

Visual Resources Study

Marinda Heights Residential Project

Town of Fairfax, California

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Prepared for
Timberstone LLC by
Environmental Vision

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I. Introduction

Timberstone LLC is proposing the Marinda Heights residential development, a 10-lot subdivision on a currently undeveloped 100.5-acre site located in the Town of Fairfax. The proposed project (the project) includes ten residences, each with an access driveway. The project also includes a public park, and extension of Marinda Drive for site access, as well as site grading and tree removal required for project construction. The proposed houses are designed to include solar electric panels, living roofs, and an atmospheric regulation system to reduce building energy use. The majority of the site acreage will remain undeveloped.

Environmental Vision prepared this study to address potential impacts to visual resources that could occur as a result of proposed changes associated with the project. Visual or aesthetic resources are generally defined as the natural and built features of the landscape that can be seen, and that contribute to public's experience of the environment.

This study includes description of the visual setting and qualitative evaluation of impacts. Following the text discussion is a set of figures including representative photographs, and visual simulations showing existing and post project views from key observation points.

2. Methodology

This analysis is based on field observations and the review of technical information including project drawings, aerial and ground level photographs of the project area, and computer-generated visual simulations that show the proposed project's appearance. Field observations were conducted in July 2017 to document existing visual conditions in the project vicinity and to identify potentially affected sensitive viewing locations.

Section 3 of this assessment includes discussion of a set of 15 photographs that document existing visual conditions and representative public views of the project site and surrounding area. Section 4 includes discussion and evaluation of visual simulations that were prepared to illustrate existing and post-project visual conditions, as seen from four Key Observation Points (KOPs) showing a subset of the representative views, where the project could be most visible to the public, and/or the project would be seen by the largest number of viewers. The simulation photographs were selected in consultation with the Town of Fairfax Planning Department.

This study employs methods based, in part, on the U.S. Department of Transportation Federal Highway Administration (FHWA), and other accepted visual analysis techniques. The study addresses the California Environmental Quality Act (CEQA) guidelines for visual impact analysis. Included are documentation of the visual setting (Section 3) and an evaluation of visual changes associated with the proposed project (Section 4). Recommended aesthetic mitigation treatments to reduce potential project visibility are also included. The impact analysis describes change to existing visual conditions and assesses potential viewer response to that change. Central to this assessment is an evaluation of representative views from which the project will be visible to the public. The visual impact assessment is based on evaluation of the changes to the existing visual conditions that will result from the project. These changes were assessed, in part, by evaluating computer-generated visual simulations from the KOPs and comparing them to the existing visual environment, in addition to interpreting results of field observations and review of project design data and aerial and ground level photography.

Simulation methods employ systematic digital photography, computer modeling, and rendering techniques that are described briefly below. Photographs were taken using a full-frame digital single-lens reflex (SLR) camera and “normal” 50 mm lens which represent a horizontal view angle of approximately 40 degrees. Photograph viewpoint locations were documented systematically using photo log sheet notation, Global Positioning System (GPS) recording, and basemap annotation. Digital aerial photographs and project design information supplied by the project design team (Oberkamper & Associates Civil Engineers, and Pahána known architects, received July and August 2017) provided the basis for developing a three-dimensional (3-D) computer model of the new project components. For each simulation viewpoint, viewer location was input from GPS data, using five feet as the assumed eye level. Computer “wireframe” perspective plots were overlaid on the simulation photographs to verify scale and viewpoint location. Digital visual simulation images were then produced based on computer renderings of the 3-D model combined with digital versions of the selected site photographs. The simulations are presented in Figures 3 through 6; each of these figures consists of two full-page images designated “A” and “B,” with the existing views shown in the “A” figure and the “after” visual simulations in the “B” figure. Section 4 includes discussion of the visual simulations.

3. Visual Setting

Regional and Local Landscape Context

Figures 1a and 1b show the project location within a regional and local landscape context. The project is located in the Town of Fairfax in southeastern Marin County, approximately 1.75 miles northwest of the city of San Rafael and approximately 14 miles north of San Francisco.

As shown on Figure 1a, the Town of Fairfax is situated at the western edge of the developed corridor that parallels U.S. Highway 101. Primary access to the town is via Sir Francis Drake Boulevard, a major roadway corridor connection between Highway 101 and western Marin County. The town center includes commercial and civic uses housed primarily in one and two story buildings, and several parking lots interspersed with mature trees. Taller structures include churches, as well as streetlights and traffic signals. Residential development on streets that wind uphill on the slopes includes individual houses nestled amidst the forested hillsides. The architectural diversity within neighborhoods and the compact, small-scale development pattern in the town center area contribute to the aesthetic character of Fairfax.

The town’s natural setting encompasses a series of valleys and forested hills with largely undeveloped ridgelines covered primarily by grassland, oak woodlands, and redwood forests. The Town itself is located at the upper end of Ross Valley at the confluence of two valleys formed by San Anselmo and Fairfax Creeks. Sir Francis Drake Boulevard and Bolinas Road run roughly parallel to these two creeks at an elevation of approximately 110 feet. Topography generally rises from these creeks to the east and west. Ridges located within Fairfax rise to over 800 feet in elevation to the west where the Town adjoins open space, and to approximately 650 feet to the east at the boundary of the Town of San Anselmo. Bald Hill rises to over 1,100 feet approximately one mile south of Fairfax, and Mount Tamalpais, located about four miles to the south, reaches an elevation of more than 2,500 feet.

Project Site

The project site is approximately 100 acres. The western edge of the property lies approximately 300 feet northeast of Sir Francis Drake Boulevard and the site extends east to the boundary of Fairfax and San Anselmo near Oak Springs Drive. The project site slopes up from an elevation of approximately 200 feet on the western edge, near Sir Francis Drake Boulevard to approximately 650 feet near Oak Springs Drive. Topography across the site is relatively steep with many areas having slopes of 40 percent or greater and only limited relatively level areas with slopes less than 20 percent.

Currently undeveloped, the project site includes graded pads and a dirt road that extends from Marinda Drive to the upper northeast portion of the site, near Oak Spring Drive. For the most part, the site's vegetation cover is mixed oak woodland with scattered California Bay and Madrone trees. Open grassland areas are also found on the site, particularly in the northern, higher elevation portion. In the dry season, the golden beige colored slopes contrast with surrounding darker green tree cover. To the north and east, adjacent land uses include undeveloped hillsides with mixed oak woodland and open grassland in addition to hillside residential development characterized by narrow winding roads and single-family houses. Low-rise commercial development is located to the west, along the Sir Francis Drake Boulevard corridor.

Existing access to the site is limited to an unpaved fire trail at the end of Marinda Drive located in the center of the site, although can also be accessed from unpaved fire trails that extend from residential roads (Oak Springs and Theresa Drives), which are part of an informal ridgeline recreational trail system that passes the northeast edge of the project site.

As shown on **Figure 1b**, the site boundary roughly forms an arc around existing residential development that is centered on Marinda Drive at a lower elevation. The main portion of the site lies on a central ridge to the north of this, with a smaller ridge to the southeast. Both of these ridges connect to a higher ridge, situated to the east along Oak Springs Drive, in the Town of San Anselmo. Appendix A is a Ridgeline Map, showing the topography of the project site, its general relationship to adjacent development along Sir Francis Drake Boulevard, and the protected ridgeline areas identified in the Town of Fairfax's General Plan and Ridgeline Ordinance (ILS Associates, Inc., Civil Engineering and Land Surveying, November 2007). It should be noted that, although the adjacent ridgeline along Oak Springs Drive is off of the project site, some of its downhill slopes that have been delineated on the Ridgeline Map are on the site. For descriptive purposes in this report, the ridge in the main portion of the project site is referred to as the "central ridge" and the ridge situated on-site to the southeast is referred to as the "east ridge."

Project Viewshed and Representative Views

A project viewshed is defined as the general area from which a project is visible. For purposes of describing a project's visual setting and assessing potential visual impacts, the viewshed can be broken down into foreground, middleground, and background zones. The foreground is defined as the zone within 0.25 mile to 0.5 mile of the viewer; the middleground is defined as the zone that extends from the foreground to a maximum of 3 to 5 miles of the viewer; and the background zone extends from the middleground to infinity (United States Department of Transportation, 2015).

For the purpose of this analysis, the potential effects on foreground viewshed conditions are emphasized. Due to relatively steep and rolling topography combined with mature tree cover, and clustering of development in valley areas, long range views of the site are not widely available; therefore, the following description of representative views is focused on relatively close-range public views.

Figures 2a through **2e** present a set of 15 photographs taken from representative locations within the project viewshed. These photographs document existing views toward the project site and convey a general sense of the existing visual landscape character found in the project vicinity. Captions to the left of each photograph identify viewpoint location, view direction, and general site visibility. Photograph viewpoint locations as well as the project site boundary and approximate location of proposed residential structures are shown on **Figure 1b**.

