

4.1 AESTHETIC RESOURCES

This section of the EIR identifies and evaluates potential aesthetic (visual resource) impacts resulting from implementation of the project. The analysis focuses on the potential for the project to result in impacts to visual resources as seen from public vantage points in the area.

4.1.1 Existing Conditions

4.1.1.1 Project Site

The 2.22-acre project site is located approximately 750 feet southeast of the intersection of 17-Mile Drive and Signal Hill Road, and is surrounded by a single-family residence to the south, the Cypress Point Golf Course to the south and southwest, and 17-Mile Drive and the Pacific Ocean to the west. Undeveloped dune habitat is located across Signal Hill Road to the east and single-family residences are located to the north, off 17-Mile Drive and Signal Hill Road (refer to Figures 2-1 and 2-2).

The project site is located within an existing residential neighborhood above 17-Mile Drive, overlooking the Pacific Ocean, in the vicinity of Cypress Point. The site is currently developed with a single-family residence designed by eminent southern California architect Richard Neutra. The residence was built in 1957–1958 and embodies the characteristics of post-war American International Style architecture. The residence was found eligible for listing on the NRHP by SHPO and is listed in the CRHP. Please refer to EIR Section 4.3, Historic Resources, for additional information and background regarding the existing residence and its historical significance as determined by SHPO.

The existing 4,125-square-foot residence includes the original 3,299-square-foot, two-story, wood-frame residence, integral three-car garage, and small studio addition at the southwest corner of the upper level (added in 1993). Existing development on the site also includes approximately 2,825 square feet of asphalt driveway and concrete patios adjacent to Signal Hill Road in the back of the residence. At the time of this report, the existing residence was surrounded by 6-foot-tall chain link fencing covered with opaque dark green shade cloth. The residential structure itself was in a visible state of disrepair and many of the windows were covered with plywood sheathing. Metal poles, flagging, and ropes left over from previous story-pole studies were strewn on and around the structure, adding to the visual clutter of the site.

The project site is zoned LDR. The project site slopes downward from east to west, with the existing residence located at the upper end of the parcel near Signal Hill Road. The existing natural grade underlying the area proposed for development ranges from 105 to 95 feet above msl, resulting in an average grade of 100 feet above mean sea level (msl). The project site is located on a remnant native sand dune, and existing vegetation on the project site includes native dune habitat, Monterey cypress trees, and Monterey pine trees, and non-native eucalyptus trees, ice plant, and European beachgrass.

Within the immediate area of the residence are nine Monterey cypress trees (two of which were recently planted as part of a Restoration Plan required by the Board of Supervisors [File PLN100418] to restore vegetation removed without permits), one eucalyptus species, and several shrubs of varying sizes. In addition, a grouping of mature Monterey cypress begins south of the driveway and continues south onto the adjacent residential lot.

Figure 4.1-1. The existing residence as seen from Signal Hill Road looking south.



Figure 4.1-2. The western portion of the project site.



4.1.1.2 Surrounding Area

The project is located within the 775-acre Spyglass Cypress Planning Area within the Del Monte Forest Area LUP, which encompasses the shoreline south of Seal Rock Creek to and including Cypress Point, including the Cypress Point and Spyglass Hill Golf Courses. This area also includes a combination of limited residential parcels, protected open space areas, and several coastal access points along 17-Mile Drive (refer to Figures 4.1-3 and 4.1-4). The Cypress Point shoreline is rocky with rock outcrops supporting Monterey cypress trees. The northerly portion of the planning area, generally inland of Fanshell Beach and the Seal Rock area, is primarily made up of dune habitat along with a native Monterey pine forest transition zone that extends inland.

Figure 4.1-3. The shoreline visual character typical of the area.



The Del Monte Forest area is recognized for its natural beauty and is well known for its mostly rocky shoreline that extends from the bluffs and dunes up through and into a sloped landform covered by native Monterey pine forest. The Del Monte Forest Area LUP (County of Monterey 2012a) describes the region as follows: “The spectacular meeting of forest, land, and sea in the Del Monte Forest area is not only an important scenic attraction of the Monterey Peninsula, for both residents and visitors, but vital habitat for a variety of vegetation and wildlife.” The Del Monte Forest shoreline includes the white sand dunes and beaches of Spanish Bay, Fanshell Beach, and Signal Hill, along with the craggy shoreline from Cypress Point south to Pescadero Point.

Figure 4.1-4. The overall visual context includes shoreline, ocean, vegetated hills, residences and golf course development.



The primary roadway through the Spyglass Cypress Planning Area is 17-Mile Drive, as it generally follows the coastline along the southwestern area of the peninsula. A renowned visitor destination, 17-Mile Drive provides direct visual access to both the immediate coastline as well as more inland forested areas. Several beach access areas and turnouts are found along the way. As a result, bicyclists and pedestrians are commonly seen along 17-Mile Drive and its adjacent shoulders. 17-Mile Drive passes to the west of the project site at a distance of approximately 500 feet.

The project site is located just north of the Cypress Point Golf Course, on a mostly exposed slope oriented to the southwest. Because of the sparsely vegetated slope and golf course fairways, the areas south and west of the project site have a mostly open visual character. South and east of the Cypress Point Golf Course, the forest becomes more visually dominant. In this area, residential structures are visible, but noticeability tend to be moderated by the surrounding vegetation. The mature forest expands to the northeast along the ridge east of the project site. From many viewpoints along 17-Mile Drive, the forested ridgeline creates the backdrop and horizon to the east.

Northwest of the project site along 17-Mile Drive, residences and development are more noticeable. These areas tend to be within upland dune landscapes that naturally support fewer large trees. As a result, development plays a larger role in defining the visual character.

Figure 4.1-5. The visual context in the vicinity of the project. The project site can be seen in the center of the photograph.



The residences which can be seen in the vicinity of the project and north along 17-Mile Drive represent a wide variety of architectural styles and forms. Although several residences are stylistic expressions, many are traditional ranch, bungalow, mission, and Mediterranean-influenced structures. The sizes and visual massing of the residences also varies. It appears that the smaller structures tend to be of an older vintage, while the newer (or more recently remodeled) residences seem to be larger in both square footage and visual mass. The topographic rise inland from 17-Mile Drive increases the visual presence of many residences, particularly those closer to the roadway. The majority of residences visible from 17-Mile Drive sit below the ridgeline and do not interfere with the horizon (refer to Figure 4.1-6). Several residences can be seen extending above the ridgeline (refer to Figures 4.1-7 and 4.1-8). In a number of cases the proximity to 17-Mile Drive appears to make ridgeline silhouetting unavoidable; however, in general, the residences along 17-Mile Drive have roof lines and shapes which are sympathetic (congruous) to the surrounding terrain and help the structures visually blend with their setting. There are a few notable exceptions where the roof profiles extend into the skyline with geometric forms that contrast with the natural forms of the hills and background (refer to Figures 4.1-6 through 4.1-8).

Most of the residences in this area are moderately landscaped, and, in many instances, vegetation plays an important part in reducing noticeability of the structures. Often the residences are “back-dropped” by a substantial amount of mature trees, which disguises the building’s silhouette and somewhat subordinates the development to the larger landscape view. Rarely is substantial landscaping seen along the western sides of the residences, most likely due to vegetation’s potential effect on quality views to the Pacific Ocean and coastline as seen from those locations. One notable exception is the existing residence immediately south of the project on Signal Hill Road. This structure is almost entirely screened from view along 17-Mile Drive by Monterey cypress trees and other vegetation (refer to Figure 4.1-9).

Figure 4.1-6. Many of the existing residences along 17-Mile Drive are visually subordinate to the natural setting.



Figure 4.1-7. Several existing residences along 17-Mile Drive are seen extending above the ridgeline.



Figure 4.1-8. Existing residences along 17-Mile Drive.



Figure 4.1-9. The existing residence adjacent to the project site at the end of Signal Hill Road is barely noticeable on the hillside.



4.1.2 Regulatory Setting

The project site is located within the Spyglass Cypress Planning Area of the Del Monte Forest Area LUP, a component of the Monterey County LCP. The project site is identified on the Del Monte Forest Visual Resources Map (Figure 3 of the Del Monte Forest Area LUP; County of Monterey 2012b) as being within the boundary of the Visual Resources Viewshed of 17-Mile Drive and Vista Points. Applicable visual regulations, policies, and goals are listed below.

