

3.1 Aesthetics/Visual Resources

This section describes the existing regulatory setting, the visual character of the PWIMP Planning Area(s), and evaluates how construction and operation of the components of the PWIMP could impact these aesthetic/visual resources. This evaluation of aesthetic resources was based on an initial review of existing reports and literature from the City of Oxnard. Additional sources of information included the California Department of Transportation's (Caltrans) Designated Scenic Route Map for Ventura County.

3.1.1 Introduction

Aesthetic (or visual resources) is a broad term used to identify the particular scenic qualities that define a place or landscape. The landscapes that define a particular area are a combination of four visual elements: landforms, water, vegetation, and human-made structures. The Program Area's location between the Pacific Coast and the Coastal Mountain Range provide an opportunity for a variety of unique aesthetic resources. Some key concepts and terminology include the following:

- **Coastal Zone.** A coastal zone is a land and water area of the State of California that extends seaward to the State's outer limit of jurisdiction, including all offshore islands, and extends inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards. The actual Coastal Zone boundary is delineated on a set of maps adopted by the State Legislature.
- **Greenbelt Agreement.** Greenbelt agreements are adopted by a joint resolution ordinance of the affected agencies and represent a policy commitment to the ongoing preservation of agricultural and open space areas.
- **Scenic Highway Corridor.** The area outside of a highway right-of-way that is generally visible to persons traveling on the highway.
- **Scenic Highway/Scenic Route.** A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and human-made scenic resources and access or direct views to areas or scenes of exceptional beauty (including those of historic or cultural interest). The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980's, General Plans in California were required to include a Scenic Highways Element.
- **Scenic Area.** An open or mostly undeveloped area, the natural features of which are visually significant, or geologically or botanically unique.

3.1.2 Regulatory Context

The project is subject to specific state and local laws, ordinances, regulations, and standards for visual resources. There are no specific federal regulations that apply to the visual resources associated with the Project. Relevant State and local guidelines specific to aesthetic resource issues are discussed in this section.

3.1.2.1 State Regulations

The relevant state regulations include the following.

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq.

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. A list of California's scenic highways and a map identifying their locations may be obtained from the Caltrans Scenic Highway Coordinators. According to the California Department of Transportation's (Caltrans) Map of Designated Scenic Routes, there are no official State-designated routes in the PWIMP Planning Area.

California Coastal Act

Portions of the Project study area are in the California Coastal Zone, as defined by the California Coastal Commission (CCC). The California Coastal Act requires that local government carry out its goals and policies through the Local Coastal Program (LCP) process. Each local jurisdiction with land in the Coastal Zone is required to prepare an LCP that contains a land use plan and land use regulations that implement the provision of the Coastal Act. The CCC works with local governments to shape each LCP and ensure that it conforms to Coastal Act goals and policies. Proposed developments within the coastal zone are required to obtain a Coastal Development Permit. One of the key standards used in the permitting of projects within the coastal zone is that they protect scenic landscapes and views of the sea. The following excerpt from the Coastal Act underscores its scenic protection policy:

Section 30251 Scenic and Visual Qualities – The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

3.1.2.2 Local Regulations

The relevant local regulations include the following.

City of Oxnard – Coastal Land Use Plan

The Coastal Land Use Plan, drafted by the City of Oxnard in February of 1982, contains the policies by which all new development projects are assessed. Policies have been developed to address the issues of access, recreation, marine environment, land resources, new development and industrial development. Broadly, the policies mandate that an equal opportunity to enjoy coastal resources shall be provided through:

- Maximum public access for all economic segments of society shall be provided;
- Coastal areas suitable for recreational use should be preserved for that use;
- Marine resources shall be maintained and enhanced, where feasible, and restored;
- Sensitive habitats, prime agricultural land, and archaeological resources are to be preserved;
- New residential and commercial development is to be concentrated in existing developed areas, and consistent with service capacities; and
- Industrial developments, including coastal-dependent and energy facilities, are also to be concentrated and consolidated as much as possible.

Priorities are established for competing uses of local coastal resources. Preservation of sensitive habitat areas and coastal resources and the provision of coastal access are the highest priority. Preservation of lands suitable for agriculture is also given a high priority. In areas that are determined to be neither sensitive areas nor suitable for agriculture, coastal-dependent uses, including public recreational uses, coastal-dependent industries and energy facilities receive the highest priority.

Other private development is permitted on the areas not reserved for habitat preservation, agriculture, public recreation or coastal-dependent uses. Within the areas for private development, visitor-serving commercial uses receive priority over private developments.

