

5.1 AESTHETICS

INTRODUCTION

This section evaluates the Project's effect on aesthetics. Information in this section is primarily drawn from the *Visual Impact Assessment* (VIA) prepared for the Project, which identified visual resources on the Project site and included visual analysis as well as effect determinations. The VIA is available on file with the City of Dublin at 100 Civic Plaza, Dublin, California.

Scoping Issues Addressed

No public or agency comments related to aesthetics were received during the public scoping period for this Draft environmental impact report (EIR).

REGULATORY SETTING

Federal

There are no applicable federal regulations.

State

State Scenic Highway Program

The Caltrans Scenic Highway Program is intended to protect and enhance the natural scenic beauty of California's highways and adjacent corridors, through special conservation treatment. The program protects against encroachment of incompatible land uses, mitigates and minimizes development activities along scenic corridors, prohibits billboards, and regulates grading activity. Once a scenic highway designation is granted, a wide range of protections apply to the designated corridor, including a prohibition on off-premise advertising displays, colloquially known as billboards.

Classified Landscaped Freeways

Caltrans-classified "Landscaped Freeways" are landscaped freeways with plantings that meet the State Outdoor Advertising Regulations criteria. These regulations are used in the control and regulation of outdoor advertising displays, and are not an indication of an area that should be protected as a scenic corridor. Criteria for Landscaped Freeways include freeways with plantings on at least one side within the state right-of-way that are continuous (no gaps greater than 200 feet), ornamental, at least 1000 feet long, and require reasonable maintenance.

Local*City of Dublin*City of Dublin General Plan

Scenic resources are addressed in the Land Use Element and Scenic Highways Element of the City's General Plan. The following designated scenic resources and policies are relevant to the Project:

Policy 2.8.13.C	Development shall be subordinate to and blend harmoniously with the natural and open space qualities of the area where located, in order not to impair those qualities and to be as unobtrusive as possible. In all cases, appropriate landscaping, preservation of vegetation, screening, building materials, design, and limits on surface alternations shall be required by the City to reduce as much as practicable the visibility of development.
Policy 2.8.13.D	Exterior lighting, including roadway lighting, shall be designed and placed, to the maximum extent practicable, to confine direct rays to the parcel or roadway where the lighting is located and to protect the darkness of the night sky.
Guiding Policy 5.7.1A.1	Incorporate County-designated scenic routes, and the Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.
Implementing Policy 5.7.1.B.1	Exercise design review of all projects visible from a designated scenic route.
Implementing Policy 5.7.1.B.2	Implement the Eastern Dublin Scenic Corridors Policies and Standards for projects within the Eastern Extended Planning Area.

Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan (EDSP) discusses several goals, policies, and programs dedicated to preserving visual resources within the City of Dublin (Dublin). Such resources include the open hills, creeks, major stands of vegetation and general open space. The following designated scenic resources and policies are relevant to the Project:

Policy 6-4 Preserve views of designated open space areas.

- Policy 6-28 Preserve the natural open beauty of the hills and other important visual resources, such as creeks and major stands of vegetation.
- Policy 6-31 High quality design and visual character will be required for all development visible from designated scenic corridors.
- Policy 6-32 Visual impacts of extensive grading shall be reduced by sensitive engineering design, by using gradual transitions from graded areas to natural slopes and by revegetation.
- Policy 6-33 Site grading and access roads shall maintain the natural appearance of the upper ridgelines or foreground hills within the viewshed of travelers along I-580, Tassajara Road, and the future extension of Fallon Road. Streets should be aligned to follow the natural contours of the hillsides. Straight, linear rows of streets across the face of hillsides shall be avoided.
- Policy 6-34 Alterations of existing natural contours shall be minimized. Grading shall maintain the natural topographic contours as much as possible. Grading beyond actual development areas shall be for remedial purposes only.
- Policy 6-35 Extensive areas of flat grading are not appropriate in hillside areas, and should be avoided. Building pads should be graded individually or stepped, wherever possible. Structures and roadways should be designed in response to the topographical and geotechnical conditions.
- Policy 6-37 Graded slopes shall be re-contoured to resemble existing landforms in the immediate area. Cut and graded slopes shall be revegetated with native vegetation suitable to hillside environments.
- Policy 6-38 The height of cut and fill slopes shall be minimized to the greatest degree possible. Grades for cut and fill slopes should be 3:1 or less whenever feasible.
- Policy 6-39 Tassajara Creek and other stream corridors, as shown on Figure 4.1, are visual features that have special scenic value for the planning area. The visual character of these corridors should be protected from unnecessary alteration or disturbance, and adjoining development should be sited to maintain visual access to the stream corridors.