4.1.2.1 State Regulations

The California Environmental Quality Act

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (PRC §21001(b)). The purpose of this EIR is to analyze and disclose potential project-related environmental effects consistent with CEQA definitions and guidelines.

The California Coastal Act, Section 30251

The coastal policies adopted in the California Coastal Act of 1976 establish the standard of review regarding protection of visual resources in the coastal zone. The intent of the Coastal Act visual policy and the basis for establishment of significance thresholds is defined in §30251, which states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

4.1.2.2 Local Regulations and Policies

Del Monte Forest Area Land Use Plan

The Del Monte Forest Area LUP (County of Monterey 2012a) is a component of the Monterey County LCP. Chapter 2 of the LUP contains the Resource Management Element, which identifies the main natural resource policies and provisions of this LUP, including identifying the Del Monte Forest natural resource setting and the ways in which such resources are to be protected and managed over time. Chapter 2 includes a section for the protection of Scenic and Visual Resources, which describes the visual character of the Del Monte Forest Area:

“The remarkable mingling of ocean, land, and forest found in the Del Monte Forest Area provides scenic resources for the entire Monterey Peninsula. Ridgeline vistas, coastline panoramas, tree-lined corridors, and unique tree and rock formations are all appreciated by the region’s many residents and visitors alike. Placement and design of new development must not injure the visual integrity of the area. The Coastal Act calls for protection of views to and along the ocean, preservation of natural landforms, protection of special communities, and visually compatible development which is sensitive to the character and scenic assets of the area. Considering the high visibility of the Del Monte Forest, including the coastline and wooded ridges as seen from more distant vista points, LUP scenic and visual policies must take into account not only views from within the Forest but also significant views of the Forest area from outside its boundaries. Preservation

and enhancement of scenic resources within the Del Monte Forest Area is thus a significant component of maintaining scenic and visual character of the greater Monterey Peninsula and the Monterey County coastline as a whole. Protection of significant public views is most critical in this context[...] Extended use of scenic easements, public open space, design control, site control, and responsive planning and zoning are methods that will be useful in attaining Coastal Act objectives.”

Title 20 – Coastal Zoning Ordinance for the County of Monterey

The Coastal Zoning Ordinance implements the Monterey County LCP. It establishes districts, regulations, and permit processes for unincorporated areas of the County within the Coastal Zone. The ordinance includes regulations for proposed ridgeline development, including requirements for a Coastal Development Permit based on findings that the ridgeline development will not create a substantially adverse visual impact when viewed from a common public viewing area and no alternative location exists on the site which would allow a reasonable development without the potential for ridgeline development.

4.1.2.3 Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics (Visual Resources)

Table 4.1-1 lists applicable state, regional, and local land use policies and regulations pertaining to visual resources that were adopted for the purpose of avoiding or mitigating an environmental effect and that are relevant to the proposed project. A general overview of these policy documents is presented above in Section 4.1.2, Regulatory Setting, and Chapter 3, Environmental Setting. Also included in Table 4.1-1 is an analysis of project consistency with identified policies and regulations. Where the analysis concludes the proposed project would potentially conflict with the applicable policy or regulation, the reader is referred to Section 4.1.5, Impact Assessment and Mitigation Measures, for additional discussion.

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<i>County of Monterey Del Monte Forest Area Land Use Plan</i>		
Del Monte Forest Land Use Plan Key Policies		
<p>Scenic and Visual Resources: The Del Monte Forest and 17-Mile Drive are significant and important visitor destinations. It is the objective of this LUP to protect the area’s magnificent scenic and visual resources, to avoid incompatible development, and to encourage improvements and facilities that complement the Forest’s natural scenic assets and enhance the public’s enjoyment of them. To protect the scenic and visual resources of the Del Monte Forest area, only development that does not block significant public views and does not significantly adversely impact public views and scenic character, including with specific attention to the 17-Mile Drive corridor and designated public access areas/vista points, shall be allowed.</p>	<p>The intent of this policy is to protect the substantial scenic resources of the Del Monte Forest and 17-Mile Drive.</p>	<p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline, blocking views from Signal Hill Road, and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance screening</u>. The project would block public views of the Pacific Ocean from Signal Hill Road, but the number of viewers from this location is expected to be limited. <u>With implementation of the identified measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
FOREST RESOURCES		
<p>Policy 32. In reviewing requests for tree removal, land clearing, and other development, preservation of scenic resources shall be a primary objective. Because of the regional significance of the forest resources, special consideration shall be given to the ridgeline silhouette, as well as views from significant public viewing areas, such as the corridors</p>	<p>The intent of this policy is to protect trees and forest resources in order to preserve the scenic quality of the Del Monte Forest Area.</p>	<p><u>Potentially Consistent</u>. The project proposes tree removal and would extend above the primary ridgeline in the background as seen from 17-Mile Drive. <u>Mitigation measures are identified</u> that</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>along Highway 68 and 17-Mile Drive, and the view from distant publicly accessible shoreline areas such as found at Point Lobos State Natural Reserve.</p>		<p>would prevent ridgeline silhouetting and reduce visibility of the project in the long term, including through additional tree plantings and vegetative <u>restoration and maintenance</u>screening, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
<p>SCENIC AND VISUAL RESOURCES</p>		
<p>Policy 47. Views from designated public access areas and vista points, from Highway 68 and 17-Mile Drive corridors, and of ridgelines as seen from the public viewing areas identified on the Del Monte Forest Visual Resources Map (Figure 3, of the Del Monte Forest Area LUP), shall be protected as resources of public importance, and development that could adversely impact such views shall only be allowed where it protects, preserves, and if feasible enhances, such scenic resources. Conservation and scenic easements shall be required as one means of protecting such views in perpetuity.</p>	<p>The intent of this policy is to protect scenic views and ridgelines from public viewing areas in the Del Monte Forest.</p>	<p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of the 17-Mile Drive viewshed identified in the Del Monte Forest Area LUP Figure 3 and verified by the site-specific visual study conducted as part of this EIR. As proposed, the project would extend above the ridgeline, block views from Signal Hill Road and remove existing mature trees that provide visual screening of development on the site. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance</u>screening. The project would block public views of the Pacific Ocean from Signal Hill Road, but the number of viewers from this location is expected to be limited. <u>With implementation of the identified measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this</p>

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<p>Policy 48. Development within visually prominent settings, including those identified on the Del Monte Forest Visual Resources Map (Figure 3 of the Del Monte Forest Area LUP), shall be sited and designed to avoid blocking or having a significant adverse impact on significant public views, including by situating lots, access roads, and/or buildings to maximize the effectiveness of screening vegetation and related viewshed mitigation. Lots, access roads, and/or buildings should also be sited to minimize tree removal and visually obtrusive grading.</p>	<p>The intent of this policy is to protect significant public views through site design, screening, and viewshed mitigation.</p>	<p>policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p> <p><u>Potentially Consistent.</u> The project has the potential to adversely affect the scenic quality and visual character of the 17-Mile Drive viewshed in the vicinity of the project, including extending above the ridgeline, blocking public views from Signal Hill Road, and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative restoration and maintenance screening. The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive and reducing project noticeability. <u>With implementation of the identified measures</u>, the project would not adversely affect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
<p>Policy 49. During the development review process, open space conservation and scenic easements shall be required to the fullest extent possible for visually prominent areas. These shall be granted to the Del Monte Forest Foundation. Except in the case of voluntary easements or properties not subject to the permit process, these instruments shall be subject to approval by the County and the Coastal</p>	<p>The intent of this policy is to protect visual and scenic resources in the Del Monte Forest through open space and scenic easements.</p>	<p><u>Potentially Consistent.</u> <u>Mitigation measures identified in this section and in Section 4.2 of the EIR</u>, Biological Resources, include a requirement for the permanent protection of all areas located outside of the construction area by</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>Commission as to form and content, shall provide for enforcement, if need be, by the County or other appropriate agency, and shall name the County as beneficiary in event the Foundation is unable to adequately manage these easements for the intended purpose of scenic and visual resource protection.</p>		<p>establishing deed restrictions or a permanent open space conservation and scenic easement to be granted to the Del Monte Forest Foundation (refer to mitigation measure BIO/mm-3.1), consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
<p>Policy 50. Utility lines shall be placed underground, typically within road access footprints, except where 1) such undergrounding would result in removal of native trees and 2) it can be shown that the lines can be hidden from public view using different siting and design approaches (e.g., placing lines behind existing vegetation or structures, etc.).</p>	<p>The intent of this policy is to protect scenic resources within the Del Monte Forest through undergrounding of utility lines.</p>	<p><u>Potentially Consistent.</u> Utility lines along Signal Hill Road are currently underground and would remain underground after project implementation, consistent with this policy.</p>
<p>Policy 51. Live tree removal shall be prohibited in undeveloped areas unless it is consistent with all other LUP policies and any Forest Management Plan applicable to the area in question.</p>	<p>The intent of this policy is to protect trees within the Del Monte Forest as visual resources.</p>	<p><u>Potentially Consistent.</u> The project would require removal of several mature trees. <u>Mitigation measures have been identified</u> to reduce long-term visual impacts associated with tree removal, including <u>habitat restoration and permanent maintenance requirements</u>dense screen plantings, monitoring of screening vegetation, and preparation and implementation of a Monterey Cypress Tree Protection, Replacement, Maintenance, and Monitoring Plan (see mitigation measure BIO/mm-1.1), consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
<p>Policy 52. Development within the viewshed of visually prominent settings, including those identified on the Del Monte Forest Visual Resources Map (Figure 3 of the Del Monte Forest Area LUP), shall include adequate structural setbacks (generally a minimum of 50 feet)</p>	<p>The intent of this policy is to protect scenic views through siting and design measures.</p>	<p><u>Potentially Consistent.</u> The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project,</p>