Views from the Northeast and Northwest (Photographs 1 to 4):

Photographs 1 and **2** are views looking toward the project site from two places on trails located along the ridge situated to the northeast. **Photograph 1**, taken near the end of Theresa Drive, shows the site's central ridge at the center of the view, including ridgeline and wooded slopes. The gray-colored pitched roof of an existing two-story structure located in the bowl between the site's two main ridgelines is seen in the lower left. **Photograph 2** is a trail view taken at the northeast edge of the project site that shows the grass-covered area of the highest part of the site in the immediate foreground and a wooded portion of the site's central ridge beyond. Development in adjacent areas of Fairfax can be seen in the lower left, and residential development on the slopes west of central Fairfax is visible beyond. More distant ridgelines are visible in the backdrop.

Photograph 3 is a view looking southeast toward the project site from Sir Francis Drake Boulevard near Oak Manor Drive and the Fairfax town limits. Along the roadside, vehicles, commercial development, vegetation, signage, and traffic signals are visible against the wooded slopes of the project site's east ridge. A grass-covered slope near the southern portion of the central ridgeline is visible on the right. **Photograph 4**, taken from Oak Manor Drive at Manor Elementary School shows the northern part of the site, including the central ridgeline beyond foreground elements such as school buildings, play equipment, and perimeter fencing.

Views from the South and Southwest (Photographs 5 to 15):

Photographs 5 and **6**, taken along Sir Francis Drake Boulevard, show views of the site's central ridgeline. **Photograph 5**, is from the parking lot of the Fairfax Public Library. From this location, a relatively small portion of the project site is visible beyond dense foreground vegetation and a few hillside residences. In this view, the sloping grass-covered terrain and some of the wooded flank of the site's central ridge is seen against the sky, near the center. In **Photograph 6**, taken from near Azalea Avenue, most of the site's central ridgeline is visible in the distance, beyond roadside commercial development, and partially screened by mature trees along the roadway corridor. From other nearby locations along Sir Francis Drake Boulevard, the site is partially or completely screened by intervening vegetation, topography, and/or structures.

Photograph 7 is a view from San Gabriel Drive, within the residential area off Marinda Drive, adjacent to the project site. As seen in this view, the lower portion of the site's central ridge, seen as a mixture of grass-covered slopes and native trees, is visible beyond the single-story residences in this area.

Photograph 8 shows a view taken at the intersection of Claus Drive and Taylor Drive looking toward the project site from a nearby residential area to the immediate south. From this location the grass and tree-covered knoll that occupies the southernmost portion of the site at the end of the east ridge, is seen against the sky, beyond residential development in the immediate foreground.

Photographs 9 through 12 are views from the Fairfax town center area. Portions of the project site are visible from several locations in this area, and are typically framed by foreground vegetation,

and commercial and civic buildings. Other built features, such as vehicles, traffic signals, utility structures, and overhead conductors, are also characteristic foreground elements seen in these views. **Photograph 9**, from Sir Francis Drake Boulevard and Claus Drive, shows the grass-covered knoll on the south part of the site near the center of the view, beyond commercial development along Sir Francis Drake and residential development, including mature vegetation, adjacent to the project site. On the left, a portion of the site's central ridgeline is barely visible along the skyline. Nearby, trees along Sir Francis Drake Boulevard screen views toward the project site. **Photograph 10** is from Broadway Boulevard, slightly closer to the Fairfax town center. In this view all but the lowest portions of the east ridge are screened by dense vegetation in the foreground on the right. A portion of the site's central ridgeline can be seen against the sky in the center of the view, beyond the commercial development in the foreground. A mature canopy tree on the left partially screens the view of distant ridgelines. **Photograph 11**, from Bolinas Road at Elsie Lane, near Bolinas Park, shows that, while commercial buildings screen low lying areas of the project site, grass-covered and wooded portions of both the central and east ridges can be seen along the skyline. On the left a tree in the foreground partially screens the more distant ridgeline, while development along Oak Springs Drive, adjacent to the project site, is visible along the skyline on the right. **Photograph 12** taken from the back of the nearby Fairfax Pavilion shows most of the site's central ridge in the center of the view and the southern knoll on the right. Mature trees frame this view and the baseball field at Contratti Park is prominent in the foreground. Buildings along Sir Frances Drake Boulevard are also seen beyond the baseball field.

Photographs 13 through 15 show views from hillside residential areas situated to the west of the Fairfax town center. Although views toward the project may be available from private residences along these hillsides, public views from this area are limited, due to considerable screening by dense intervening vegetation and hillside structures. **Photograph 13**, is a view from Scenic Road approximately 500 feet north of Redwood Road at a distance of approximately 0.5 miles from the project site. The highest elevations of the project site are visible against the sky near the center of this view and much of the grassy slope area with patches of native oak lies on the site's central ridgeline. More distant ridgelines are seen on the left, and residential development on the adjacent ridge is visible on the right. **Photograph 14** is a view looking toward the site from Tamalpais Road at Scenic Road. Part of site's central ridge is visible toward the left, although it is partially screened by residences seen in the foreground, and a wooded flank of the site's east ridge is seen on the right. Along the skyline, distant ridgelines located beyond the project site are visible in the backdrop on the far left and residential development is evident near the center of the view. **Photograph 15**, taken from Manzanita Road near Mountain View Road, shows the project site within the context of adjacent development located in both Fairfax and the neighboring town of San Anselmo. In the center of this view residences along Oak Springs Road are visible along the skyline. Visible below and framed by foreground vegetation and structures are a white church steeple and other development located along Sir Francis Drake. Although a tree in the foreground on the left screens lower portions of the site's central ridge area, part of the central ridge can be seen, including wooded slopes and the grass-covered knoll. Relatively sparse development off Marinda Drive is visible adjacent to the knoll. As seen from many locations within residential areas to the west and south, intervening dense vegetation or buildings generally screen views of the project site.

Potentially Affected Viewers

Accepted visual assessment methods, including those adopted by FHWA, establish sensitivity levels as a measure of public concern for changes to scenic quality. Viewer sensitivity, which is one of the criteria for evaluating visual impact significance, can be divided into high, moderate, and low categories. Factors considered in assigning a sensitivity level include viewer activity, view duration, viewing distance, adjacent land use, and special management or planning designation. According to the United States Department of Transportation Visual Impact Assessment for Highway Projects, research on the subject suggests that certain activities tend to heighten viewer awareness of visual and scenic resources, while others tend to be distracting (United States Department of Transportation, 2015). Concerned viewer groups within the project viewshed primarily include roadway motorists, residents, and recreationists on foot or cycling on hillside trails. An additional viewer group includes pedestrians and others visiting offices, businesses, or other destinations within central Fairfax.

Motorists are the largest viewer group, and include people traveling on Bolinas Avenue and Sir Francis Drake Boulevard. Affected motorist views are generally brief in duration, typically lasting a few minutes or less. Sensitivity of this viewer group is considered low to moderate.

The second viewer group is comprised of nearby residents in the vicinity. Many residential properties and roads include mature vegetation that provides a degree of visual screening; however in some cases, views from residences themselves, have open views to adjacent ridgelines. Residential views tend to be long in duration, and the sensitivity of this viewer group is considered moderate to high.

Recreationalists including hikers and cyclists using hillside open space and trails are a third viewer group. Duration of recreational views may range from several minutes to longer at some locations. The sensitivity of this viewer group is considered moderate. In addition, pedestrians and others visiting central Fairfax would generally have brief duration views and the sensitivity of this group is considered low to moderate.

Regulatory Framework

The project is located within Marin County in the Town of Fairfax. Appendix B contains description of specific local policies relevant to the visual quality in the project area, including a brief statement regarding the project's potential to conflict with the policy.

The following public policy documents were reviewed with respect to the proposed project: California State Highway Program (2017), *Marin Countywide Plan* (2007), *Town of Fairfax 2010-2030 General Plan* (2012), and *Town of Fairfax Ridgeline Ordinance, Municipal Code* (2017). As noted in the Appendix B discussion, with incorporation of the aesthetic mitigation treatments outlined in Section 4, the proposed project is consistent with policies regarding visual and aesthetic resources.

4. Impact Assessment

This section includes an overview of the project's physical characteristics, followed by a description and evaluation of the visual changes that are portrayed in the set of before and after visual simulation images. This discussion is followed by evaluation of aesthetic impacts based on CEQA criteria.

Physical Characteristics of the Project

The project proposes development of ten single-family residential lots on the 100.5-acre project site. With the exception of the smallest lot (Lot #1) which is approximately 1.3 acres, lots will each be approximately 10 acres. The project also proposes 6.5 acres for a public trail and park as well as approximately 2 acres for an access road easement. Access for nine of the lots will be via a paved private road following an existing dirt road alignment that extends from the end of Marinda Drive. Access to Lot 10 will be via a private driveway off of Ridgeway Avenue. In addition, 3.6-acres is proposed for a conservation area in which development is not permitted.