Alameda County

Alameda County General Plan

The Alameda County General Plan defines and discusses three types of scenic routes: scenic freeways and expressways, scenic thoroughfares, and scenic rural-recreation routes. Scenic resources are also discussed in the Scenic Route Element and East County Area Plan, both of which

are part of the larger Alameda County General Plan, and include Interstate 580 (I-580), the ridgelines above Doolan and Collier Canyon, and the resource management area separating eastern Dublin and northern Livermore. The following designated scenic route element objectives and policies are relevant to the Project:

- To establish a continuous system of routes, that will be convenient to all persons in Alameda County, and that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism in Alameda County and adjacent counties by providing for scenic pleasure drives and scenic routes to all major recreation areas and cultural centers throughout the country and adjacent areas.
- To conserve, enhance, and protect scenic views observable from scenic routes.
- On downslope scenic corridors along routes with outstanding scenic views, no building structure of more than one story should project above the highest point of the paved road directly in front of the building structure, and no wall, fence, solid row of trees or other plants should project above the building structure or above the roadbed, whichever is higher. Where single story building structures are higher than the roadbed, there should be no wall, fence, or plant material that is not located directly between the main building structure and the roadbed that will obstruct the view from automobiles on the scenic route.

Alameda County General Plan, East County Area Plan

The East Alameda County Area Plan includes several policies and goals meant to preserve visual resources. Such policies discuss scenic ridgelines, open space, viewsheds, landscaping, utility lines, and grading techniques. The following policies are relevant to the Project:

Ridgelines

- Policy 105 The County shall preserve the following major visually-sensitive ridgelines largely in open space use:
2. The ridgelines of Schafer, Shell, Skyline, Oak and Divide Ridges west of Dublin and the ridgelines above Doolan Canyon east of Dublin
 3. The ridgelines above Collier Canyon and Vasco Road and the ridgelines surrounding Brushy Peak north of Livermore

Community Separators

- Policy 109 The County shall preserve community separators largely in open space in the following locations:
1. The Resource Management area of approximately 7,400 acres separating East Dublin and North Livermore

Viewsheds

- Policy 112 The County shall require development to maximize views of the following prominent visual features:
1. The major ridgelines listed in Policy 105;
 2. Brushy Peak, Donlan Peak, and Mount Diablo; and
 3. Cresta Blanca, near Arroyo Road South of Livermore.

Landscaping

- Policy 114 The County shall require the use of landscaping in both rural and urban areas to enhance the scenic quality of the area and to screen undesirable views. Choice of plants should be based on compatibility with surrounding vegetation, drought-tolerance, and suitability to site conditions; and in rural areas, habitat value and fire retardance.
- Policy 115 In all cases appropriate building materials, landscaping and screening shall be required to minimize the visual impact of development. Development shall blend with and be subordinate to the environment and character of the area where located, so as to be as unobtrusive as possible and not detract from the natural, open space or visual qualities of the area. To the maximum extent practicable, all exterior lighting must be located, designed and shielded so as to confine direct rays to the parcel where the lighting is located.

Alteration of Landforms

- Policy 116 To the maximum extent possible, development shall be located and designed to conform with rather than change natural landforms. The alteration of natural topography, vegetation, and other characteristics by grading, excavating, filling or other development activity shall be minimized. To the extent feasible, access roads shall be consolidated and located where they are least visible from public view points.

Grading

- Policy 117 The County shall require that where grading is necessary, the off-site visibility of cut and fill slopes and drainage improvements is minimized. Graded slopes shall be designed to simulate natural contours and support vegetation to blend with surrounding undisturbed slopes.
- Policy 118 The County shall require that grading avoid areas containing large stands of mature, healthy vegetation, scenic natural formations, or natural watercourses.

Utilities

Policy 120 The County shall require that utility lines be placed underground whenever feasible. When located above ground, utility lines and supporting structures shall be sited to minimize their visual impact.