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Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>from such settings and shall require siting and design of structures to minimize the need for tree removal and alterations to natural landforms. New structures shall be sited and designed to harmonize with the natural setting and not be visually intrusive.</p>		<p>including extending above the ridgeline; blocking views from Signal Hill Road, and removing existing trees that provide visual screening of development on the site. The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from the 17-Mile Drive viewshed and reducing project noticeability. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative restoration and maintenance screening. <u>With implementation of the identified measures,</u> the project would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation,</u> the proposed project would be consistent with this policy.</p>
<p>Policy 53. Design and siting of structures in public views of scenic areas should not detract from scenic values of the forest, stream courses, ridgelines, or shoreline. Structures, including fences, shall be subordinate to and blended into the environment, including by using appropriate materials that will achieve that effect. Where necessary, modifications shall be required for siting, structural design, shape, lighting, color, texture, building materials, access, and screening to protect such public views.</p>	<p>The intent of this policy is to protect scenic views through use of appropriate materials and screening.</p>	<p><u>Potentially Consistent.</u> The project has the potential to detract from the scenic values of the 17-Mile Drive viewshed by extending above the ridgeline. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative restoration and maintenance screening. The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive and reducing project noticeability. The proposed stone</p>

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<p>Policy 54. Structures in public view in scenic areas shall utilize non-invasive native vegetation and topography to help provide visual compatibility and, when such structures cannot be sited outside of public view, to provide screening from public viewing areas. In such instances, the least visible portion of the property should be considered the most desirable building site location, subject to consistency with other siting criteria (e.g., proximity to environmentally sensitive habitat areas and safe access).</p>	<p>The intent of this policy is to protect public views through use of visually compatible vegetation and topography.</p>	<p>facades and exterior colors would be compatible with the natural setting. <u>With implementation of the identified measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p> <p>Potentially Consistent. Proposed development would occur within the eastern-most portion of the project site, within and proximate to an area that was previously disturbed during construction of the existing residence. Areas outside of the existing building footprint are considered environmentally sensitive habitat areas (refer to Section 4.2, Biological Resources, for additional discussion and analysis). The project includes dune restoration on 1.67 acres of the site. <u>Mitigation measures have been identified</u> to ensure landscaping in areas near the residence and vegetative <u>restoration and maintenance screening</u> would be visually and biologically compatible (see mitigation measure BIO/mm-3.5), consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
Land Use and Development Element		
LAND USE AND DEVELOPMENT POLICIES		
<p>Policy 84. New development fronting 17-Mile Drive shall maintain an adequate natural buffer to protect public views of, from, and along the 17-Mile Drive corridor. A minimum setback of 100 feet from the centerline of the road shall be maintained to screen new development from such public views (for motorists, bicyclists, pedestrians, etc.), unless otherwise screened by vegetation and/or terrain in which case the setback may be reduced if the screening terrain/vegetation is required to be maintained and/or enhanced in perpetuity for screening and public viewshed enhancement purposes. Direct driveway access to 17-Mile Drive should be avoided where possible.</p>	<p>The intent of this policy is to protect public views from 17-Mile Drive through appropriate screening and siting of development.</p>	<p><u>Potentially Consistent.</u> The proposed project site does not directly front 17-Mile Drive and proposes development in the eastern portion of the site, providing the greatest separation from 17-Mile Drive (approximately 500 feet). In addition, <u>mitigation measures have been identified to ensure effective vegetative restoration and maintenance screening</u>, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
Land Use Support Element		
CIRCULATION POLICIES		
<p>Policy 99. The recreational and scenic value of the 17-Mile Drive corridor shall be maintained by appropriate siting and design of new development to minimize public view impacts associated with the corridor as much as possible, including through the use of appropriate building setbacks along sections of the Drive where such new development will occur.</p>	<p>The intent of this policy is to protect the scenic value of 17-Mile Drive.</p>	<p><u>Potentially Consistent.</u> The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative restoration and maintenance screening.</u> The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive (approximately 500 feet) and reducing</p>

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Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
Public Access Element		project noticeability. <u>With implementation of the identified measures</u> , the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u> , the proposed project would be consistent with this policy.
<i>PUBLIC ACCESS POLICIES</i>		
Policy 123. Public viewsheds are an important component of shoreline access and public recreational use. Development shall not block significant public views and shall not significantly adversely impact public views and scenic character, including with specific attention to the 17-Mile Drive corridor and designated public access areas/vista points.	The intent of this policy is to protect public viewsheds within the Del Monte Forest.	<u>Potentially Consistent</u> . The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline as seen from 17-Mile Drive and Fanshell Beach, blocking public views from Signal Hill Road , and removing existing trees that provide visual screening of development on the site. The project would block public views of the Pacific Ocean and shoreline from Signal Hill Road, but the number of viewers from this location is expected to be limited. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance</u> screening . The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive and reducing project noticeability. <u>With implementation of the identified</u>

