biological conservation easement to provide opportunities for enjoyment of the open space.
2. Provide a small park/tot lot within 1,500 feet, if feasible, of each residential lot.
3. Each park/tot lot shall have trash and recycling receptacles, seating, and shade trees
4. To the extent feasible, pathways and trails shall be constructed with a smooth surface that is at least partly pervious to water, such as decomposed granite.
5. Pathways shall be landscaped with shade trees to facilitate use on hot days.
6. Parks shall be open from dawn until dusk.

In addition, the project developer would be required to prepare a Street Improvement and Streetscape Master Plan, as well as an Open Space and Parks Master Plan as part of its application for the project's first subdivision map, and all subsequent development approvals would be required to be consistent with these and other project Master Plans.

As set forth above, the proposed project includes policies and implementation actions that would regulate the design and development of individual structures and the proposed project as a whole, and are consistent with County regulations and relevant General Plan policies intended to mitigate any potentially adverse aesthetic effects of development. These policies include, among other things, set-back and height requirements, landscaping standards, and architectural guidelines. The implementation measures for each of these policies include standards on site planning within individual lots and within the community as a whole, as well as guidelines on the architectural details and landscaping of the structures within the project site.

For the above reasons, the project's impacts on visual resources as a result of changing the rural nature of the site to suburban uses would be less than significant. However, given the flexibility in the Specific Plan policies, the project applicant has agreed to Mitigation Measure AES-1 below to ensure the identified impacts remain less than significant.

According to the noise analysis, the project would include a continuous sound wall along the Fairview Road frontage if proposed residences are placed within 100 feet of the street frontage (Illingworth and Rodkin 2010). The impacts of noise are discussed in Section 3.11. If residences are not placed within 100 feet of the street frontage, a sound wall would not be required. Specific Plan Policy CD-1.2 includes screening for visual privacy or noise attenuation with berms and landscaping and minimizing solid fences or walls. Implementation Measure #1 of Policy CD-1.2 requires screening of walls over six feet in height that face public views. Additionally, Implementation Measure #2 of Policy CD-3.4 requires the design of fences or walls facing streets or other public areas to blend with landscaping, be consistent with the streetscape theme, and be at least partially screened by landscaping.

The proposed project also includes provisions to ensure adequate land area east of the existing Fairview Road right-of-way to accommodate the County's planned widening of this roadway to four lanes. In addition, two 12-foot lanes, a six-foot bicycle lane, a six-foot shoulder, a 12-foot landscaped strip and sidewalk, and a five-foot shoulder on the east side of Fairview Road will be added as development warrants. These proposed improvements are shown conceptually on the Specific Plan Figure 17, Existing and Typical Future Fairview Road Sections.

The proposed frontage improvements, including the potential soundwall for Fairview Road if found necessary, are required by the Specific Plan to be constructed concurrently with the development of each subdivision fronting on Fairview Road (Specific Plan Article 7,

Implementation Plan), subject to the discretion of the County Director of Public Works, who may determine the sequence of and phasing of such improvements, in order to provide complete road segments for public safety, consistent with County requirements and the approved Specific Plan.

If the sound wall is required, to the extent the sound wall would negatively affect the overall visual quality of the Fairview Road corridor by altering the character of the public views of the Diablo mountain range, this would be considered a potentially significant impact. It is assumed that the sound wall would be placed on the property line fronting Fairview Road, between the proposed development and the right-of-way.

To ensure that the proposed sound wall and landscaped frontage and other project improvements are constructed in accordance with the applicable policies found within the Specific Plan, the following mitigation measure is included:

MM AES-1: The frontage landscaping along Fairview Road shall be generally implemented as shown within the Specific Plan Figure 17 (Existing and Typical Future Fairview Road Sections), and for the sound wall, if required, and in accordance with all applicable policies within Article 2, Land Use; Article 3, Circulation Plan; Article 4, Community Design; and Article 6, Public Facilities, of the Specific Plan as well as the project's Street Improvement and Streetscape Master Plan and Open Space and Parks Master Plan (as may be amended). Further, the timing of implementation shall be in accordance with Article 7 of the Specific Plan (Implementation Plan).