*City of Livermore*City of Livermore General Plan

Although the majority of the Project activities and planned improvements would occur outside of The City of Livermore (Livermore)'s jurisdiction, scenic views from public areas of Livermore could be impacted. Livermore residents and visitors on the western edge of town looking toward the hills would see the roadway extension.

Scenic resources are addressed in the Community Character Element and the Land Use Element of Livermore's General Plan. Policies in the Land Use Element generally focus on the construction of new buildings, and therefore would not apply to the Project. The following policies are relevant to the Project:

- CC-4.1.P1 Development shall not be allowed to obscure, detract from, or negatively affect the quality of the views from designated scenic routes.
- CC-4.1.P2 The City shall maintain in open space that portion of the hills which is seen from the freeway and which is within the I-580 Scenic Corridor as shown in Figure 4-1. Any development within the I-580 Scenic Corridor is subject to the policies set forth under Goal CC-4 and the conditions set forth in Section C, I-580 Scenic Corridor Implementation.
- CC-4.1.P3 The City shall permit no development to wholly obstruct or significantly detract from views of any scenic area as viewed from a scenic route.
- CC-4.2.P3 The I-580 Scenic Corridor development shall include provision for cycling, hiking, and riding trails within or adjacent to street rights-of-way, where feasible.
- CC-4.7.P2 New, relocated, or existing utility distribution lines should be placed underground.
- CC-4.9.P1 Alteration of natural or artificial land contours should not be permitted without a grading permit as a means of preserving and enhancing the natural topography and vegetation in developable areas.
- CC-4.9.P2 Mass grading should not be permitted in the I-580 Scenic Corridor.
- CC-4.10.P1 As a means of preserving natural "ridge skylines," no major ridgeline shall be altered to the extent that an artificial ridgeline results. Minor grading below the skylines, ridgelines, or silhouettes may be authorized to accommodate development or activities otherwise consistent with these policies.

- CC-4.10.P3 The I-580 Scenic Corridor is defined as the area which is within 3,500 feet on each side of the centerline of I-580, and visible from the I-580 roadway. Development in the I-580 Scenic Corridor must preserve, to the largest degree feasible, the view of the ridgelines as seen from the I-580 Scenic Corridor roadway. To that end, no development, structures or man-made objects except plantings erected for landscaping purposes may obscure any portion of the ridgeline as seen from the I-580 Scenic Corridor roadway, except as provided in Community Character Element Section IV.C (I-580 Scenic Corridor Implementation). Landscaping, including trees, shall be planted in a manner such that when mature, it does not create a wall-like effect that substantially obscures views of the ridgeline.
- CC-4.16:P2 Development of lands adjacent to scenic routes should not obstruct views of scenic areas, and development should be visually compatible with the natural scenic qualities.