Appendix C presents two sheets with plan drawings of the project including the proposed lot layout showing new house footprints and building envelopes/areas of disturbance (shaded in gray). The major portion of each proposed lot that is not included in a proposed building envelope will be preserved, and in these areas construction, landscaping, fencing, or other modifications will be prohibited through deed restrictions or another mechanism. Approximately 95% of the total project site will be preserved in its existing natural state. The second sheet of Appendix C is a proposed grading plan that also shows road grading, retaining walls, and driveway access to each lot.

The proposed new houses are predominantly two-stories and range in square footage with a typical size of approximately 4,200 square feet. Architectural drawings for proposed houses on the ten residential lots are contained in the development application package. This set of drawings show that each house reflects a unique architectural design, and all of the houses incorporate use of neutral color, non-reflective materials and surface textures. (Pahána known architects, Preliminary Planning Set, various dates). Green (living) roof elements are also incorporated into the individual house designs. Each of the proposed new houses will be subject to the Town of Fairfax design review process.

Aesthetic Mitigation Treatments

In addition to the design measures described above, the following aesthetic mitigation treatments are designed to reduce the project's overall visibility and to help the appearance of the project blend in with the existing visual setting. These aesthetic mitigations will be incorporated into final project design to the extent feasible.

Aesthetic Mitigation A - Retaining Walls: Retaining walls required for lot development and access road construction will be earth tone in color with textured surface in order to blend with the existing landscape setting.

Aesthetic Mitigation B - Green Roofs: Green (living) roofs will be incorporated into building design where feasible to reduce potential visibility of the project as seen from viewing locations situated at elevations higher than the site.

Aesthetic Mitigation C - Landscape Screening: Landscaping including native trees and shrubs will be installed within building envelopes (disturbance areas) to help screen new buildings, retaining walls, and grading.

Aesthetic Mitigation D - Architectural Design Refinement: Refinements to proposed architectural treatment will be made to help reduce potential visibility of the overall project as well as potential visibility of development on some individual residential lots. Design refinements may include adjustments to proposed building massing and height; adjustments to siting within building

envelopes; and/or adjustments to exterior color and material palette. Additional refinements to the project design may occur in conjunction with the Town of Fairfax Design Review process.

Aesthetic Mitigation E - Water Tank: The new water tank located above Lot 9 will be a neutral color selected to blend with the landscape setting throughout much of the year.

Visual Change

Figures 3 through **6** show four existing views paired with visual simulations of the proposed project, as seen from key observation points. The viewpoints represent key views seen from nearby residential, ridge trail, and commercial areas within the Town of Fairfax where project changes could be most noticeable. The “A” and “B” figures portray existing and post-project conditions and thus convey a sense of the visual change that would be brought about by the project. The visual simulations show development of the ten residential lots proposed by the project as well as the proposed access road and grading. The simulations also show the limited amount of tree removal proposed by the project; however, new landscaping is not shown in the simulation images. Table 1: Summary of Simulation Views below includes information describing the location of each viewpoint and the visible project elements seen in each of the post project views. For additional reference, Appendix D includes a set of the visual simulations with annotations identifying the lot numbers where portions of new houses are visible.

Figure 3 portrays an existing view and visual simulation of the project from a ridge trail accessible from Oak Springs Drive at the northeastern edge of the project site. In the immediate foreground, the **Figure 3a** photograph shows a grass-covered piece near the highest point on the project site descending to a wooded portion of the site’s central ridge, beyond. A trail and a roughly graded open area on the project site are also visible between the trees and dense vegetation. This view includes a variety of residential development including houses situated within the area adjacent to the site such as the rooftops downslope on the left. Additional visible development seen in this view includes part of the Marinda Drive roadway with a church steeple and peaked roof beyond on the left, as well as and other commercial buildings in the Fairfax town center. Portions of residences seen amidst trees and other vegetation are visible on the wooded hillsides of west Fairfax and beyond. This vegetation screens numerous houses and other structures, and the overall impression of the landscape setting is of open hillsides and ridgelines with low-density and intermittent residential development. In the backdrop, approximately 5 miles away, the largely undeveloped, wooded slope of Bolinas Ridge rises to over 1,600 feet in elevation.

The **Figure 3b** visual simulation shows part of the paved access road with an adjacent trail and wood rail fence, and part of a retaining wall in the foreground center-left. Beyond the roadway curve, portions of new residences are visible on Lots 1 and 2, and the houses on Lots 3 and 5 can be seen to the right and upslope, their lower portions screened by vegetation. Additionally, a small portion of the house on Lot 4 is visible, beyond the rounded brown roof seen on Lot 5. The simulation shows that a limited amount of tree removal is barely noticeable on Lot 2; however, structures are largely screened by mature vegetation remaining on the site. The green (living) roofs of new houses on Lots 1 and 2 and the new garage on Lot 3 appear similar in color and texture to adjacent vegetation and thus tend to blend in with the landscape. In this simulation view the most noticeable project element is the new house on Lot 3; however in scale and general appearance the overall project is not dissimilar to existing development seen within the landscape setting. In addition, potential project visibility will be reduced with incorporation of Aesthetic Mitigation Treatments A - Retaining Wall Surface Color and Texture; B - Green (living) Roof elements; C - Landscape Screening and D - Architectural Design Refinements (particularly regarding proposed

development on Lot 3). In light of the visual change described above, the project will not substantially alter the existing composition and character of the landscape seen from this location.

Table I Summary of Simulation Views

Viewpoint Number and Location * (Figure Number)	Visible Project Elements
2 - Ridge trail at northeast edge of project site (Figure 3)	<ul style="list-style-type: none"> • Portions of houses seen primarily against landscape backdrop on Lots 1, 2, 3, and 5 • Portions of new road (Marinda Drive extension) and trail near Lot 1 • Retaining wall on Lot 1 • Some tree removal on Lot 2
3 - Sir Francis Drake Boulevard near Oak Manor Drive (Figure 4)	<ul style="list-style-type: none"> • Portions of houses seen primarily against the skyline on Lots 2, 3, 4, and 7 • Portions of houses seen primarily against landscape backdrop on Lots 5, 6, 8, and 9
11 - Bolinas Avenue at Bolinas Park (Figure 5)	<ul style="list-style-type: none"> • Portion of houses seen primarily against the skyline on Lot 3 • Portions of houses seen primarily against landscape backdrop on Lots 2, 4, 5, 7, 8, 9, and 10 • Retaining walls on Lots 4 and 10 • Some tree removal on Lot 10
13 – Scenic Road near Fairfax Road (Figure 6)	<ul style="list-style-type: none"> • Portions of houses seen primarily against landscape backdrop on Lots 2 through 9 • Portions of new road (Marinda Drive extension); trail near Lots 3, 4, and 7; and Lot 6 access road/driveway • Retaining wall on Lots 2, 3, 4, and 6 • Portions of emergency access fire road and water tank • Some tree removal on Lots 3, 4, 6, 7, 8, and 9

* Refer to Figure 1b for viewpoint location

Figure 4 is an existing view and visual simulation from Sir Francis Drake Boulevard, near Oak Manor Drive. As noted in Appendix B, Sir Francis Drake Boulevard is a Town of Fairfax designated scenic highway. The **Figure 4a** photograph is a motorist’s view showing a variety of low- rise commercial development, vehicles, signage, and traffic signals in the foreground, along the roadway. These elements are seen against dense vegetation near the roadway, with portions of the site’s wooded central ridgeline seen against the sky, beyond. On the right a small area of beige-colored grassy slope on the site can also be seen. The vegetation seen in this view is composed of a variety of foliage that displays a range of color and texture. From this location, overhead conductors are also seen crossing the roadway, connecting to a wood utility pole visible along the road farther south.

Figure 4b is a visual simulation showing the project from this roadway location. With the exception of Lot 1, portions of the new houses on all lots will be seen amidst the hillside tree cover. From left

to right, these include Lots 9 through 2. In most cases, intervening trees and other vegetation provide considerable screening of the new buildings. Vegetation also substantially screens other project elements, including retaining walls, fences, access road, and driveways. From this roadway location, the project is somewhat noticeable, and portions of houses on lots 2, 3, 4, and 7 (from right to left), which extend above the tree canopy are seen against the sky on the ridgeline. Additionally, portions of new residences on Lots 5, 6, 8, and 9 are visible against the hillside landscape backdrop. A comparison of the existing view and visual simulation indicates that given the presence of commercial development in the foreground along the roadway and minimal visible grading and vegetation removal, the project would not substantially alter the existing aesthetic character of the ridgeline or landscape setting experienced at this location along Sir Francis Drake Boulevard. Additionally, with incorporation of aesthetic mitigation including Aesthetic Mitigations C - Landscape Screening and D - Architectural Design Refinements into the project design would reduce the level of visibility.