While the view of the project site would be altered, with implementation of the above mitigation, these alterations would result in an attractively landscaped frontage along Fairview Road. The alteration is therefore considered to be a **less than significant impact with mitigation incorporated**.

Change in Rural Character

Impact AES-2: The project would result in a substantial change in the visual character of the project site. This is considered a **potentially significant impact**.

The project site is rural and agricultural in character, composed of undulating hills with an overall graduating elevation change, and used for the cultivation of barley and periodic grazing of cattle. The project would result in the development of the project site with suburban uses, which would significantly change the visual character of the site and its immediate surroundings.

The Specific Plan contains a number of features and policies intended to support implementation of suburban development of high visual quality, as described more fully above, and generally as

graphically indicated in Article 4.0 of the Specific Plan (Community Design). Among other things, these policies and related implementation measures are designed to accomplish the following objectives:

- Ensure that streetscape improvements enhance the visual quality of the neighborhood. (Policy CD – 1.1)
- Ensure that infrastructure improvements do not compromise the visual quality of the neighborhood. (Policy CD - 1.2)
- Maintain architectural continuity within developments and neighborhoods. (Policy CD – 3.1)
- Design dwellings with appropriate façade detailing. (Policy CD – 3.2)
- Ensure that property improvements enhance the visual quality of the neighborhood. (Policy CD - 3.4)
- Design signage to blend with the residential character of the Specific Plan. (Policy CD – 6.1)
- Entry signage shall be distinctive and attractive. (Policy CD – 6.2)
- Promote a pleasant and conducive walking environment through implementation of traffic calming. (Policy CD – 4.1)
- Provide parks and open spaces. (Policy PF – 6.1)

In addition, the Specific Plan requires that all development within the project site be subject to design and site plan review by the County, to ensure consistency with the development and design standards and guidelines described in Article 2.0 and Article 4.0 of the Specific Plan as well as the Architectural Style Master Plan and other applicable Master Plans required by Article 7.0 of the Specific Plan (Implementation Plan), which would require approval by the County. The process for review and approval is outlined in Article 7.0 of the Specific Plan.

For the above reasons, the project’s impacts on visual resources as a result of changing the rural nature of the site to suburban uses would be less than significant. However, given the flexibility in the Specific Plan policies, the project applicant has agreed to Mitigation Measure AES-2 below to ensure the identified impacts remain less than significant.

To ensure that the above-described design and site plan processes are implemented throughout the life of the project, the following mitigation measure is proposed:

MM AES-2: The project developer shall comply with all development standards and design guidelines found in Article 4.0 of the Fairview Corners Specific Plan (Community Design). Compliance with Article 4.0 shall be subject to the review and approval of the County in accordance with Article 7.0 of the Specific Plan (Implementation Plan), as part of the project’s design and site review process.

Implementation of the above mitigation measure will ensure that the overall design of the project would be of high quality. Therefore, the impacts to the visual character of the site as a result of the project would be **less than significant impacts with mitigation incorporated**.

Light and Glare

Impact AES-3: The proposed project would introduce new sources of light and glare that could adversely affect properties in adjacent areas. Increased direct and residual light and glare are **potentially significant impacts**.

The proposed project would introduce new sources of light and glare where none currently exist. This development would introduce outdoor lighting for streets and parking areas, as well as any parks and recreational facilities that may be constructed as part of the project. This lighting has the potential to result in light and glare impacts to the nearby existing residences, as well as to future residents of the project.

However, the proposed project includes policies that require shielding of lighting to minimize up-lighting and prevent light splay from shining directly onto adjacent properties, and also require that streetlights be subdued and focused to reduce light pollution.