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Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>Policy 137. Future development shall be compatible with the goal of retaining and enhancing public visual access. Development shall not block significant public views and shall not significantly adversely impact public views and scenic character, including with specific attention to the 17-Mile Drive corridor and designated public access areas/vista points, and shall be sited and designed to be compatible with the existing scenic character of the area.</p>	<p>The intent of this policy is to protect public visual access.</p>	<p><u>measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p> <p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline, blocking views from Signal Hill Road, and removing existing trees that provide visual screening of development on the site. The project would block public views of the Pacific Ocean from Signal Hill Road, but the number of viewers from this location is expected to be limited. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance</u> screening. The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive and reducing project noticeability. <u>With implementation of the identified measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified</u></p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p><u>mitigation</u>, the proposed project would be consistent with this policy.</p>		
<p>Monterey County Coastal Implementation Plan, Part 1 Title 20 Zoning Ordinance</p>		
<p>20.44 – D District</p>		
<p>20.44.030 Application for Design Approval A. A Design Approval Application shall be submitted and approved prior to the issuance of building permits for the construction of any structures in the "D" District. B. The Design Approval Application shall include: 1. Drawings showing front, side and rear elevations, existing and proposed grades of proposed structures. 2. Color samples indicating the proposed color scheme for the structures. 3. Plot plans or drawings showing, at scale and in reasonable detail, proposed structure location, topography, existing vegetation, proposed parking layout, proposed landscaping and north arrow. 4. Preaddressed stamped envelopes for all persons to receive public notice pursuant to Section 20.44.050(A).</p>	<p>The intent of this section is to protect public views through design approval for proposed development within visually sensitive areas.</p>	<p><u>Potentially Consistent</u>. The project is located within the "D" District and a Design Approval is required. As identified in Section 2.4 of the EIR, a Design Approval is included as part of the Project Description, consistent with this policy.</p>
<p>20.66 – Development Standards</p>		
<p>20.66.010 Standards for Ridgeline Development A. Purpose: The purpose of this section is to provide standards for those projects which constitute ridgeline development. B. Applicability: The provisions of this section are applicable to all proposed ridgeline development in the County of Monterey. C. Ridgeline development shall require a Coastal Development Permit in each case. D. A Coastal Development Permit for ridgeline development may be approved only if the following findings, based on substantial evidence, may be made:</p>	<p>The intent of this section is to provide standards for ridgeline development.</p>	<p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline. The proposed development is subject to a Coastal Development Permit as identified in Section 2.4 of the EIR,</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<ol style="list-style-type: none"> 1. The ridgeline development, as conditioned by permit, will not create a substantially adverse visual impact when viewed from a common public viewing area. 2. No alternative location exists on the subject site which would allow a reasonable development without the potential for ridgeline development. 		<p>consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>
<p>20.147.070 Scenic and Visual Resources</p> <p>A. Public Viewshed Determination</p> <ol style="list-style-type: none"> 1. The project planner shall make an on-site investigation in order to determine whether the project is within the public viewshed or affects visual access from public viewing areas. Proposed buildings and other above-ground development (i.e., fences, walls, sheds, decks, etc.) shall be accurately indicated as to dimensions, height and rooflines by poles with flags, except as outlined below. The location of proposed access roads shall be accurately indicated by stakes with flags. Both poles and stakes shall remain in place for the duration of the project review and approval process. The project planner, at his/her discretion in the process of the on-site review, may record the proposed development photographically, and may require that the applicant superimpose on the photographs a representation of the proposed project. During the on-site investigation, the planner shall also review the project for conformance with the LCP and shall determine development alternatives which would bring the project into full conformance with the LCP. 2. The standard for review is the objective determination of whether any portion of the proposed development is visible from any public viewing area or affects visual access from public viewing areas. Visibility will be considered in terms of normal, unaided vision in any direction for any amount of time at any season. 3. An exemption to the requirement of staking the proposed buildings, other aboveground development, and roads may be granted for proposed development that can conclusively be shown, through photos or the planner's on-site 	<p>The intent of this section is to prevent development incompatible with the Del Monte Forest's and 17-Mile Drive's significant scenic and visual resources.</p>	<p><u>Potentially Consistent</u>. The project would be located within the public viewshed of 17-Mile Drive and several proximate public vistas, outlooks, and beaches. Proposed project components have been accurately depicted in various photo simulations presented in this section and through staking and placement of story poles, consistent with this policy.</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>investigation, to not be visible from 17-Mile Drive and public viewing areas, including those shown on the Del Monte Forest Land Use Plan Visual Resources Map (LUP Figure 3).</p>	<p>The intent of this section is to establish standards for the protection of scenic and visual resources within the Del Monte Forest.</p>	<p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline, blocking views from Signal Hill Road, and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance screening</u>. <u>Mitigation measures have been identified</u> to reduce visual impacts associated with tree removal, including <u>habitat restoration and permanent maintenance requirements</u>, dense screen plantings and monitoring of screening vegetation and preparation of a Monterey Cypress Tree Protection, Replacement, Maintenance, and Monitoring Plan (see mitigation measure BIO/mm-1.1). <u>Measures are included</u> to ensure compatible plantings and landscaping in the areas surrounding the residence. Visual resources would further be protected through permanent protection of all areas located outside of the construction area by establishing deed restrictions or a permanent open space conservation and scenic easement to be granted to the Del Monte</p>
<p>20.147.070 Scenic and Visual Resources B. Development Standards 1. Views from designated public accessways and vista points, from Highway 68 and 17-Mile Drive corridors, and of ridgelines as seen from the public viewing areas identified on LUP Figure 3, shall be protected as resources of public importance, and development that could adversely impact such views shall only be allowed where it protects, preserves, and if feasible enhances, such scenic resources. Conservation and scenic easements shall be required as one means of protecting such views in perpetuity. 2. Development, along with related access roads, within visually prominent settings, including those identified on LUP Figure 3, shall be sited and designed to avoid blocking or having a significant adverse impact on significant public views, including by situating lots, access roads, and/or buildings to maximize the effectiveness of screening vegetation and related viewshed mitigation. Development shall be screened from view using native vegetation and topography. Lots, access roads, and/or buildings should also be sited to minimize tree removal and visually obtrusive grading. 3. Development within the viewshed of visually prominent settings, including those identified on LUP Figure 3, shall include adequate structural setbacks (generally a minimum of 50 feet) from such settings and shall require siting and design of structures to minimize the need for tree removal and alterations to natural landforms. New structures shall be sited and designed to harmonize with the natural setting and not be visually intrusive. Design and siting of structures in public views of scenic areas should not detract from scenic values of the forest, stream courses, ridgelines, or shoreline. All structures, including fences, shall be subordinate to and blended into the environment, including by using appropriate construction and materials to achieve that effect. Where</p>		

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>necessary to meet LCP requirements, modifications shall be required for siting, structural design, shape, lighting, color, texture, building materials, access, and screening to protect such public views.</p> <ol style="list-style-type: none"> 4. Live tree removal shall be prohibited in undeveloped areas unless it is consistent with all other LUP policies and any Forest Management Plan applicable to the area in question. 5. Structures in public view in scenic areas shall utilize non-invasive native vegetation and topography to help provide visual compatibility and, when such structures cannot be sited outside of public view, to provide partial to full screening from public viewing areas. In such instances, the least visible portion of the property should be considered the most desirable building site location, subject to consistency with other siting criteria (e.g., proximity to environmentally sensitive habitat areas and safe access). 6. Ridgeline development is prohibited. In the instance that a parcel is unable to be developed except as a ridgeline development project, the applicant may apply for a coastal development permit to allow ridgeline development. "Ridgeline Development" is development on the crest or side of a hill or other location which creates a silhouette against the sky when viewed from a public viewing area. A coastal development permit for such development may only be granted if the decision making body is able to make findings that: 1) there are no alternatives to development so as to avoid ridgeline development; 2) the proposed development will not have a significant adverse visual impact due to required landscaping, required modifications to the proposal, or other conditions; or, 3) development on the ridge will minimize grading, tree removal or otherwise better meet resource protection policies or development standards of this LCP. The proposed development shall be modified for height, bulk, design, size, location and siting and/or shall incorporate landscaping or other techniques so as to avoid or minimize the visual impacts of ridgeline development as viewed from a public viewing area. 		<p>Forest Foundation (refer to mitigation measure BIO/mm-3.1). The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive (approximately 500 feet) and reducing project noticeability. Utility lines would remain underground. The project would block public views of the Pacific Ocean from Signal Hill Road, but the number of viewers from this location is expected to be limited. <u>With implementation of the identified measures</u>, the project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>7. New subdivisions and lot line adjustments shall not configure a lot so as to create a building site that will result in ridgeline development. Where initial application review indicates that ridgeline development may result on a proposed lot, the applicant shall demonstrate that there is a building site and building height(s) available which will not create ridgeline development. As such, possible building site dimensions and roof heights shall be delineated by poles with flags, subject to an on-site investigation by the planner prior to the application being considered complete. A condition of project approval shall be the establishment of a building site and building height envelope that provides specifications for non-ridgeline development on the lot(s) in question.</p> <p>8. Open space conservation and scenic easements shall be required, to the fullest extent possible, for visually prominent areas. These easements shall be required as a condition of project approval, in conformance with Section 20.64.280, and shall extend over that portion of the property located within the public viewshed. The easement may provide exceptions for development approved by coastal development permit. These easements shall be granted to the Del Monte Forest Foundation. Except in the case of voluntary easements or properties not subject to the permit process, these instruments shall be subject to approval by the County and the Coastal Commission as to form and content, shall provide for enforcement, if need be, by the County or other appropriate agency, shall be accompanied by adequate funding to allow the management and protection objectives and requirements of the easement to be fully realized and shall name the County as beneficiary in event the Foundation is unable to adequately manage these easements for the intended purpose of scenic and visual resource protection.</p> <p>9. Utility lines shall be placed underground, typically within road access footprints, except where 1) such undergrounding would result in removal of native trees and 2) it can be shown that the lines can be hidden from public view using different siting and design approaches (e.g., placing lines behind</p>		