Figure 5 shows an existing and post project view experienced by motorists and pedestrians along Bolinas Road at Bolinas Park in central Fairfax. As noted in Appendix B, Bolinas Road is a designated Town of Fairfax Scenic Highway corridor. The **Figure 5a** photograph shows that views toward the site from this location along Bolinas Road are partially screened by intervening single and two-story commercial buildings located in the town center area. In this view, a light-colored, commercial building with windows and a flat roof dominates the foreground, while street signs, a street light and a variety of vehicles are also part of the visual setting. Additional visual elements include utility poles and overhead conductors seen beyond and above the building rooftops. At the left edge of this view in the foreground, mature trees and lawn within Bolinas Park are just barely visible and part of an adjacent undeveloped ridge in northern Fairfax is also visible beyond. Several residences along Oak Springs Drive can be seen on the ridgeline against the sky on the far right. The southern end of the site is seen near center right of this view, beyond the buildings in the foreground, and the wooded central ridge is visible to its left.

Figure 5b is a visual simulation showing visible elements of the proposed project seen from this scenic roadway corridor in central Fairfax. The simulation indicates that some part of eight new houses, including development on Lots 2 through 5 and 7 through 10, can be seen (from left to right); however, mature trees largely screen the new houses. On the left, some parts of the new houses on Lots 3 and 4 are visible against the sky, as is part of the house on Lot 10 that can be seen near the top of the grassy slope. Additionally, the simulation shows that parts of new retaining walls on Lots 4 and 10 are visible, and a limited amount of tree removal at Lot 10 is also visible. Overall the limited amount of site grading and vegetation removal is barely evident. The simulation indicates that these visible project elements are noticeable to varying degrees. However, the project does not result in a substantial change in the existing character or composition of the landscape seen from this scenic highway viewing location because the project is seen within the context of existing hillside residences on the ridgeline, and building in the foreground. Additionally, the degree of potential project visibility shown in this simulation will be reduced through incorporation of Aesthetic Mitigation Treatments A - Retaining Wall color selection and surface texture; (particularly on Lot 10); C - Landscape Screening; and D - Architectural Design Refinements (particularly on Lot 3).

Figure 6 shows an existing view and visual simulation from Scenic Road near Redwood Road. This key viewpoint is located within in a hillside residential area south of Sir Francis Drake Boulevard in Fairfax, approximately 0.5 mile away from the project. From this general area public views of the project site are limited due considerable screening related to intervening mature trees and houses.

Looking northeast, across the valley of Fairfax Creek, the Figure 6 view is framed by two foreground residences on Scenic Road. From this location, hillside residences are visible downhill, against a primarily tree covered landscape backdrop. The houses are shades of earth tone in color, and have varied shape rooflines. Wood utility poles and overhead conductors are also seen downslope. In the distance, on the left, houses on a ridgeline in Sleepy Hollow, an unincorporated residential neighborhood, appear against a predominately grassy hillside. Portions of the project site's partially wooded central ridge are visible in the center of this view. On the ridge above the project site, residences situated along Oak Springs Drive are visible against the skyline on the right and a light-colored water tank can also be seen against the skyline near the center of the view. Unpaved, lighter colored trails and fire roads can be seen on grassy portions of the hillsides both on project site and adjacent land.

The **Figure 6b** visual simulation shows visible project elements, including portions of eight new houses. Near the center left, part of the new house and driveway on Lot 6 are visible against the hillside. At the center of the view, the new water tank is higher up the hillside, near portions of houses on Lots 7, 8, and 9, which appear clustered near each other. Part of the improved access road and trail are seen to the left of these houses and the graded emergency access road is visible on the slopes above. Farther to the right and downslope, the rounded brown roof on Lot 5 can be seen, with two wings of the new house on Lot 4 below it. Part of the paved access road and rail fence is also visible downslope to the right of Lots 4 and 5, and a supporting retaining wall is seen adjacent and to the left of the broad rectangular facade of the new Lot 3 house. The simulation also shows the new rail fence along the access road farther downslope. The new medium brown colored house on Lot 2 is visible against the wooded hillside, framed by the residence seen in the immediate foreground on the right. Although most of the project houses are visible in this view, the structures are largely screened by mature vegetation and appear adjacent to existing hillside residences, some of which appear against the sky backdrop. In summary, the Figure 6b simulation shows portions of eight new houses in addition to the new water tank (from left to right Lots 6 through 9, water tank, and Lots 5 through 2).

Taken together, the changes described above and portrayed in the set of existing and post project key views represent incremental modifications to the visual setting that will not substantially alter the existing composition or character of the existing landscape experienced by the public. To varying degrees, the level of potential project visibility portrayed in the visual simulation figures will be reduced through incorporation of the set of Aesthetic Mitigation Treatments A through E. In addition the potential for project visibility may be further reduced through refinements to the project design that are the result of the Town of Fairfax design review process.

Impact Evaluation

The following discussion responds to guidance provided by the California Quality Act (CEQA) and significance criteria employed for the evaluation of impacts to aesthetics based on the CEQA Environmental Checklist, which states that a project would cause a potentially significant impact if it would:

- a) have a substantial adverse effect on a scenic vista;
- b) substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- c) substantially degrade the existing visual character or quality of the site and its surroundings;

- d) or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

In applying these criteria to determine significance, the extent of the project's visibility from sensitive viewing locations, the degree to which project elements would contrast with or be integrated into the existing landscape, the extent of change in the landscape's composition and character, the number and sensitivity of viewers, as well as the public policy context were taken into account. Discussion includes evaluation of the proposed project's potential visual effects on key public views as represented by the visual simulations.

a) Substantial adverse effect on a scenic vista.

Less than Significant Impact

For the purposes of this evaluation, a scenic vista is defined as a distant public view along or through an opening or corridor that is recognized and valued for its scenic quality. Using this definition, views from Sir Francis Drake Boulevard and Bolinas Road corridors are considered scenic vistas. As noted in Appendix B, the Open Space Element Visual Resources map contained in the Town of Fairfax General Plan shows both roadway corridors as scenic highways.

Views toward the proposed project are available from both roadway corridors. As detailed in the above discussion of visual change and demonstrated the Figure 4 visual simulation, although the project would be visible on the ridgeline it would not be prominent and given the presence of commercial development in the foreground along the roadway and minimal grading and vegetation removal, the project would not substantially alter the existing aesthetic character of the ridgeline or landscape setting experienced by motorists traveling along Sir Francis Drake Boulevard. Similarly, Figure 5 demonstrates that some project elements are noticeable to varying degrees, mature trees largely screen views of the new houses from Bolinas Road, and because the project is seen within the context of existing hillside residences on the ridgeline, it would not substantially change the existing character or composition of the landscape seen from this scenic highway viewing location in central Fairfax. Additionally, incorporation of Aesthetic Mitigation Treatments A- Retaining Wall color selection and surface texture; C -Landscape Screening; and D- Architectural Design Refinements will reduce potential project visibility as seen from the Sir Francis Drake Boulevard and Bolinas Road scenic highway corridors. Therefore, the project will not have a substantial effect on a scenic vista.

b) Substantial damage to scenic resources within a State Scenic Highway

No Impact

There are no Designated Scenic Highways in Marin County or in the project viewshed. Highway 37, which lies 6.5 miles to the northeast of the project, is the nearest eligible California state scenic highway. Therefore the project will not affect scenic resources within a state scenic highway.

c) Substantial degradation of the existing visual character or quality of the site and its surroundings.

Less than Significant Impact

Construction-related visual impacts will result from the presence of equipment, materials, and work crews on-site during construction of the paved access road and ten residences. Construction activity could be noticeable to varying degrees and will be seen by local residents, motorists, and recreational trail users. Construction activities will be temporary and not dissimilar in nature and appearance to

other activity seen along roadways and building sites in the vicinity. Additionally, project-related construction activities will be kept as clean and inconspicuous as practical and will be subject to local ordinances. Therefore, the temporary visual effect associated with construction will be less than significant.

The proposed project is located adjacent and in proximity to established hillside residential development. The project proposes development of ten residences and a 6.5-acre public park while preserving approximately 95 percent of the site area as undeveloped natural acreage. Project construction will require a limited amount of grading. Design of each house reflects a unique architectural treatment, and all of the houses incorporate use of neutral color, non-reflective materials and surface textures. The proposed project layout is designed to minimize grading and tree removal.