Specifically, as detailed above, the Specific Plan includes the following policies:

- Design parking lot lighting and street lighting to prevent light spill on adjacent properties. (Policy CD – 5.1)
- Design building lighting to prevent light spill onto adjacent residential properties. (Policy CD – 5.2)
- Use minimal lighting in peripheral areas. (Policy CD – 5.3)
- Plan lighting to maximize safety and security and conserve energy. (Policy CD – 5.4)

Further, the project developer would be required to prepare and obtain County approval of a Lighting Master Plan, which would govern development of the project.

In addition, the County Code addresses light pollution by requiring design features and performance thresholds that reduce lighting and glare impacts from exterior lighting. All project

exterior lighting is required to be reviewed for consistency with an approved Lighting Master Plan, prior to issuance of building permits. The Lighting Master Plan, among other things, must conform to the County's Development Lighting Regulations of the County Code (Title 19, Chap. 19.31). These provisions include, but are not limited to:

- Outdoor floodlighting by flood light projection above the horizontal plane is prohibited;
- All exterior light fixtures are required to be shielded to direct light downward toward the intended area of illumination, except for certain low-wattage fixtures; and
- Streets, parking areas and recreational facilities are limited to the use of glare shielded, low-pressure sodium lighting fixtures.

To ensure that the project complies with the Specific Plan development standards and design guidelines with regard to exterior lighting, as well as the County's Development Lighting Regulations, the following mitigation measure is proposed:

MM AES-3: The project developer shall be required to submit an exterior lighting plan for all subsequent development approval requests (e.g., subdivision maps, use permits, design review) pursuant to Article 7 of the Specific Plan (Implementation Plan). Said lighting plan shall demonstrate conformance with the Specific Plan, development standards and design guidelines with regard to exterior lighting as stated in Article 4.0 of the Specific Plan (Community Design), as well as with the Project's Lighting Master Plan (as it may be amended), and Title 19, Chapter 19.31 of the County Code.

Implementation of the above mitigation measure would minimize the potential for light and glare impacts from the project, by requiring submittal of a project lighting plan demonstrating conformance with applicable policies and standards. Therefore, the light and glare impacts associated with the project would be **less than significant with mitigation incorporated**.

3.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

The cumulative setting includes current and reasonably foreseeable, probable future projects. For purposes of this analysis, the cumulative scenario includes the following projects:

- **Gavilan College San Benito Campus:** This project involves the construction of a 3,500 full-time equivalent (FTE) student college facility, as well as approximately 285 residential units and 35,000 square feet of retail space, on a 77-acre site south of the project site, at the northeast corner of Fairview Road and Airline Highway.

- **Award Homes Project:** This project involves the construction of 595 single-family homes and 100 apartment units on the west side of Fairview Road, south of St. Benedict's Church and east of Calistoga Drive within the City of Hollister.
- **Santana Ranch Project:** This project involves the construction of a maximum of 1,092 dwelling units, 65,000 square feet of neighborhood commercial uses, up to an additional 41,000 square feet of commercial mixed uses, and related community facilities and project infrastructure on a 292-acre site adjacent to the City of Hollister.

The cumulative projects list (**Section 3.0**) also includes a number of smaller residential projects within the City of Hollister, as well as a number of industrial and warehousing projects in the vicinity of the Hollister Municipal Airport.

Cumulative Visual Effect

Impact AES-4: The project, in combination with other past, present and reasonably foreseeable, probable future projects along the Fairview Road corridor, may result in a cumulative impact on visual resources. The impact is considered to be **potentially significant**.

The proposed project would be located on Fairview Road in an area to the east of the City of Hollister where new residential developments have been constructed in recent years and a substantial amount of additional suburban development is approved or planned at this time. Figure 3, Vicinity Surrounding Uses, illustrates the locations of several other developments proposed, approved or in progress along the Fairview Road corridor in the vicinity of the project site, including the approved Santana Ranch Specific Plan area, located approximately one mile to the north on Fairview Road. The area located between Santana Ranch and the project site is identified by the County as the Central Fairview Study Area. The 695-unit Award Homes residential subdivision, on the east side of Fairview Road, just north of the Cielo Vista subdivision, has been approved by the City of Hollister. The future San Benito Campus is planned for the property located between the project site and Airline Highway. Several smaller developments are currently proposed along Airline Highway, west of Fairview Road. The proposed project's cumulative impacts on visual resources are discussed below in the context of these past, present and probable future projects.