Oxnard 2030 General Plan

As described above, the City has adopted an LCP that consists of a Coastal Land Use Plan and Coastal Zoning Regulations and Maps. Goals and policies provided in the City's combined Open Space/Conservation Element are consistent with the local coastal program.

Greenbelt Agreements

Within Ventura County, several cities, the County, and the Local Agency Formation Commission (LAFCO) have adopted greenbelt agreements between jurisdictions to assist in preserving agriculture and other open space lands located between cities. Greenbelt agreements are joint or co-adopted resolutions by cities, the County (when applicable) and LAFCO, whereby it is agreed to jointly administer a common policy of non-annexation and non-development in an agreed upon area. The basic purpose of the greenbelt is to establish a mutual agreement

between the participating jurisdictions regarding the limits of urban growth for each city. Allowable uses within these greenbelt areas are limited to various agricultural and open space uses.

The City of Oxnard is a participant in the following greenbelt agreements:

- **Oxnard-Camarillo Greenbelt Agreement.** During the 1980's the City signed a joint resolution with the City of Camarillo and the County of Ventura to create the Oxnard-Camarillo Greenbelt Agreement. This agreement calls for the preservation of a large agricultural area (approximately 27,000 acres) between the cities of Oxnard and Camarillo (see Figure 5-2).
- **Oxnard-Ventura Greenbelt Agreement.** The City also entered into an agreement with the City of Ventura back in 1994 for the preservation of 2,460 acres of agricultural land. This greenbelt area is located in the northwest portion of the Planning Area (see Figure 5-2).

As further evidence of Oxnard's commitment to agricultural preservation, the 2030 Oxnard General Plan encourages the expansion of the Oxnard-Camarillo Greenbelt in the eastern and southeastern areas of the PWIMP Planning Area. The City's existing 2030 General Plan also encourages the establishment of new greenbelts in the northwestern portion of the PWIMP Planning Area and north of the Santa Clara River in cooperation with the City of San Buenaventura and County of Ventura. Establishment and expansion of future greenbelt areas would only be made if these jurisdictions commit to prohibiting incompatible land uses (such as detention facilities and other non-agricultural and institutional uses) within the greenbelt boundaries.

3.1.3 Environmental Setting

The City and the PWIMP's Planning area is located in western Ventura County, midway between the cities of Santa Barbara and Los Angeles. The western and southern edges of the City are framed by the Pacific Ocean; the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides are bounded by agricultural lands that comprise the Oxnard-Camarillo Greenbelt.

The PWIMP Planning Area is defined by several natural and human-made aesthetic resources, including open spaces, beaches and coastline, agricultural areas, low rise commercial and residential development, as well as tall buildings which are visible in the City's skyline. To maintain the low profile character of the community, urban development is clustered in compact core areas surrounded by rural open areas and agricultural uses. Although the topography of the Planning Area is relatively flat, several prominent vertical features are visible throughout the area including several tall eucalyptus and cypress windrows (which provide a windscreen) and by new office/commercial development along the Ventura Freeway corridor.

Roadways also serve as important view corridors in the Planning Area. Access to the PWIMP Planning Area is provided by U.S. Route 101 (Ventura Freeway), State Route 1 (Pacific Coast Highway & Oxnard Boulevard), State Route 254 (Vineyard Avenue), and State Route 34 (Fifth Street). Many roadways traverse key scenic areas (i.e. coastal areas) and

provide travelers with a variety of views.

Scenic Areas/View Corridors

Key aesthetic resources (including scenic areas and view corridors) are described below. An overview of where these key scenic areas occur within the PWIMP Planning Area is provided in Figure 3.1-1, with several typical views provided in Figures 3.1-2 through 3.1-7.