As documented in Section 3 and the Figure 2 photographs, the project is located in an area where hillside residences are established visual features seen in the landscape. Portions of the new houses, retaining walls, and access road will be visible to varying degrees from some nearby locations in the vicinity; however, visible project elements will generally be seen within the context of existing visible built features including residences or other structures, and from many locations the proposed project elements will be screened by intervening vegetation, topography and/or buildings. The above visual change discussion provides detailed comparative evaluation of existing and post project views from four key observation points. This evaluation indicates that the project will not substantially alter or degrade the appearance of the project site and surrounding landscape including ridgelines. The post project visual simulations presented in Figures 3 through 6 demonstrate that the project will result in incremental change that will not substantially affect the existing landscape character and visual quality in the project area. In addition, aesthetic mitigation treatments outlined in this report will be incorporated into the final design to help project elements blend in with the landscape and thereby further reduce the potential visibility. With incorporation of the aesthetic mitigation treatments the impacts will be less than significant.

d) Adverse effect on day or nighttime views due to new source of substantial light or glare.

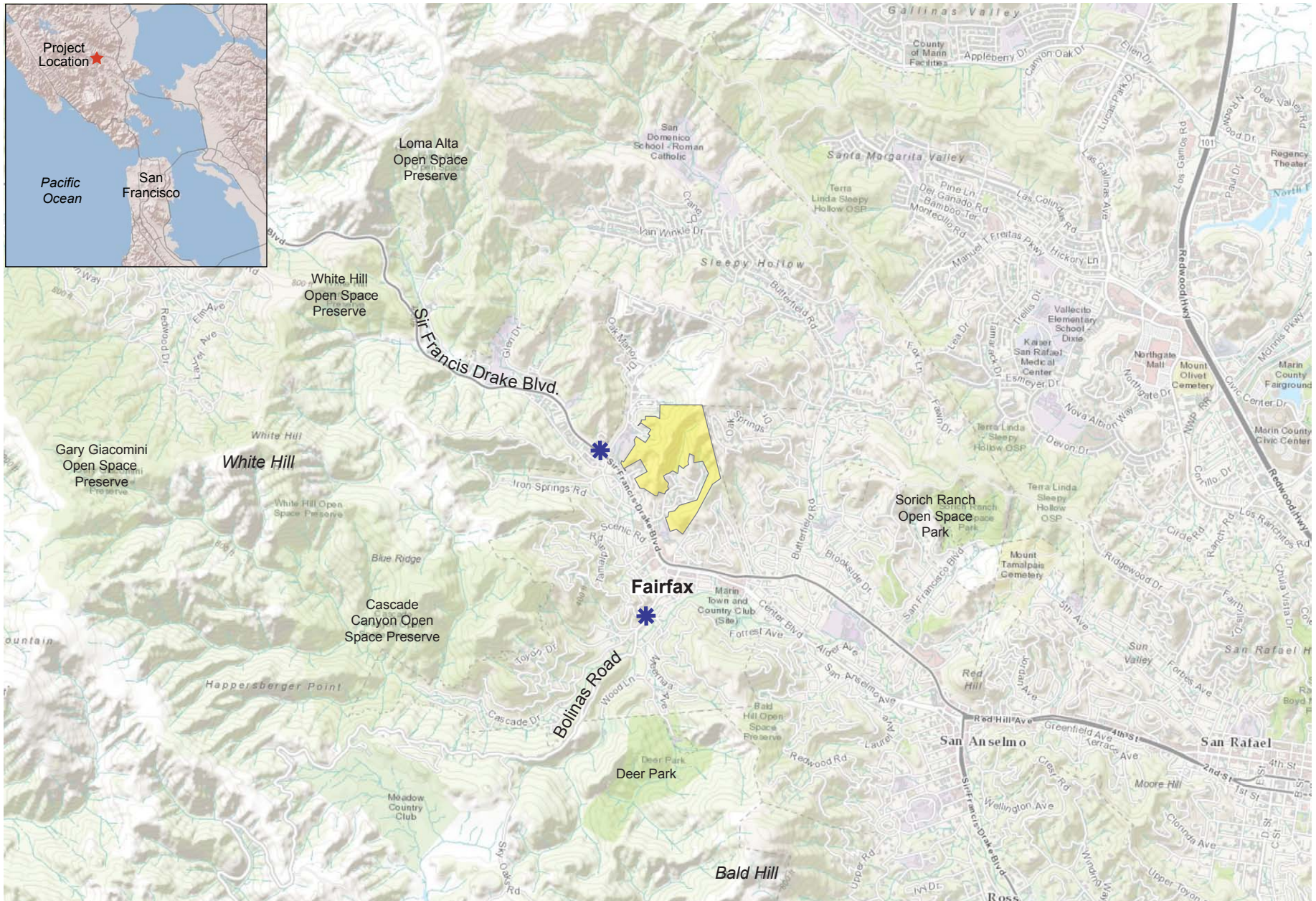
Less than Significant Impact

Construction of the Marinda Heights Residential Development will generally occur during daytime hours; therefore no temporary construction related nighttime lighting or glare effects will occur.

Lighting proposed as part of the project will include localized light sources typical of existing residential development on adjacent hillsides. New lighting will be designed to minimize effects on off-site locations and will comply with current Town of Fairfax standards and ordinances. With respect to potential glare effects, residences will be constructed of earth tone, non-reflective materials. Windows and exterior lighting will be of materials, placement, and screening designed to minimize reflective glare or off-site views of nighttime lighting. In addition, from many locations the new residences will be screened by vegetation, further limiting the potential for glare effects. Therefore no substantial light and glare effects will occur.

5. References

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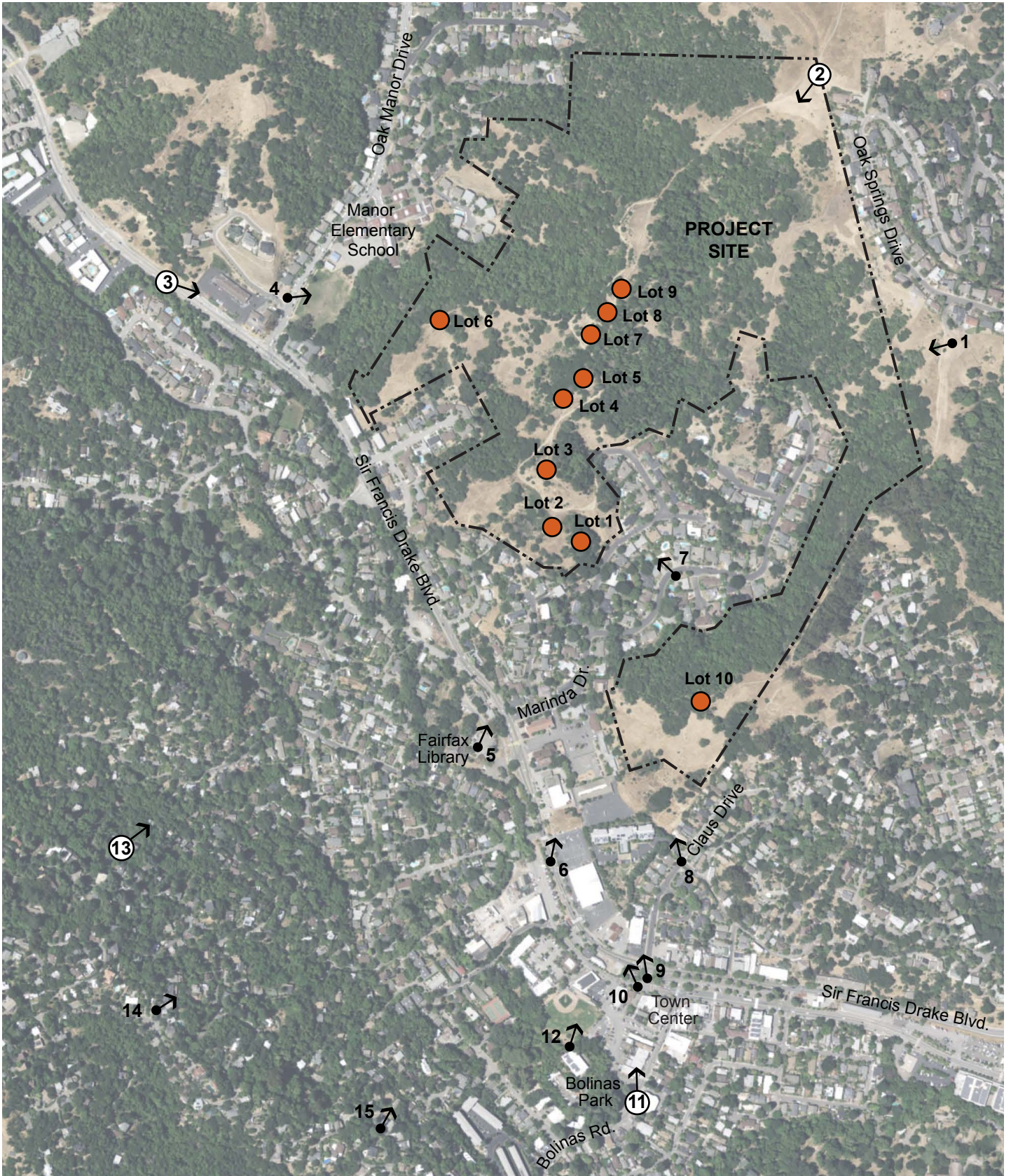


Map source: ESRI 2017



- Project Site
- Town of Fairfax Scenic Highways

Figure 1a
Project Landscape Context
Marinda Heights Subdivision
Fairfax, California



Aerial source: ESRI 2017



- ② → Simulation Viewpoint Location and Direction
- → Viewpoint Location and Direction
- Proposed building site (approximate)

Figure 1b
Project and Photograph Viewpoint Locations
Marinda Heights Subdivision
Fairfax, California

1

1. Ridge trail near the end of Theresa Drive looking west.

The central ridge on the project site is visible across the lower-center of the view and seen against a more distant hillside and ridgeline backdrop.