Cumulative Impact on Scenic Vistas and Scenic Resources

The development of the Fairview Road corridor as a result of past, present and probable future projects, including the proposed project, would construct new buildings and plant trees and other landscaping adjacent to the roadway which would obscure views of the Diablo mountain range available to the motoring public as they travel along Fairview Road. However, as noted in

Impact AES-1, long-range views of rolling countryside, foothills and mountains are characteristic of San Benito County, and exist throughout the region. Among these views and features, the Diablo mountain range has not been identified in the San Benito County General Plan as a significant visual feature, or as a component of a significant scenic vista within the County. Therefore, although some views of the range from Fairview Road would be lost, the cumulative impact would not be considered significant. Furthermore, Fairview Road has not been designated as a County scenic route. Therefore, the proposed project, in combination with other past, present and anticipated future development along the Fairview Road corridor, would not result in cumulative impacts to any County-designated scenic resources.

Cumulative Impact on Visual Character and Quality

The proposed project, in combination with past, present and probable future projects, would result in the gradual conversion of the rural visual character of the Fairview Road corridor to a more suburban character, representing a potentially significant impact. This corridor, however, has been previously designated by the County as an Area of Special Study. As discussed previously, the purpose of this designation is to identify areas of the County suitable for higher intensity suburban development, in order to discourage scattered, uncoordinated development in the more rural areas of the County, thereby helping to maintain the overall rural character of the County.

Further, the Fairview Corners Residential Specific Plan contains development standards, design guidelines and related policies that would result in the development of a landscaped corridor of high visual quality along the project's Fairview Road frontage. Other cumulative projects along Fairview Road would also be required to comply with County and City requirements for landscaping and design of the Fairview Road frontage, as well as other architectural design guidelines, landscaping within project boundaries, and other visual amenities and aesthetic and design policies to ensure that the corridor, as developed, would be of high visual quality. Therefore, while it is anticipated that a change in character from rural to suburban would occur, this change would not necessarily be negative or adverse, providing that design controls are enforced and relevant General Plan policies and Specific Plan policies addressing project aesthetics and character are implemented, as required in Mitigation Measures AES-1 through AES-3, above. Accordingly, the project's contribution to a cumulative impact on visual character and quality would not be cumulatively considerable.

Cumulative Impact Related to Light and Glare

As the roadway corridor becomes developed with planned and reasonably foreseeable future projects, additional exterior light and glare will result, which could combine and result in significant cumulative light and glare impacts. The proposed project, however, would be

required to comply with identified mitigation as well as the County's Development Lighting Regulations, which require implementation of measures to minimize glare and light spillage onto adjacent properties (Mitigation Measure AES-3). Other cumulative projects along Fairview Road would also be required to comply with these requirements. Accordingly, the project's contribution to cumulative light and glare impacts within the Fairview Road corridor area would not be cumulatively considerable.

Development of unincorporated areas of the County will introduce new sources of night time illumination that will cause a gradual decline in the quality of the unique astronomical viewing conditions currently available within the County. As more development is approved and implemented and the glow from ambient light encroaches further into the night sky, the quality of night viewing conditions would be gradually degraded. The proposed project would contribute incrementally to the cumulative decline in quality of night time viewing conditions, resulting from development. The proposed project, however, would be required to comply with identified mitigation measures (Mitigation Measure AES-3), in addition to the County's lighting standards and Dark Sky Ordinance. Other cumulative projects along Fairview Road would also be required to comply with these requirements. Accordingly, the project's contribution to cumulative light and glare impacts to the unique astronomical viewing conditions within the County would not be cumulatively considerable.

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