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>existing vegetation or structures, etc.). In cases where above-ground utilities are proposed, applicants shall be required to conclusively demonstrate the manner in which such development meets these criteria.</p> <p>10. A minimum setback of 50 feet as measured from the setting shall be maintained for all structures located in all visually prominent settings, including those identified on the Del Monte Forest Land Use Plan Figure 3. Siting and design of structures shall be such that tree removal and alteration to natural landforms is minimized. New structures shall be designed to harmonize with the natural setting and not be visually intrusive.</p> <p>11. Parking on the seaward side of 17-Mile Drive should be designed to minimize the visual impact of the parked vehicles and disturbance to the existing natural habitat.</p> <p>12. New development, including ancillary structures such as fences, constructed between 17-Mile Drive and the sea (Pacific Grove Gate to Carmel Gate portion) shall be designed and sited to minimize obstructions of and degradation to views from the road toward the sea. The impact of development upon visual access shall be determined on a case-by-case basis on a site visit by the project planner. Examples of methods to reduce obstruction which may be imposed on the proposed project include, but are not limited to the following:</p> <ul style="list-style-type: none"> (a) re-siting and/or re-design to avoid obstruction and view impacts; (b) height limits, (c) use of see-through materials for fences and gates; (d) limitations on types and amounts of landscape materials which would block views, including requirements for height limits at maturity and required pruning to maintain views; and (e) location of proposed developments. <p>13. New development fronting 17-Mile Drive shall maintain a minimum setback of 100 feet from the centerline of 17-Mile</p>		

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>Drive. An exception may be allowed by the decision-making body upon a finding that the new development may be screened from view of travelers on 17-Mile Drive by existing vegetation or terrain so long as the screening vegetation or terrain is required to be maintained and/or enhanced in perpetuity. As a condition of approval, the required setback shall be placed in scenic easement in accordance with Section 20.64.280.</p> <p>14. Subdivisions, as a condition of project approval, shall be required to place a minimum setback of 50 feet from the front lot line within scenic easement. The easement shall be required in accordance with Section 20.64.280.</p>		
County of Monterey General Plan (1982)		
Goals, Objectives, and Policies for Natural Resources		
VEGETATION AND WILDLIFE HABITATS		
<p>Policy 7.2.1 Landowners and developers shall be encouraged to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas such as hillsides and ridges.</p>	<p>The intent of this policy is to preserve existing terrain and natural vegetation in visually sensitive areas.</p>	<p><u>Potentially Consistent</u>. The proposed development would be generally situated in the previously disturbed eastern portion of the lot, providing the greatest separation from 17-Mile Drive and reducing project noticeability. Proposed restoration would restore and preserve 1.67 acres of native dune habitat on-site, consistent with this policy.</p>
SCENIC HIGHWAYS		
<p>Goal 40: To maintain and enhance a system of scenic roads and highways through areas of scenic beauty; this without imposing undue restrictions on private property or constricting the normal flow of traffic.</p>	<p>The intent of this goal is to maintain and enhance scenic roads and highways.</p>	<p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed to</u></p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>Policy 40.2.1 Additional sensitive treatment provisions shall be employed within the scenic corridor, including placement of utilities underground, where feasible; architectural and landscape controls; outdoor advertising restrictions; encouragement of area native plants, especially on public lands and dedicated open spaces; and cooperative landscape programs with adjoining public and private open space lands.</p>	<p>The intent of this policy is to protect visual resources by employing additional sensitive treatment provisions within scenic corridors.</p>	<p>reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance</u>screening. <u>Mitigation measures have been identified</u> to ensure landscaping in areas near the residence would be visually and biologically compatible (see mitigation measure BIO/mm-3.5), consistent with this policy. Utility lines along Signal Hill Road are currently underground and would remain underground after project implementation, consistent with this policy. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p> <p><u>Potentially Consistent</u>. The project has the potential to adversely affect the scenic quality and visual character of 17-Mile Drive in the vicinity of the project, including extending above the ridgeline and removing existing trees that provide visual screening of development on the site. <u>Mitigation has been proposed</u> to reduce the visibility of the project, including reducing the total height so that the structure does not silhouette above the ridgeline and requirements for additional vegetative <u>restoration and maintenance</u>screening. <u>Mitigation measures have been identified</u> to ensure landscaping in areas near the residence would be visually and biologically compatible (see mitigation measure BIO/mm-3.5), consistent with this policy.</p>

Table 4.1-1. Applicable Local Plans and Policies Relevant to Aesthetics (Visual Resources)

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination*
<p>Policy 40.2.2 Land use controls shall be applied or retained to protect the scenic corridor and to encourage sensitive selection of sites and open space preservation. Where land is designated for development at a density which, should maximum permissible development occur, would diminish scenic quality, the landowner shall be encouraged to voluntarily dedicate a scenic easement to protect the scenic corridor.</p>	<p>The intent of this policy is to implement appropriate land use techniques and controls for maintaining the visual resources of scenic corridors.</p>	<p>Utility lines along Signal Hill Road are currently underground and would remain underground after project implementation, consistent with this policy. The project is subject to design approval and <u>mitigation has been identified</u> to ensure landscaping is compatible with adjacent areas. <u>With implementation of identified mitigation</u>, the proposed project would be consistent with this policy.</p> <p><u>Potentially Consistent</u>. The proposed project would not increase density at the project site; the residence proposed to be demolished would be replaced by a new residence. The proposed development would be situated at the eastern portion of the lot, providing the greatest separation from 17-Mile Drive, utilizing areas of existing development, and reducing project noticeability. Approximately 1.67 acres of the site would be restored with native dune habitat, and would generally maintain the appearance of open space lands. The project would protect public views and would be generally compatible with the residential nature of adjacent areas, consistent with this policy. Consistent with this policy, a scenic and conservation easement will be required over the 1.67-acre area of the proposed habitat restoration (BIO/mm-3.1).</p>

* Although a preliminary determination regarding project consistency is made, it is the responsibility of the County Planning Commission or Board of Supervisors, the lead CEQA decision makers, to make the final determination regarding consistency issues.

4.1.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the County. In addition to comparing the project to relevant policies and standards, the aesthetic resources assessment identifies which specific criteria contribute most to the existing quality of each view, and if a change would occur to that criteria as a result of the project. If a change in visual condition is identified, this change is analyzed for its potential effect on the existing scenic character. This analysis is combined with the potential number of viewers, their sensitivities and viewing duration in order to determine the overall level of impact. Specifically, the project would be considered to have a significant effect on the environment if the effects exceed the significance criteria described below.

4.1.3.1 Appendix G of the State CEQA Guidelines

The significance of potential visual impacts are based on thresholds identified within Appendix G of the State CEQA Guidelines, which provide the following thresholds for determining impact significance with respect to aesthetic resources. Visual impacts would be considered significant if the proposed project would:

- a) Have a substantial adverse effect on a scenic vista?

A substantial adverse impact to a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or from other public areas. The degree of potential impact on scenic vistas varies with factors such as viewing distance, duration, viewer sensitivity, and the visual context of the surrounding area.

The aesthetics section analyzes the extent that the project would alter the visual quality of the project site and its surroundings. The specific characteristics that define important vistas are identified, and the project's effect on those characteristics is assessed. If the fundamental quality of the vistas are substantially reduced, significant impacts would result.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

This CEQA threshold does not apply because the project is not within the view corridor of any officially designated state scenic highway.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Project related actions would be considered to have a significant impact on the visual character of the site if they altered the area in a way that substantially changed, detracted from, or degraded the visual quality of the site or was inconsistent with community policies regarding visual character. The degree to which that change reflects documented community values and meets viewers' aesthetic expectations is the basis for determining levels of significance. Visual contrast and compatibility may be used as a measure of the potential impact that the project may have on the visual quality of the site. If a strong contrast occurred where project features or activities attract attention and dominate the landscape setting, this would be considered a potentially significant impact on visual character or quality of the site.

Project components that are not subordinate to the landscape setting could result in a significant change in the composition of the landscape. Consideration of potential significance includes

analysis of visual character elements such as land use and intensity, visual integrity of the landscape type, and other factors.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would result in a significant impact if it subjected viewers from public roads or residences to a substantial amount of point-source lighting visibility at night, or if the collective illumination of the project resulted in a noticeable spill-over effect into the nighttime sky, increasing the ambient light over the region. The placement of lighting, source of illumination, and fixture types combined with viewer locations, adjacent reflective elements, and atmospheric conditions can affect the degree of change to nighttime views. The degree of impact caused by night lighting would consider the type of lighting proposed by the project along with the lighting reasonably expected to be generated by future project build-out.