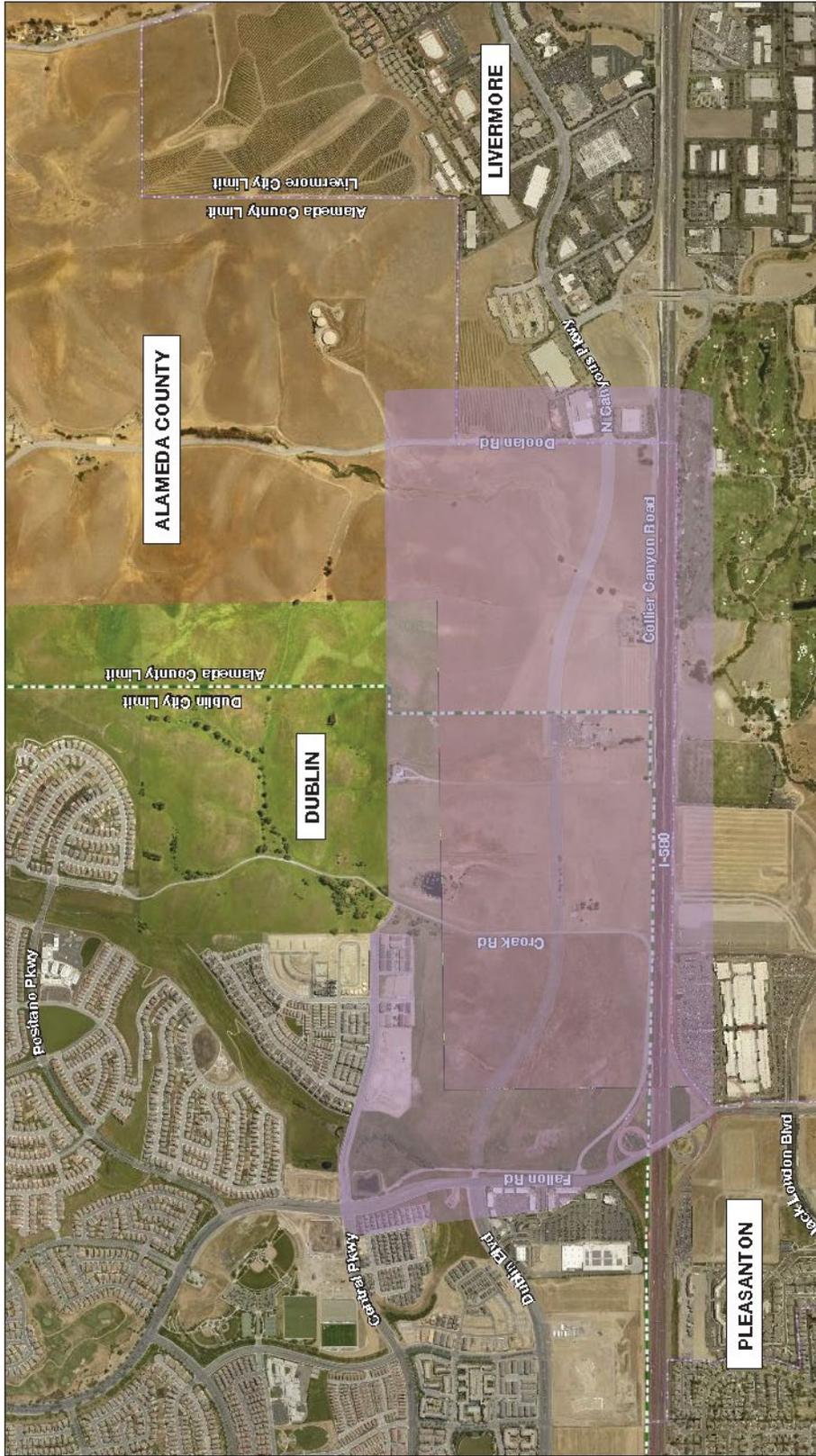
EXISTING CONDITIONS

This section presents information regarding the character and quality of existing views within the visual study area (VSA), shown in **Figure 5.1-1**. Establishment of the VSA is discussed in detail below, in the Methodology section. Key viewpoints within the VSA were selected, photographed, and assessed in order to determine the current condition of scenic resources. Viewpoint locations are shown on **Figure 5.1-2**.

Regional Land Use and Setting

City of Dublin

The VSA in Dublin includes undeveloped grazing rangeland; public roads; I-580; open space; and commercial, residential, and industrial land uses. Man-made development is primarily around the periphery of the VSA and includes two- to three-story mid-rise commercial development such as big box stores and shopping centers; parking lots; single family homes; low to medium-rise industrial development; and the I-580 corridor. To the west and northwest of the Project site, the VSA includes single-family residential and medium-density residential development. A large shopping center is directly across Fallon Road to the west of the Project site. Operating businesses include Target, Panera Bread, Guitar Center, and BJ's Restaurant & Brew House, among others. There are public views of the Project site from portions of Fallon Road, public roads associated with residences north of the Project site, the I-580 scenic corridor, and Croak Road. Residences to the north of the Project site have partially obstructed views of the Project site between the rolling hills. I-580 affords drivers views of the Project site to the north, and travelers along Croak Road have direct views of the Project site. Key viewpoints within Dublin are depicted in **Viewpoint 1** through **Viewpoint 5**.