2

2. Ridge trail at the northeast edge of the project site looking southwest. *

Development within Fairfax is visible beyond the project site, which includes both the grassy and wooded slopes in the foreground.



3

3. Sir Francis Drake Boulevard near Oak Manor Drive looking southeast. *

A densely wooded flank of the site's central ridgeline is in the background, beyond foreground development and vegetation along the roadway.



***Simulation viewpoint**

Refer to Figure 1b for viewpoint locations.

Figure 2a
Representative Photographs
Marinda Heights Residential Development
Fairfax, California

4

4. Oak Manor Drive at Manor Elementary School looking east.

A portion of the site's central ridgeline is visible in the background.



5

5. Fairfax Public Library parking lot on Sir Francis Drake Boulevard looking north.

Part of the site's grass and tree covered central ridge is visible in the background.



6

6. Sir Francis Drake Boulevard near Azalea Avenue looking north.

The site's wooded central ridgeline is visible in the background.



Refer to Figure 1b for viewpoint locations.

Figure 2b
Representative Photographs
Marinda Heights Residential Development
Fairfax, California

7

7. San Gabriel Drive at San Gabriel Court looking northwest.

The lower part of the site's central ridge rises beyond houses seen in the foreground.



8

8. Claus Drive at Taylor Drive looking north.

The grass and tree covered knoll beyond the foreground development and vegetation is the lowest part of the site's east ridge.



9

9. Sir Francis Drake Boulevard at Claus Drive looking north.

Visible portions of the site include part of the central ridge on the left and the grass and tree covered knoll near the center that is the lowest part of the site's east ridge.



Refer to Figure 1b for viewpoint locations.

Figure 2c
Representative Photographs
Marinda Heights Residential Development
Fairfax, California

10

10. Broadway Boulevard at Claus Drive looking north.

Part of the site's wooded central ridgeline is visible beyond buildings and vegetation in the foreground.



11

11. Bolinas Road at Bolinas Park looking north. *

Portions of the site are beyond the buildings in the foreground, and include parts of the central ridge, in the center-left, and the knoll at the end of the east ridge, in the center-right. Existing residences are also visible in the distance along the ridgeline on the right.



12

12. Fairfax Pavilion near Bolinas Park looking northeast.

The site's central ridge is in the distance, at the center of the view, and to the right, the grass covered slopes of the east ridge are visible.



***Simulation viewpoint**

Refer to Figure 1b for viewpoint locations.

Figure 2d
Representative Photographs
Marinda Heights Residential Development
Fairfax, California

13

13. Scenic Road looking northeast *

The project site's central ridge, including a spur extension, is visible in the center. The site is seen against distant ridgelines in the backdrop, including residences along the skyline on the right.



14

14. Tamalpais Road at Scenic Road looking northeast

Visible portions of the site include part of the wooded east ridge on the right, and the central ridge near the center-left. The site is seen in the context of more distant ridgelines, and adjacent development, including houses along the skyline.



15

15. Manzanita Road near Mountain View Road looking northeast

Visible parts of the site include the east ridge and a grass-covered knoll at the right side, and upper parts of the central ridge on the left. Houses on the ridge adjacent to the site are along the skyline.

***Simulation viewpoint**



Refer to Figure 1b for viewpoint locations.

Figure 2e
Representative Photographs
Marinda Heights Residential Development
Fairfax, California



Existing view from ridge trail at the northeast edge of the project site looking southwest (VP 2)

Refer to Figure 1b for viewpoint location



Visual simulation of proposed project (VP 2)

Refer to Figure 1b for viewpoint location

Figure 3b
Visual Simulation - Ridge trail at northeast edge of Project Site
Marinda Heights Residential Development
Fairfax, California



Existing view from Sir Francis Drake Boulevard near Oak Manor Drive looking southeast (VP 3)

Refer to Figure 1b for viewpoint location

ENVIRONMENTAL VISION
092817

Figure 4a
Existing View - Sir Francis Drake Boulevard near Oak Manor Drive
Marinda Heights Residential Development
Fairfax, California



Visual simulation of proposed project (VP 7)

Refer to Figure 1b for viewpoint location

Figure 4b
Visual Simulation - Sir Francis Drake Boulevard near Oak Manor Drive
Marinda Heights Residential Development
Fairfax, California



Existing view from Bolinas Road at Bolinas Park looking north (VP 11)

Refer to Figure 1b for viewpoint location



Visual simulation of proposed project (VP 11)

Refer to Figure 1b for viewpoint location

Figure 5b
Visual Simulation - Bolinas Road at Bolinas Park
Marinda Heights Residential Development
Fairfax, California



Existing view from Scenic Road near Redwood Road looking northeast (VP 13)

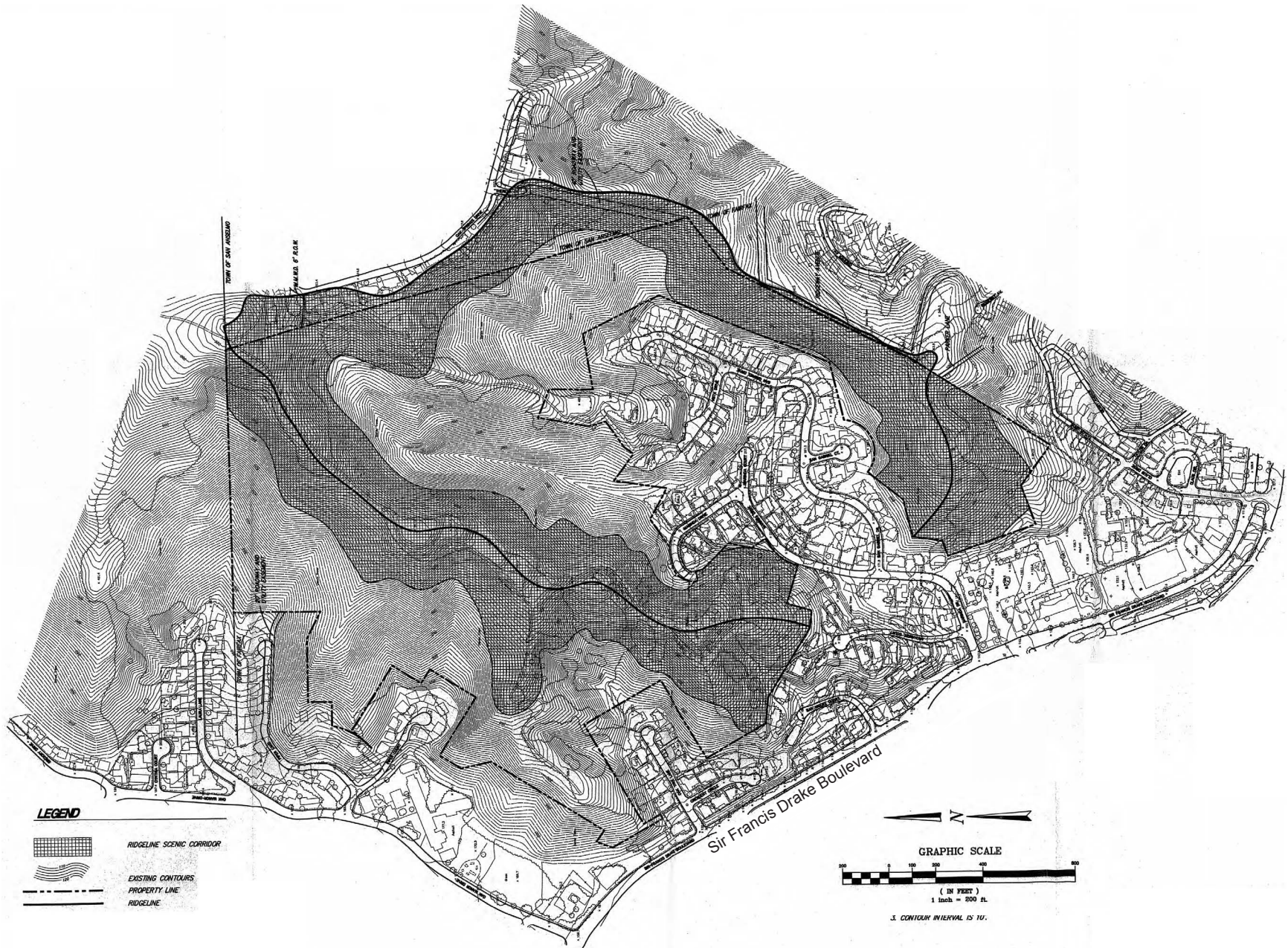
Refer to Figure 1b for viewpoint location