4.1.3.2 Consistency with County of Monterey Plans and Policies

County planning documents do not contain specific criteria for determining thresholds of significance regarding aesthetic resources. However, in comparing the project to the above State CEQA Guidelines thresholds, substantial consideration was given to the project's consistency with County policies, ordinances, plans, goals and regulations concerning scenic vistas, scenic roadways, visual character, and night lighting. The local goals, policies, and guidelines provide a basis for determining levels of potential impact as well as an indication of aesthetic values and sensitivity to visual change.

4.1.4 Impact Assessment Methodology

The analysis and impact determinations in this section are based on multiple field visits conducted over several weeks during preparation of this EIR, including review of the entire site as well as the surrounding area. Field visits were conducted on April 20 and June 19–21, 2015. Resource inventories were conducted both on foot and from moving vehicles. Existing visual resources and site conditions were photographed and recorded on aerial maps and field notes. Assessment of project elements and programs was based on plans and descriptions provided by the Applicant. County planning documents and previous studies relevant to the project and surrounding area were referred to for gaining an understanding of community aesthetic values.

Locations of critical structure elements were identified based on site plan information, architectural elevations, and computer modeling provided by the Applicant. These critical project features were measured and staked in the field, and corresponding horizontal and vertical location data was developed. The architectural appearance of the buildings for inclusion in photo-simulations was provided by the project architect. Reference flags were positioned at each critical point. These flags were used as a visual scale reference for confirming structure height and massing, ensuring accuracy of photo-simulations, and for determining overall project visibility.

The reference flags were then viewed from all potential public viewer group locations on 17-Mile Drive, Signal Hill Road, and other local roads and neighborhoods, and from public recreational areas such as Fanshell Beach, and Bird Rock and Seal Rock Vista Points. From this initial review, representative viewpoints were determined for further analysis, based on dominance of the site within the view, duration of views, and expected sensitivity of the viewer group. Of those representative viewpoints, Key Viewing Areas (KVAs) were selected which would best illustrate the visual changes proposed by the project (refer to Figure 4.1-10).

4.1.4.1 Photo-Simulations

Photographs were taken from the KVAs and photo-simulations were prepared illustrating the appearance of the project as proposed by the applicant. Visibility of the reference flags was used to ensure accuracy of the photo simulations. The completed simulations were used to quantify potential project visibility and to assess related impacts. The project site was then field-reviewed to assist in determining possible mitigation measures. Images of the existing views, along with photo-simulations of the proposed project can be seen in Figures 4.1-11 through 4.1-20.

Photographs of the project site and surroundings were taken with a 50-millimeter lens to replicate the general perception of the un-aided human eye, then digitally “stitched” together to create panoramas, which are most similar static view to the actual viewing experience of the casual observer.

Photographic images and simulations are a valuable tool for understanding and disclosing the estimated visual effect of the proposed project. It is important to note, however, that photographs do not represent the same level of visual acuity and sensitivity to detail as the human eye. As a result, photo-simulations tend to understate the anticipated perception of impacts.

Applicant-proposed planting and revegetation shown in the photo-simulations is depicted at a time period approximately 5 to 7 years after planting.

4.1.4.2 Key Viewing Areas

The five KVAs listed in Table 4.1-2 were selected to represent the extent and quality of views to the project from the surrounding area. A corresponding map of the KVA locations is shown in Figure 4.1-10.

Table 4.1-2. Key Viewing Areas

KVA	Location	Figure Nos.
KVA-1	From 17-Mile Drive near the first fairway of the Cypress Point Golf Course looking northeast.	4.1-11 & 4.1-12
KVA-2	From 17-Mile Drive near the Fanshell Beach Lookout looking east.	4.1-13 & 4.1-14
KVA-3	From 17-Mile Drive near Fanshell Beach looking east.	4.1-15 & 4.1-16
KVA-4	From Fanshell Beach looking east.	4.1-17 & 4.1-18
KVA-5	From 17-Mile Drive near the Seal Rock Vista Point looking south.	4.1-19 & 4.1-20

Figure 4.1-10. Key Viewing Area Location Map



4.1.4.3 Viewer Sensitivity

Viewer response assumptions include consideration of viewing proximity, duration of views, activity, and overall viewing context. Local values based on visual preferences, historical associations, and community aspirations and goals are also important indices of predicting viewer sensitivity and response to change.

Based on the project's proximity to unique, high-quality visual resources, as well the importance of the visual environment and community aesthetics as identified in County and California Coastal Act planning documents, this analysis assumes an overall high level of viewer sensitivity for the project site and the surrounding area. An international sightseeing destination, 17-Mile Drive provides direct visual access to this coastal area for a high number of motor vehicles per year. The route is also highly used by bicyclists and pedestrians. This high number of viewers amplifies the degree of visual sensitivity assumed for the project site.

Viewer sensitivity regarding potential changes to the property is also heightened by the fact that the existing house was found eligible for listing on the NRHP by the California SHPO and is listed in the CRHP. As a result, the property generates a substantial amount of public interest and preservation advocacy.

4.1.5 Impact Assessment and Mitigation Measures

4.1.5.1 Project Visibility

From 17-Mile Drive

17-Mile Drive affords the greatest viewing opportunities of the project site. Heading in the northbound direction, the project would first come into view at a gap in vegetation near the first fairway of the Cypress Point Golf Course (refer to Figure 4.1-11). From this viewing location the project would be seen to the northeast at a viewing distance of approximately 0.4 mile. This viewing opportunity would occur along an approximately 200-foot section of 17-Mile Drive. Views from this area would be generally perpendicular to the direction of travel. The project would be seen in the context of the golf course fairway in the foreground, the upland dunes in the mid-ground, and the forested ridge as a backdrop. The other residences in the vicinity of the project are also visible; however, some are partially blocked by intervening topography and vegetation. From this section of 17-Mile Drive, the project would sit well below the primary ridgeline and its silhouette would not extend above the horizon (refer to Figure 4.1-12).

Continuing northbound, the project site becomes visible again where the roadway turns east near the Fanshell Beach Overlook, at a viewing distance of approximately 0.4 mile (refer to Figure 4.1-13). The project remains visible along this section of 17-Mile Drive for about 0.3 mile, until the roadway turns north and intervening landform blocks the view. From this viewing area the project would be seen in the visual context of the rocky shoreline, beach and golf course in the foreground, and the beach, dune-slopes, project site, and other residences in the mid-ground. The vegetated ridgeline would provide the visual backdrop. Along this section of northbound 17-Mile Drive, the project site is visible directly ahead of the direction of travel. At the closest point, the project site can be seen at a distance of approximately 500 feet. From this viewpoint the project would be seen extending above the primary ridgeline (refer to Figure 4.1-16). This silhouetting condition would occur along an approximately 300-foot section of 17-Mile Drive.

Heading southbound the project would first potentially be seen in the vicinity of the Bird Rock Vista Point at a distance of approximately 0.7 mile. From this section of 17-Mile Drive the project would be difficult to discern among the other residences in the mid- and background. Viewing distance, topographic variation, and intervening vegetation would substantially reduce project noticeability for the casual observer.

Continuing southbound along 17-Mile Drive, the project would remain partially visible until a point just north of the intersection with Spyglass Hill Road (refer to Figure 4.1-19). Along this approximately 0.4 mile section of 17-Mile Drive the project would become progressively more visible. However viewing distance, surrounding development, topography, and vegetation would continue to substantially reduce noticeability. Travelling southbound from this location, visibility of the project would be blocked by landform, roadway orientation, existing residences and vegetation.

From Signal Hill Road

Signal Hill Road would provide the closest viewing proximity to the project (refer to Figure 4.1-1). Being a cul-de-sac, however, relatively few potential viewers are expected to experience the project from this public road. Nevertheless, vehicles have been observed parked along the shoulders of Signal Hill Road, apparently to gain access to nearby hiking opportunities. From viewpoints along the roadway, the project would result in a greater visual presence than the existing residence, reducing views of the Pacific Ocean and coastline more than current conditions, due to the larger size of the project compared to the existing structure.