Legend

Visual Impact Area



Visual Impact Study Area

5.1-1

Figure

Source: Circelpoint, 2018



Figure 5.1-2

Key Viewpoints

Source: Circlepoint, 2018

Viewpoint 1: Fallon Road (Dublin)



Viewpoint 2: Fallon Road (Dublin)



Viewpoint 3: Croak Road (Dublin)



Viewpoint 4: Central Parkway (Dublin)



Viewpoint 5: Collier Canyon Road (Dublin)



Alameda County

The VSA in Alameda County (County) consists of primarily undeveloped grazing ranchland and open space, with intermittent residences and outbuildings. Land uses in this area consist of resource management and large parcel agricultural (**Viewpoint 6**).

There are public views of the Project site from portions of Collier Canyon Road to the south of the Project site (**Viewpoint 7**). Views of the Project site from Collier Canyon Road may be obstructed at some angles by scattered agricultural development and vegetation, particularly near Cottonwood Creek.

Viewpoint 6: Collier Canyon Road (Alameda County)



Viewpoint 7: Collier Canyon Road (Alameda County)



City of Livermore

The VSA in Livermore includes business commercial parks along North Canyons Parkway. Land dedicated to Hillside Conservation is located north of North Canyons Parkway. General commercial and commercial/campus office land uses are southeast of the Project site, adjacent to eastbound I-580.

There are public views of the Project site from the I-580 scenic corridor, Doolan Road, and the area immediately around the intersection of Doolan Road and North Canyons Parkway. I-580 offers drivers peripheral views of the Project site to the north. Doolan Road has generally unobstructed views of the Project site, with the exception of the southern portion of the roadway where views are obscured by trees and other vegetation (**Viewpoint 8**).

Viewpoint 8: Doolan Road (Livermore)**Project Site**

The Project site is used primarily as undeveloped grazing ranchland and open space. The landscape in and around the Project site is characterized by a mix of grasslands surrounded by rolling hills and agricultural uses. Natural land cover in the Project site and VSA includes trees, shrubs, and grassland vegetation. Trees are primarily willows and valley oaks (*Quercus lobata*) along Cottonwood Creek, which flows generally north to southwest across the Project site in the County.

Improvements to areas adjacent to the Project site generally consist of paved and unpaved roads used to access private property and scattered fences, barns, corrals, wells, water tanks, single-family homes and various outbuildings. Views through the Project site from public roads along the western, southern, and eastern edges of the VSA are generally unobstructed, and views of the Project site from the north are intermittent, broken up by the rolling hills.

Scenic Resources

The VSA encompasses several scenic resources, including man made routes and corridors as well as natural open space and scenic features. I-580 is an Eligible State Scenic Highway from the Alameda/San Joaquin County Line to Interstate 80 (I-80) in Alameda County (postmile (PM) 0.0/47.4). Within the VSA, I-580 is considered eligible for listing as a State Scenic Highway. For the purposes of California Environmental Quality Act (CEQA), formally eligible scenic highways are treated as State Scenic Highways. The I-580 scenic corridor is defined as the area which is both within 3,500 feet on each side of the centerline of I-580 and visible from I-580. Based on the forgoing, I-580 is considered a State Scenic Highway for the purposes of this Draft EIR. Additionally, I-580 is classified as a Landscaped Freeway (PM 14.97-15.63).¹ No other roadways within the VSA are considered scenic highways.

The Circulation and Scenic Highways Element of the Dublin General Plan identifies I-580 and Fallon Road as scenic routes within the VSA. The EDSP identifies several natural scenic resources within the VSA, such as the open hills, creeks, and general open space. The Alameda County General Plan also identifies I-580, the ridgelines above the Doolan and Collier Canyon, and the resource management area separating eastern Dublin and northern Livermore as scenic resources within the VSA. Similarly, the Livermore General Plan recognizes the open space and hills visible from I-580 scenic corridor as scenic resources within the VSA.

Light and Glare

There are no existing sources of light or glare on the Project site. Sources of light and glare within the VSA include streetlights on nearby roadways, and commercial and residential land uses which have both exterior lighting and windows which allow interior lighting to be seen in the VSA. There is also illuminated signage within the VSA in Dublin and Livermore.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The following significance criteria for aesthetics were derived from the Environmental Checklist in CEQA Guidelines Appendix G. These significance criteria have been amended or supplemented, as appropriate, to address lead agency requirements and the full range of impacts related to the Project.