Visual simulation of proposed project (VP 13)

Refer to Figure 1b for viewpoint location

Figure 6b
Visual Simulation - Scenic Road near Redwood Road
Marinda Heights Residential Development
Fairfax, California



Source: ILS Associates, Inc., Civil Engineering and Land Surveying, November 2007

Appendix A - Ridgeline Map
Sheet 1 of 1
 Marinda Heights Residential Development
 Fairfax, California

Appendix B: Plans and Policies

The information below is included for informational purposes and provides a description of pertinent state and local plans and policies regarding visual and aesthetic resources for the project area, including a brief statement (in italics) regarding the project's potential to conflict with these policies.

California Scenic Highway Program. California's Scenic Highways Program, a provision of the Streets and Highways Code (S&HC), was established by the Legislature in 1963 to preserve and enhance the natural beauty of California. The State Scenic Highway System includes highways that are either eligible for designation as scenic highways or have been designated as such. The status of a state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives the designation from Caltrans. A city or county may propose adding routes with outstanding scenic elements to the list of eligible highways. However, state legislation is required for a highway to be officially designated.

There are no Designated Scenic Highways in Marin County. Highway 37, which lies 6.5 miles to the northeast of the project, is the nearest eligible California state scenic highway. Because of topography, the project is not visible from this roadway.

As described above, the project will not be visible from a designated or eligible scenic highway; therefore, it is consistent with this program.

The project is located in the Town of Fairfax in Marin County. Review of local plan documents includes the *Marin Countywide Plan*, the *Town of Fairfax 2010-2030 General Plan*, and the *Town of Fairfax Ridgeline Ordinance*.

Marin Countywide Plan.

The Marin Countywide Plan (2007) broadly addresses scenic resources. It recommends minimizing visual impacts of development, preserving views of important natural features such as ridges and greenbelt areas, and preserving open space. The plan also mentions Marin's scenic highway corridors, but does not specifically list any corridors.

DES-4.1 Preserve Visual Quality. Protect scenic quality and views of the natural environment — including ridgelines and upland greenbelts, hillsides, water, and trees — from adverse impacts related to development (p. 3.5-12)

Discussion included in the Section 4 Impact Evaluation and documentation of potential changes illustrated in the set of visual simulations presented as Figures 3 through 6 indicates the project will not have a substantial impact on views of important natural features.

Town of Fairfax 2010-2030 General Plan

The Land Use and Open Space elements of the Town Fairfax 2010-2030 General Plan (2012) contains policies regarding preserving visually sensitive areas and planning residential development that preserves and enhances the existing character of the Town. The following policies pertain to visual resources in this area:

LAND USE ELEMENT

GOAL LU-1: Preserve scenic and natural resources

OBJECTIVE LU-1.1: Limit development to preserve and enhance the community's unique natural and scenic resources. (p. LU-10)

OBJECTIVE LU-1.2: Limit development on hillside and ridgeline parcels to preserve and enhance the scenic qualities of the Town. (p. LU-10)

POLICY LU-1.2.2: New or renewed development in Visually Significant Areas shall be designed and sited to have the least visual impact as seen from the majority of the Town.

POLICY LU-1.2.3: New and renewed development shall be designed and located so as to minimize the visual mass. The Town will require exterior materials and colors that blend the exterior appearance of structures with the surrounding natural landscape, allowing for architectural diversity.

GOAL LU-7: Preserve community and neighborhood character.

POLICY LU-7.1.5: New and renewed residential development shall preserve and enhance the existing character of the Town's neighborhoods in diversity, architectural character, size and mass.

POLICY LU-7.1.6: New and renewed residential development outside of the Town Center Area should be compatible with, and subordinate to, the topography, wildlife corridors and habitat, natural vegetation pattern, hydrology, and geotechnical characteristics of the area.

OBJECTIVE LU-7.2: Preserve, maintain, and enhance in a sustainable manner, the existing character, scale, and quality of life in Fairfax's residential neighborhoods.

POLICY LU-7.2.1: New and renewed development shall be compatible with the general character and scale of structures in the vicinity.

POLICY LU-7.2.2: To the extent feasible natural features including the existing grade, mature trees, and vegetation shall be preserved for new and renewed development.

The project proposes preserving approximately 95 percent of the total site acreage as an undeveloped natural area. As discussed in the Section 4 Impact Evaluation, and as demonstrated in the Figure 3 through 6 visual simulations, the scale and architectural treatment of the proposed residential development is compatible with the character of Fairfax's residential neighborhoods and existing natural features. Therefore the project does not conflict with the above policies.

OPEN SPACE ELEMENT

GOAL OS-3: Preserve the sensory qualities of open space for recreational, cultural, educational, and spiritual experiences.

OBJECTIVE: OS-3.2 Preserve the visual appeal of the natural landscape in the Fairfax Planning Area.

POLICY OS-3.2.2: Discourage development of any man-made structure on the ridgelines and within the ridge zones within the Fairfax Planning Area.

POLICY OS-3.2.3: Prevent development from blocking or impairing existing views of Visually Significant Areas identified in Figure OS-1.

Figure OS-1 Map of Visual Resources, delineates visually resources in the town including ridgelines, scenic highways, and Visually Significant Areas (p. OS-4). Fairfax Scenic Highways include Sir Francis Drake Boulevard and Bolinas Road.

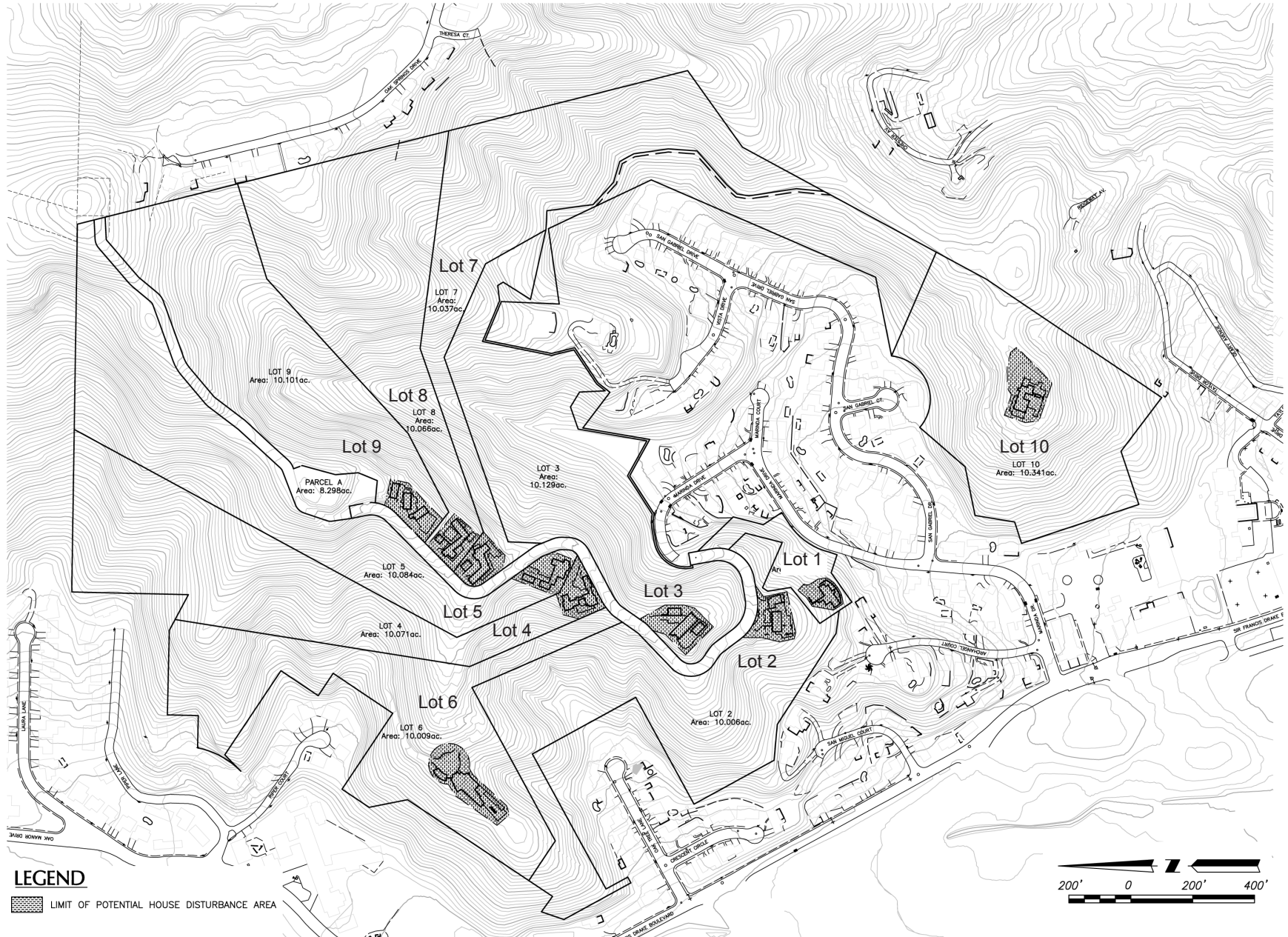
The project proposes residential development within the Ridgeline and Visually Significant Areas as identified in the general plan; however, as discussed in detail in the Section 4 Impact Evaluation, and as demonstrated by the set of four visual simulations from key observation points presented on Figures 3 through 6, the new houses will not impair views of these visual resource areas. The project proposes preserving approximately 95 percent of the total site acreage as an undeveloped natural area. Two of the visual simulations respectively portray existing and post project views from Sir Francis Drake Boulevard and Bolinas Road, and show that the project will not have a substantial affect views from the two scenic highways. In light of visual change outlined above, the project does not conflict with goals and policies in the Open Space Element.