Local Waterways

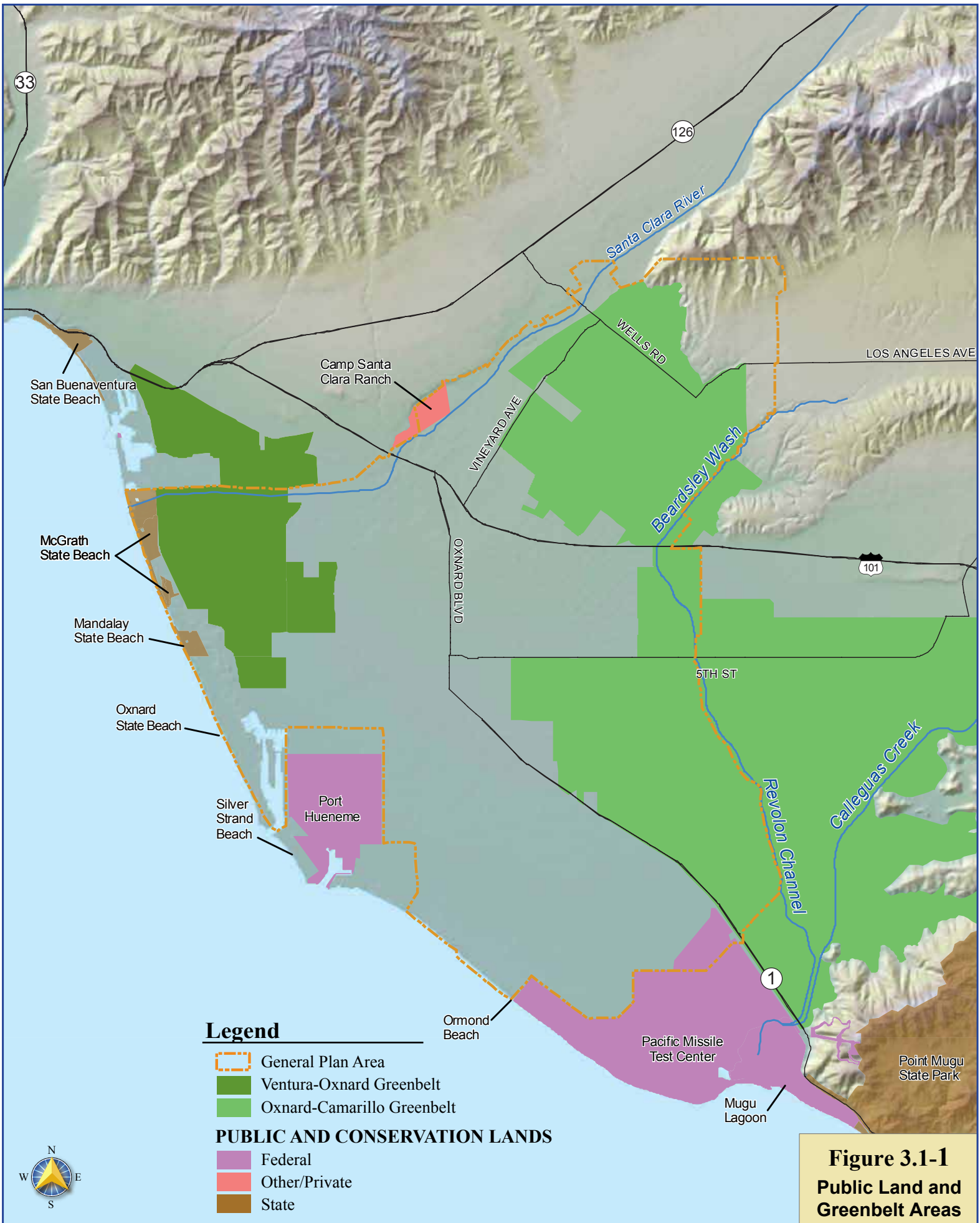
The primary waterway in the PWIMP Planning Area is the Santa Clara River, which forms a strong natural boundary north of the City (see Figure 3.1-1). The entire river flows approximately 100 miles from its headwaters near Acton, California, to the Pacific Ocean. Extensive patches of high-quality riparian habitat, totaling over 4,000 acres, are present along the entire length of the river, whose large sediment deposits contribute greatly to beaches west of the City. Threats to the ecological health of the river include urban development, channelization, oil spills, stormwater runoff pollution, and the possible resumption of large-scale aggregate mining in the channel. Numerous smaller waterways also traverse the Planning Area (including Beardsley Wash, Revolon Channel, etc.) and provide valuable natural scenery, recreational areas, and wildlife habitat. Many of these local waterways are visible from several view points including local roadways (see Figure 3.1-2).

Agricultural Open Space

Lands on the periphery of the City are largely agricultural in nature. These agricultural greenbelt areas are found in the northeastern, eastern and northwestern portions of the Planning Area (see Figure 3.1-1). Agricultural greenbelt areas provide an important open space quality to the Planning Area and allow unrestricted views of the Coastal Mountain Range to the east, south, and north. Figure 3.1-3 provides one example of this important scenic resource, with a typical motorist view of agricultural areas along West Gonzalez Road, looking south. Figure 3.1-3 provides a view of the greenbelt area south of Hueneme Road near Point Mugu.