¹ Caltrans. 2016. Classified "Landscaped Freeways.". Available: <http://www.dot.ca.gov/design/lap/livability/docs/class-ls-fwy-REVISED-12-14-2016.pdf>. Accessed November 12, 2018

An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- A. Cause a substantial adverse effect on a scenic vista
- B. Substantially degrade the existing visual character or quality of the site and its surroundings
- C. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a State scenic highway
- D. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area

General Plan goals, policies, or designations that are designed to reduce aesthetic impacts are taken into consideration. Conflicts with such laws, ordinances, regulations, and standards can constitute evidence of a significant aesthetic impact. Lastly, a significant aesthetic impact could occur if the Project's incremental aesthetic impact would be cumulatively considerable.

Methodology

To determine potential impacts, the impact significance criteria identified above were applied to construction and operation of the Project.

The VSA, also known as the viewshed, refers to an area including the Project site, but extending beyond the Project site to include surrounding areas that could be affected by the Project (**Figure 5.1-1**). A VSA was established for the Project to scope this analysis and clearly identify the areas which could experience a change in the visual environment as a result of the Project. The VSA is determined by topography, vegetation, and viewing distance, and includes areas visible from the Project site and public viewpoints that offer views of the Project site. This encompasses portions of Fallon Road, Central Parkway, Croak Road, I-580, Collier Canyon Road, Doolan Road, and North Canyons Parkway.

The approach used to evaluate the existing aesthetics conditions consisted of the following:

- Reviewing the Project plans and elevations
- Establishing several representative key viewpoints and photographing the Project site from those viewpoints
- Conducting visual analysis of the VSA from the representative key viewpoints, including visual simulations
- Utilizing visual similarities from the key viewpoints to help characterize the level of impact

Key viewpoints were selected to be representative of the most critical locations from which the Project would be seen. They were selected based on their usefulness in evaluating existing landscapes and potential impacts on aesthetics from various vantage points. When analyzing existing aesthetic conditions and visual impacts, the elements of visual quality, viewer concerns, visibility, number of viewers, and duration of view are considered.

Impact Analysis

No Impact Summary

There are no “no impact” determinations for this topic.

Impacts of the Project

- A. Cause a substantial adverse effect on a scenic vista

And

- B. Substantially degrade the existing visual character or quality of the site and its surroundings

Implementation of the Project would result in temporary and permanent changes to the existing visual environment and would alter views of scenic resources located in the VSA. Construction and operational impacts are discussed below.

Construction

Impact AES-1: Implementation of the Project may result in degradation of the visual quality of the scenic hills to the north. (Less than Significant with Mitigation)

Construction would require grading north of the Project site, which may extend to the foot of the rolling hills to the north. Grading work and the restoration of graded areas would be required to adhere to polices for protection of scenic hillsides, described under Regulatory Setting above. However, the Project may still result in a degradation of the visual quality of the hillside if not properly designed. This impact would be reduced to a less-than-significant level with implementation of **Mitigation Measure AES-1**, which requires Project construction access and staging areas be returned to pre-Project conditions, avoiding permanent visual changes, and that permanent areas of grading on the hillside are designed to be as natural-looking as possible.

Mitigation for Impact AES-1

Mitigation Measure AES-1: Construction areas disturbed for equipment access and staging will be returned to their pre-Project condition. This may include minor regrading or sweeping and revegetation. Graded areas to the north of the Project site will be vegetated with an erosion control seed mix to minimize the visual change to the hillside and ensure that the graded areas blend with the surrounding natural hillside environment to the extent feasible.

Operation

Permanent (operational) Project components would alter existing views and scenic resources through:

- Introduction of a new, linear roadway and roadway embankment (change to existing views)
- Introduction of new vertical elements including street trees and street lights (change to existing views)
- Construction of retaining walls along the roadway, to minimize grading (change to existing views)
- Grading to the north and south of the Project site, including at the foot of the hills to the north (change to existing views and change to a scenic resource)

As shown in **Figure 5.1-3** and **Figure 5.1-4**, the addition of vertical elements (trees and street lights) would be the most visually prominent changes.