From Vista Points and Public Beaches

Several public recreational areas are within the vicinity of project, including formal and informal vistas points and beaches. Of these, Fanshell Beach and the Fanshell Beach Overlook offer the closest and most direct views of the project site (refer to Figure 4.1-17 for the view from Fanshell Beach). The Fanshell Overlook would be at a distance of 0.4 mile from the project, and the northernmost section of Fanshell Beach would be a viewing distance of 600 feet. From both of these locations the project would be easily seen to the east. The proposed dune restoration area would be seen in the fore and mid-ground, the residence would be seen in the mid-ground, and a portion of the eastern forested ridge would be seen in the background. From the eastern portion of Fanshell Beach, the proposed residential structure would be visible extending above the ridgeline. As seen from this vantage point, the trees on the ridge directly behind the project are somewhat sparse, allowing the profile of the structure to silhouette against the open sky (e.g., refer to Figure 4.1-16).

North of the project, the Bird Rock Vista Point (refer to Figure 2-1, Project Vicinity) and beach are popular recreation areas. From these locations, the project would be partially visible to the south at a distance of approximately 0.7 mile. As seen from these viewing areas the project would occupy a very small portion of the viewshed and would not be easy to differentiate from the surrounding residences. Viewing distance, intervening landform and vegetation would further reduce noticeability of the project.

The Seal Rock Vista Point and beach would provide views of the project at a distance of approximately 0.5 mile. From these locations, however, viewing distance, surrounding development, topography, and vegetation would substantially reduce noticeability of the project. The view from Seal Rock Vista Point would be somewhat similar to the view shown in Figure 4.1-20, from southbound 17-Mile Drive.

From Other Public Roadways

Direct views to the project from other public roads in the area would be limited. Roadways south of the project such as Porque Lane and Portola Road would have glimpses of the project through the trees and other roadside development. North of the project, Spyglass Hill Road and The Dunes Road are the closest public roadways, and views to the project from those locations are generally blocked by topography and distance.

From Other Areas

The project would also be seen from several private residences and golf course areas, as well as from potential locations on the Pacific Ocean. Project context, visibility, and noticeability as seen from these potential viewpoints would vary greatly, as would viewers' expectations.

4.1.5.2 Effect on Scenic Vistas

Scenic vistas are generally defined as high-quality views displaying good aesthetic and compositional value that can be seen from public viewpoints. In the project vicinity, 17-Mile Drive, vista points, and beaches all provide quality public views of the Pacific Ocean, the rocky shoreline, sandy beaches, dune areas, stands of native vegetation, and forested hillsides and ridgelines. From certain vantage points the green swaths of golf course fairways also contribute to the quality of the scenic vista.

Because of its proximity to the shoreline, the most memorable scenic vistas as seen from 17-Mile Drive include the ocean, beaches, rocky shore, and associated native vegetation. The inland hillsides, vegetated sand dunes, forests, and ridgelines serve to frame the vistas and provide visual context for the viewshed.

Existing development's effect on the scenic vista varies greatly and is largely dependent on the degree to which it complements or contrasts with the natural setting. Visual scale, form, colors and materials, in combination with viewing proximity and orientation, are primary factors in determining the noticeability of the existing development and whether it detracts from or complements the scenic vista.

Field review shows that approximately 90 residential structures front 17-Mile Drive between the intersection with Portola Road to the south near KVA-1 and Point Joe to the north. Of these approximately 90 residences, 17 extend above the primary ridgeline to some degree (approximately 19%). Of the 17 that silhouette, 11 (approximately 65%) are within 200 feet of 17-Mile Drive, which in some cases makes ridgeline silhouetting unavoidable due to proximity and viewing angle. Of all of the 17 existing structures that extend above the horizon, 10 (approximately 59%) have rooflines that are generally sympathetic (congruous) to the natural surroundings, and seven (41%) have roof forms with highly angular characteristics causing them to visually jut above the organic form of the forested horizon.

The existing residence at the project site does not extend above the primary ridgeline as seen from anywhere on 17-Mile Drive or public beaches. The overall scale of the structure and the surrounding vegetation somewhat help reduce its noticeability on the hillside.

Figure 4.1-11. Existing Visual Conditions – Key Viewing Area 1



Figure 4.1-12. Photo-simulation of Proposed Project – Key Viewing Area 1



Figure 4.1-13. Existing Visual Conditions – Key Viewing Area 2



Figure 4.1-14. Photo-simulation of Proposed Project – Key Viewing Area 2



Figure 4.1-15. Existing Visual Conditions – Key Viewing Area 3



Figure 4.1-16. Photo-simulation of Proposed Project – Key Viewing Area 3



Figure 4.1-17. Existing Visual Conditions – Key Viewing Area 4



Figure 4.1-18. Photo-simulation of Proposed Project – Key Viewing Area 4



Figure 4.1-19. Existing Visual Conditions – Key Viewing Area 5



Figure 4.1-20. Photo-simulation of Proposed Project – Key Viewing Area 5



Within the immediate area of the existing building are nine Monterey cypress trees (two of which were recently planted as part of a Restoration Plan required under a County Code Enforcement Action), one eucalyptus species, and several shrubs of varying sizes. In addition, a grouping of mature Monterey cypress begins south of the driveway and continues south onto the adjacent residential lot. Because of the more modest size of the existing residence, these trees are able to somewhat blend portions of the structure with the surrounding landscape.

The factors that detract most from the scenic vista along 17-Mile Drive are the several existing residences that noticeably contrast with the natural setting, and the number of vehicles seen along the route. Because of the proposed residence's silhouetting above the horizon, construction of the project would further detract from the scenic vista of the hillside backdrop, and would degrade the visual quality of the area.

The project as proposed would silhouette approximately 10 feet above the ridgeline, as seen from an approximately 300-foot section of 17-Mile Drive (refer to Figure 4.1-16) and from the eastern end of Fanshell Beach (refer to Figure 4.1-18). Although the section along 17-Mile Drive from where the project silhouettes would be relatively short, viewer sensitivity is considered very high in this area, and viewing durations could be extended due to the recreational sight-seeing nature of the viewer-group and the number of pedestrians and bicyclists. Viewers from Fanshell Beach where the proposed structure silhouettes could include stationary beach goers with day-long visual access to the project site.

The project proposes to retain several of the existing trees on site, as well as planting and maintaining six new trees and other landscaping in the immediate vicinity of the new structure. Most of the new trees would be located along the eastern side of the building with the intent of creating a vegetated backdrop for the project; however, based on field review of existing conditions, placed reference pylons, and confirmation in the photo simulations, the proposed trees are expected to provide little to no benefit in terms of a vegetated backdrop or disguising the geometric form of the structure against the skyline. Due to the upward viewing angle from 17-Mile Drive, trees located east of the new residence would need to grow to approximately 35 to 40 feet tall before they would even be seen behind the building. Given the growth rate of Monterey cypress and the wind-pruning conditions of the site, the proposed trees may provide no visual value in terms of reducing the project's silhouette for 20 years or so after planting. In addition, the biological dynamics of vegetation and potential mortality reduces its reliance as a guaranteed solution for mitigating the potential visual effects of a project. Property rights issues and the desires of current and subsequent property owners can also effect the health and visual effectiveness of plantings.

The proposed residential structure would be clearly seen extending above the primary ridgeline, which would have an adverse effect on the scenic vista as seen from 17-Mile Drive and Fanshell Beach, within the area shown on the Del Monte Forest Visual Resources Map (County of Monterey 2012b). As a result, the project would be potentially inconsistent with County policies for the protection of scenic and visual resources, as further detailed in Table 4.1-1, above.

AES Impact 1	
The proposed residential structure would be seen extending above the primary ridgeline from locations on 17-Mile Drive and Fanshell Beach, which would be inconsistent with County of Monterey visual resources policy and result in a potentially significant impact to the scenic vista.	
Mitigation Measures (mm) and Mitigation Monitoring Actions (mma)	
AES/mm-1.1	<i>The maximum height of the residential structure shall be reduced to not exceed 20 feet above the average natural grade as defined in the project plan elevations dated October 21, 2011. Revised plans reflecting compliance with this measure shall be submitted to the County of Monterey Resource Management Agency – Planning Department for review and approval prior to issuance of demolition, grading, or construction permits.</i>
AES/mma-1.1.1	<i>Prior to issuance of demolition, grading, or construction permits, the applicant shall submit to the County of Monterey Resource Management Agency – Planning Department revised plans reflecting compliance with this measure.</i>
Residual Impacts	
Lowering the structure height would prevent the project from extending above the primary ridgeline as seen from 17-Mile Drive and Fanshell Beach. As a result, with implementation of this measure, residual impacts would be <i>less than significant</i> .	