Town of Fairfax Ridgeline Ordinance, Municipal Code

Chapter 17.060 of the Fairfax Municipal Code (2017), the Ridgeline Ordinance, concerns minimizing the visual impact of development on ridgelines within the town. These areas are mapped in Figure OS-1 Map of Visual Resources of the General Plan (p. OS-4) and are defined as areas “on either side of the ridgeline within 150 feet horizontal distance measured at right angles to the ridgeline or 100 feet vertically of the major ridge, whichever is greatest.” Structures are prohibited within ridgeline scenic corridors unless it can be demonstrated that the structure has no impact on significant views or the Planning commission approves a permit for the building. The project applicant must address the effect of the project on significant view corridors including public areas and roadways, neighboring properties, and critical areas within the subject property. If structures must be placed in the ridgeline area, the following design measures must be followed to minimize impact on the view from these areas:

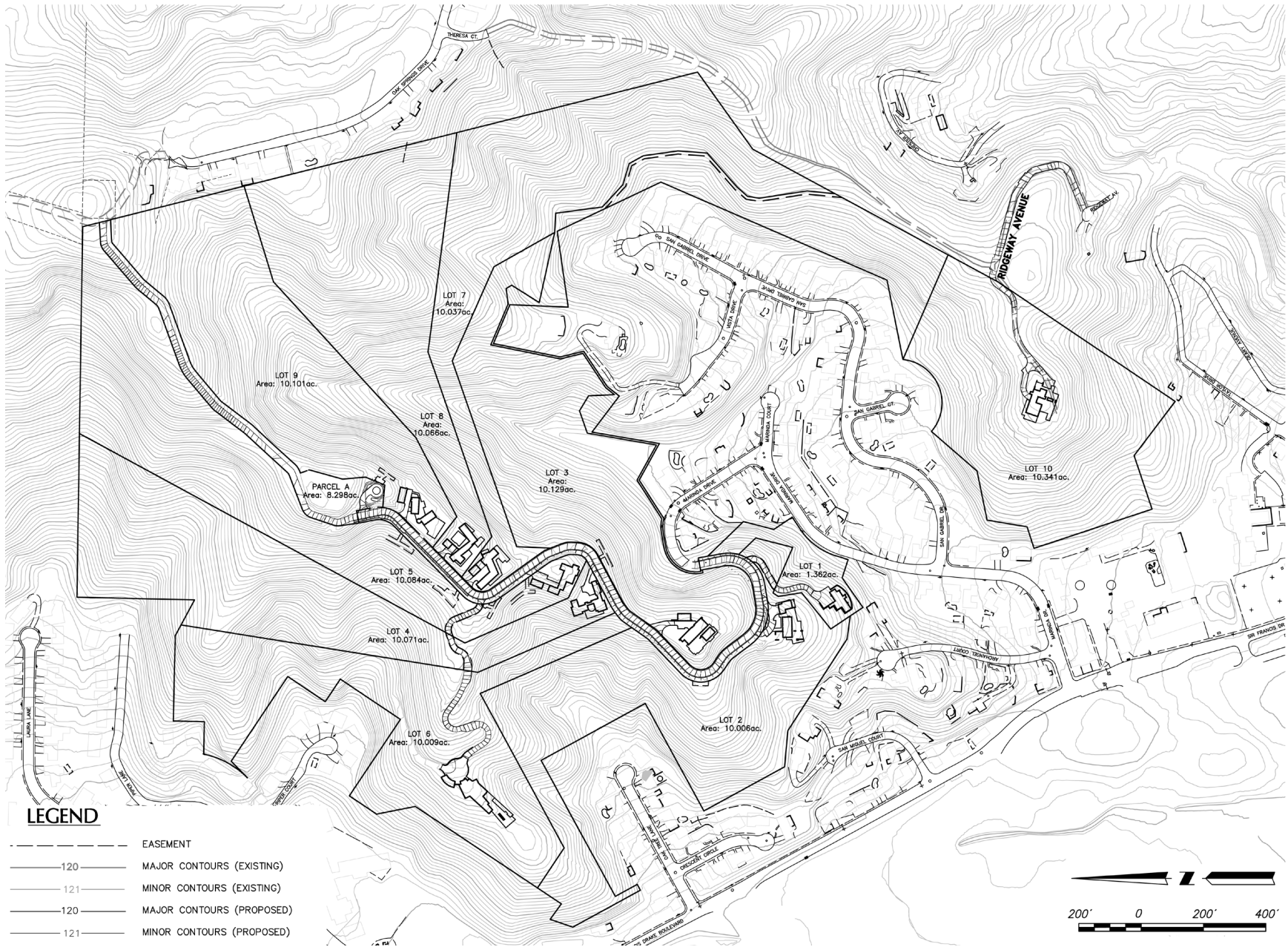
- Materials and colors of structures should be compatible with surrounding areas.
- Extensive removal of existing native vegetation should be avoided.
- Additional vegetative screening should be included.
- Grading for structures and roadways should be minimized.
- Structures should not extend above the ridgeline.
- Structures are limited in height to minimize their visibility.

The project proposes development of residential lots within a ridgeline area as defined by the Ridgeline Ordinance and the Fairfax 2010-2030 General Plan. The proposed project design incorporates use of materials and color that is compatible with the surrounding areas, and also includes only minimal vegetation removal and limited grading. Approximately 95 percent of the total site area will be preserved as undisturbed natural terrain and vegetation. As discussed in the Section 4 Impact Evaluation, and as demonstrated in the set of Figure 3 through 6 visual simulations, the proposed project includes design measures to minimize potential visibility of new structure. Visible portions of the project would not be prominent when seen from public roadways or neighboring areas. Incorporation of additional aesthetic mitigation treatments outlined in this stud will further reduce potential project visibility.



Lot Layout and Building Envelopes

Source: Oberkamper & Associates, August 2017



Grading

Source: Oberkamper & Associates, August 2017



Visual simulation of proposed project (VP 2)

Refer to Figure 1 for viewpoint location

3
Partially-visible structure
with lot number

Appendix D - Annotated Visual Simulations
Sheet 1 of 4
Ridge trail at northeast edge of Project Site
 Marinda Heights Residential Development
 Fairfax, California



Visual simulation of proposed project (VP 7)

Refer to Figure 1 for viewpoint location

3

Partially-visible structure
with lot number



Visual simulation of proposed project (VP 11)

Refer to Figure 1 for viewpoint location

3 Partially-visible structure
with lot number

Appendix D - Annotated Visual Simulations
Sheet 3 of 4
Bolinas Road at Bolinas Park
 Marinda Heights Residential Development
 Fairfax, California



Visual simulation of proposed project (VP 13)

Refer to Figure 1 for viewpoint location

3
Partially-visible structure
with lot number

Appendix D - Annotated Visual Simulations
Sheet 4 of 4
Scenic Road near Redwood Road
 Marinda Heights Residential Development
 Fairfax, California