Impact AES-2: Retaining walls implemented as a part of the Project may disrupt the visual setting, thereby degrading visual quality. (Less than Significant with Mitigation)

The Project may include retaining walls placed along the roadway to reduce the need for large areas of grading. The addition of retaining walls would have the potential to disrupt the visual setting and thereby result in long-term visual impacts. Retaining walls would generally range from 3 to 10 feet in height and could alter views of scenic resources and the overall quality of the natural landscape. As discussed above, the roadway design would be required to conform to policies and guidelines provided in Dublin and the County's planning documents. These documents have anticipated implementation of the Project, and the related alteration of the natural landscape. However, Project-specific impacts could result in unanticipated changes to the visual environment. **Mitigation Measure AES-2** would require retaining walls to incorporate a variety of aesthetic treatments and measures to allow the structures to better blend with the natural setting. With implementation of **Mitigation Measure AES-2**, this impact would be less than significant.

Mitigation for Impact AES-2

Mitigation Measure AES-2: In coordination with Dublin, the County, and Livermore, retaining walls will be designed to include the following components:

- To reduce the visual impact of new retaining walls, aesthetic treatments consisting of color, texture and/or patterning will be applied to reduce visual impacts. The aesthetic treatment shall be context sensitive to the location. If concrete drainage ditches are required along the top of and behind the retaining walls, the ditch shall be stained to match the overall color of the wall. Aesthetic treatments will also reduce glare and deter graffiti, and shall be developed during the final design.

- Where required, retaining wall cable safety railing should have black or brown vinyl cladding to make them less visually obtrusive and help them blend with the setting.
- Concrete safety-shaped barriers should be sand blasted to a medium finish to minimize glare and deter graffiti. Barriers at the bottom of retaining walls are required to be stained or are required to match the overall wall color through techniques such as staining.

Less than Significant Impacts

Construction

Construction activities would entail earthwork, paving, pile driving for the bridge structure, concrete pouring, utility trenching, and roadway striping. Accordingly, construction work would introduce temporary visual disturbances to the continuous open space, such as the appearance of construction equipment and stock piles of building materials. Given that the Project site and immediate areas are largely undeveloped, the main views of construction equipment would be from I-580, Fallon Road, Doolan Road, and Collier Canyon Road. These impacts would be temporary and would be eliminated when construction ends and construction equipment is removed. Therefore, construction equipment would not substantially degrade visual quality or scenic resources. This impact would be **less than significant**.

Operation

The addition of the Project would alter the dominance of the rolling hills in views to the north. As depicted in the visual simulations presented in **Figure 5.1-3** and **Figure 5.1-4**, views from the south, and to a lesser extent from the west and east, would include the new line of both the roadway and street trees in the middle ground, changing the continuity of existing views of the hills. However, the dominance and continuity of these views is already interrupted by residential development visible in Dublin, including views from I-580. Project design and implementation would be required to adhere to policies and guidelines contained in the EDSP, Dublin's Streetscape Master Plan, Dublin's General Plan, the County's General Plan, and the East County Area Plan for the design of roadways, street trees, and roadway plantings. These include guidelines and policies for visual compatibility. Through coordination with Livermore, the Project design would also be consistent with Livermore's General Plan policies regarding scenic resources. This would ensure the roadway is visually compatible with the surrounding landscape, as planned for in the documents mentioned above. This impact would be **less than significant**.



Figure 5.1-3
Visual Simulations

Source: Field of Vision, 2018



Figure 5.1-4
Visual Simulations

Source: Field of Vision, 2018

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

Impact AES-3: The Project would include trees along the roadway, introducing new vertical elements that could compromise the eligibility of I-580 as a State Scenic Highway. (Less than Significant with Mitigation)

From the I-580 corridor, new trees and landscaping would be visible and noticeable to passing motorists, as shown on **Figure 5.1-3**. The addition of new vertical elements (trees) may result in minor disruption of views from I-580 across the landscape. Due to the distance between I-580 and the Project's road alignment, it's not reasonably anticipated that daytime views of streetlights would be substantially noticeable. Changes to night time views (light and glare) are discussed separately below. With implementation of **Mitigation Measure AES-1**, **Mitigation Measure AES-2** and **Mitigation Measure AES-3**, impacts to the eligibility of I-580 as a State Scenic Highway would be less than significant. **Mitigation Measure AES-1** and **Mitigation Measure AES-2** would ensure visual changes from Project construction activities, grading, and retaining walls are minimal and blend in to the natural setting. **Mitigation Measure AES-3** would require new plantings to be coordinated with Caltrans and selected to avoid incompatibility with the natural setting and scenic views.