4.1.5.3 Effect on Existing Visual Character and Quality of the Site and its Surroundings

The overall visual context of the project site is defined mostly by the Pacific Ocean and shoreline. Development such as residences, golf courses, and 17-Mile Drive also contribute to the visual experience of the area. Although the visual character of the area is dominated by the ocean, the baseline visual condition is also perceived as an area of residential and recreational development.

The existing residences visible along 17-Mile Drive between the Cypress Point Golf Course and Point Joe represent a variety of architectural styles and sizes. These residences are both single- and multi-story structures, ranging in size from less than 2,500 to over 7,000 square feet, based on a review of online housing data (PropertyShark 2015; Redfin 2015).

The proposed residence would be 11,933 square feet in size, almost three times larger than the existing 4,125-square-foot residence, which includes an addition~~over 3.5 times bigger than the existing 3,299-square-foot residence.~~ From its most visible locations on 17-Mile Drive and Fanshell Beach, the exposed face of the new building would appear approximately four times larger than that of the current structure. The angular, geometric form of the proposed structure would silhouette approximately 10 feet above the horizon and would contrast with the natural form of the forested ridgeline. This visual contrast would draw attention to the large size of the structure and would increase noticeability of the project.

The vegetation throughout the western portion of the parcel is currently a sparse mix of native dune scrub and non-native species such as ice plant. The landcover on the parcel is generally consistent with that of the adjacent parcels, and, although not native, does not appear unkempt or otherwise detract from the visual character of the surroundings.

Although the proposed dune restoration activities may provide biological benefit, most casual observers aren't able to differentiate between native and non-native landscapes, and likely don't

know that the existing condition is not natural. However, strictly from an aesthetic standpoint, the proposed restoration would cause that area of the site to appear somewhat more unified, and would provide visual interest due to the added diversity of plant types.

In terms of exterior materials and colors, the proposed stone facades, stucco colors, and trim would be an appropriate complement to the natural setting. The proposed dune revegetation would also create a more natural fore- and mid-ground visual setting for the project. However, the new residence would detract from the visual quality of the site and surroundings by visually breaking the ridgeline, which would also increase its visual dominance and draw attention to its distinctively large visual mass. The new structure would be substantially more noticeable than the existing residence, and visibility of these built characteristics would be amplified by the project's location on a prominent hillside as seen directly ahead of viewers on northbound 17-Mile Drive and from Fanshell Beach.

AES Impact 2
Because of the overall increase in project noticeability caused by the new structures extending above the primary ridgeline combined with its distinctively large size, the project would result in a substantial alteration of visual character as seen from 17-Mile Drive and Fanshell Beach, resulting in a potentially significant impact to the site and surroundings.
<i>Mitigation Measures (mm) and Mitigation Monitoring Actions (mma)</i>
<i>Implement AES/mm-1.1, AES/mma-1.1.1, BIO/mm-3.1, BIO/mma3.1.1, BIO/mm-3.2, BIO/mma-3.2.1, BIO/mm-3.3, and BIO/mma 3.3.1.</i>
<i>Residual Impacts</i>
The existing house is currently visible from 17-Mile Drive, as are other surrounding homes. Lowering the structure height to prevent the project from extending above the primary ridgeline, as seen from 17-Mile Drive and Fanshell Beach, and ensuring the success of native vegetation plantings and habitat restoration would not avoid visibility of the proposed structure, but implementation of these measures would reduce substantial adverse changes in the scenic character and quality of the project. Therefore, with implementation of these measures, in combination with mitigation measure AES/mm-1.1 listed above, residual impacts would be <i>less than significant</i> .

4.1.5.4 Light or Glare Affecting Day or Nighttime Views in the Area

At the time of EIR preparation, no specific information was available regarding outdoor lighting proposed for the project, although it is assumed that exterior lighting would be included as part of the residential project for security and/or ornamental purposes.

Because of the project's elevated location, the potential exists for night lighting to be easily seen from sections of 17-Mile Drive, Fanshell Beach, and other public outlooks and viewpoints. The proposed structure would be larger and taller than the existing building and would potentially emit substantially more light. The majority of the exposed western façade would include large amounts of glass allowing for increased visibility of interior illumination. At night, these increased sources of light would be evidence of new, larger development on the hillside. Under certain seasonal daytime conditions, reflection of the sun on the southwest facing window glass would be a new noticeable source of glare. As such, the potential combination of bright interior and exterior lights, windows, unshielded light sources, or bright-lights reflected on exterior walls may result in impacts as seen from public roadways, beaches, and viewing areas.

The 1982 Monterey County General Plan Policy 26.1.20 requires all exterior lighting to be unobtrusive and constructed or located so that only the intended area is illuminated, long-range visibility is reduced, and off-site glare is fully controlled. Due to the highly visible location of the project from public locations, AES/mm-3.1 further specifies lighting requirements to reduce the impact of light sources from the proposed residence.

AES Impact 3	
<p>Visibility of light sources and glow from the proposed residence, and glare from window glass, would potentially create a new source of light and glare, degrade nighttime dark skies, and adversely affect visual quality resulting in a significant impact to the surroundings.</p>	
<p>Mitigation Measures (mm) and Mitigation Monitoring Actions (mma)</p>	
<p>AES/mm-3.1</p>	<p><i>The applicant shall submit an exterior lighting plan to the County of Monterey Resource Management Agency – Planning Department for review and approval. The lighting plan shall be prepared using guidance and best practices endorsed by the International Dark Sky Association and shall comply with Title 24 lighting requirements. The lighting plan shall include the following:</i></p> <ol style="list-style-type: none"> a. <i>All exterior point-source lighting shall be directed downward and fully shielded from off-site views.</i> b. <i>Exterior lighting shall be designed so that it does not focus illumination onto exterior walls or the hillside on or adjacent to the proposed development.</i> c. <i>Any security lighting installed on the property shall be equipped with motion detectors to prevent the illumination from remaining on.</i> d. <i>No reflective coatings shall be used on exterior south, west, and southwest facing windows.</i> e. <i>All windows visible from 17-Mile Drive, Signal Hill Road, or other surrounding public areas shall be constructed of electrochromic glass to minimize visibility at night. The electrochromic glass will be visually transparent during the daytime and will become darker and translucent at night to avoid a “lighthouse effect.”</i>
<p>AES/mma-3.1.1</p>	<p><i>Prior to issuance of demolition, grading, or construction permits, the applicant shall submit to the County of Monterey Resource Management Agency – Planning Department an exterior lighting plan reflecting compliance with this measure.</i></p>
<p>Residual Impacts</p>	
<p>The project would create additional sources of light and glare, which would be visible from public roads and areas; however, with implementation of this measure, residual impacts would be <i>less than significant</i>.</p>	

4.1.6 Cumulative Impacts

The cumulative section addresses how this project may contribute to a change in visual quality when viewed along with other existing and reasonable future development in the area (per State CEQA Guidelines §15130).

The Del Monte Forest Area has undergone modest visual changes within the last several years due in part to remodeling and redevelopment of existing residential properties. Since 2008, approximately 23 Combined Development Permits for single-family residential development projects have been submitted to the County for the Del Monte Forest Area. These changes have resulted in a somewhat increased built-character through the area. If this project is highly noticeable on the hillside and ridgeline, it may contribute to an emerging perception that the area is undergoing a visual change to a more developed character. As seen from highly sensitive public viewpoints, silhouetting, building scale, and lighting would be visible and would increase

noticeability of the project, which would be potentially inconsistent with the numerous visual resource protection goals and policies identified in the County's General Plan, the Del Monte Forest Area LUP, and the County's LCP. Implementation of mitigation measures AES/mm-1.1 through AES/mm-3.1 would reduce the proposed project's contribution to the cumulative changes in visual character. Implementation of the recommended mitigation measures, would result in the project being less noticeable and visually obtrusive as seen from viewpoints along 17-Mile Drive, Fanshell Beach, and the surrounding areas, and more consistent with County coastal visual policies. Implementation of the identified mitigation measures would reduce cumulative impacts to *less than significant*.

4.1.7 References

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