Mitigation for Impact AES-3

Mitigation Measure AES-3: All landscaping and new plantings along the Dublin Boulevard Extension must be selected and implemented to maintain the eligibility of I-580 as a State Scenic Highway. The final selection of plantings must ensure that new planting would not substantially impede views of the landscape. Landscaping plans will be coordinated with Caltrans to ensure compatibility.

Less than Significant Impacts

The Project would not include damage to scenic resources such as trees, rock outcroppings, or historic buildings. There are no rock outcroppings in the VSA, and no historic structures within the Project site. Indirect effects to historic structures are discussed in **Section 5.4, Cultural and Tribal Cultural Resources**. The Project would not involve the removal of any trees which are protected or considered scenic. Trees on the Project site are discussed in detail in **Section 5.3, Biological Resources**. No other scenic resources within the State Scenic Highway area would be directly impacted by the Project. This impact would be **less than significant**.

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

Impact AES-4: Project construction would include new sources of temporary night time lighting and glare, which could affect drivers traveling adjacent to the Project construction area. (Less than Significant with Mitigation)

During construction, temporary lighting may be needed in work areas and staging areas during evening hours, particularly if construction activities take place during the winter months when there are fewer hours of daylight. Construction lighting is often quite bright in comparison to other exterior lighting. This could result in a new, temporary source of light and glare which could affect drivers on adjacent roadways. **Mitigation Measure AES-4** would reduce impacts associated with construction-period light pollution and glare. With implementation of **Mitigation Measure AES-4**, this impact would be less than significant.

Mitigation for Impact AES-4

Mitigation Measure AES-4: Appropriate light and glare screening measures, including the use of downward cast lighting, will be used in construction, staging, and laydown areas.

Less than Significant Impacts

The Project would not include any structures or surfaces that could be a potential new source of glare. Vehicles traveling along the roadway near the intersections of Dublin Boulevard/Fallon Road, Dublin Boulevard/Croak Road, and Doolan Road/North Canyons Parkway could result in a new, indirect source of glare that could be perceived by existing motorists. Glare could occur from the reflection of vehicle headlights and streetlights. However, glare from vehicles would be typical of nearby roadways with street lighting, and would not be substantial. Once operational, the Project would include new streetlights and therefore a new source of night time lighting. The Project would be required to utilize light shielding or directional devices, consistent with policies and regulations in Dublin, the County, and Livermore (listed above under Regulatory Setting), to reduce potential light pollution and night-time glare within the VSA. Indirectly, the Project would result in new night time sources of light from vehicle headlights. Light from vehicle headlights would be similar to other roadways in the area, and would not be substantial. This impact would be **less than significant**.

CUMULATIVE IMPACTS

Cumulative impacts arise due to the linking of impacts from past, present, and foreseeable future projects in the region. Other projects in the area include past and planned residential, commercial, and infrastructure development projects that could adversely affect visual setting (see **Chapter 4.0, Introduction to Environmental Analysis**). Future development activities in Dublin, Livermore, and elsewhere around the VSA would impact the same visual resources that would be affected by the Project. Therefore, the Project, in combination with other past, present, and foreseeable future projects, could cumulatively impact designated scenic resources in the area. Additionally, the Project, in combination with additional projects within the region could cumulatively result in impacts associated with light pollution.

However, as discussed in this section, the Project would include implementation of mitigation measures to reduce impacts on scenic resources as well as impacts associated with light pollution. Future projects in the area that would impact resources similar to those impacted by the Project would be subject to CEQA regulations, requirements, and regulatory permits for impacts to

aesthetics and visual resources. Individual projects would be required to complete independent environmental analysis under CEQA. It is expected that such projects will mitigate their impacts on visual resources through the incorporation of mitigation measures and compliance with permit conditions. Furthermore, impacts resulting from future projects in eastern Dublin shall be required to implement mitigation measures from prior environmental documents such as the General Plan EIR, EDSP EIR, and Fallon Village Supplemental EIR. Thus, no cumulative impact would occur. The Project would not have a cumulatively considerable contribution to any cumulative impact on aesthetics and visual resources.

REFERENCES

California Department of Transportation (Caltrans). 2015. State Scenic Highway Program.

Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/faq.htm.

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