Beaches and Coastline

The City's beaches and coastline are recognized as the City's primary natural scenic resource, with three State beaches located within the overall PWIMP Planning Area: McGrath State Beach, Oxnard State Beach and Mandalay Beach State Park (see Figure 3.1-3). Local and State beaches provide unique views of the Pacific Ocean and the offshore Channel Islands on clear days (see Figure 3.1-4). Other visual resources in the Coastal Zone include tall sand dunes near the Mandalay Beach (see Figure 3.1-4) and the wetlands in the Ormond Beach area; though, they are largely undeveloped and difficult to access. In order to preserve the aesthetic quality of the Planning Area's coastline, the City's Coastal Land Use Plan greatly regulates development along the Coastal Zone.





VIEW: Motorist's view of Edison Canal from West Fifth Street.



VIEW: Motorist's view of Revolon Channel.

Figure 3.1-2
Local Waterways



VIEW: Motorist's view looking south from W. Gonzales Road



VIEW: Pedestrian/motorist's view of the Oxnard-Camarillo Greenbelt looking south toward Pt. Mugu State Park/Santa Monica Mountains.

Figure 3.1-3
Agricultural
Open Space



VIEW: Pedestrian's view from the jetty on Silver Strand Beach looking west toward Anacapa Island.



VIEW: Pedestrian's view from Mandalay Beach looking northeast toward sand dunes and the Los Padres Mountains.

Figure 3.1-4
Beaches and
Coastline



VIEW: Motorist's view of the Union Bank tower while driving north on Oxnard Boulevard.



VIEW: Motorist's view of the intersection of Los Angeles Avenue and State Route 118 looking West toward the City of Oxnard.

Figure 3.1-5
Roadways



VIEW: Pedestrian/motorist's view of Heritage Square.



VIEW: Pedestrian/motorist's view of Heritage Square.

Figure 3.1-6
Urban Landscapes



VIEW: Pedestrian/motorist's view of Plaza Park area.



VIEW: Motorist's view of Henry T. Oxnard Historic District.

Figure 3.1-7
Urban Landscapes

Scenic Highways/Roadways

According to the Caltrans Map of Designated Scenic Routes, there are no official State-designated routes in the Planning Area. However, State Route 1, which runs through the City of Oxnard, is under consideration. State Route 33 in Ventura is the closest officially designated scenic route to the Planning Area (see Figure 3.1-5). The City, in conjunction with Ventura County and the City of Port Hueneme has selected routes for the City's Scenic Highway System. These routes are summarized below:

- Los Angeles Avenue through Oxnard's Sphere of Influence
- Vineyard Avenue between Los Angeles Avenue and Patterson Road Oxnard Boulevard/Pacific Coast Highway between U.S. Route 101 (Ventura Freeway) and Point Mugu
- Victoria Avenue between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
- U.S. Route 101 through Oxnard's Sphere of Influence
- Fifth Street between Mandalay Beach Road and Revolon Slough
- Central Avenue between Vineyard Avenue and Santa Clara Avenue
- Santa Clara Avenue between U.S. Route 101 and the Sphere of Influence boundary
- Gonzales Road between Harbor Boulevard and Del Norte Boulevard Wooley Road between Harbor Boulevard and Rice Avenue
- Channel Islands Boulevard between Ventura Road and Rice Avenue
- Pleasant Valley Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- Hueneme Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- Del Norte Boulevard between U.S. Route 101 and Fifth Street
- Rose Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Rice Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- Ventura Road between U.S. Route 101 and Teakwood Street
- Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
- Doris Avenue between Victoria Avenue and Patterson Road

Typical motorist views throughout the PWIMP Planning Area, range from foreground (0 to ½ mile), to middle ground (1/2 mile to 2 miles), to background (greater than 2 miles).

Owing to the flat topography, views within the urban center are generally limited to foreground elements such as houses, stores, factories, and streetscapes. However background views of the Coastal Mountain Range are also possible along several roadways (see Figure 3.1-5).

Urban Landscapes

The City's urban landscape is also considered an important aesthetic resource. As previously described, the City has clustered urban development in smaller compact core areas, with several neighborhoods maintaining many of their original architectural features (see Figure 3.1-6). Park or plaza features also provide important open space areas within these neighborhoods (see Figure 3.1-7).

3.1.4 Impact Analyses

This section includes a discussion of the relevant significance criteria, the approach and methodology to the analyses, and any identified impacts and mitigation measures.

3.1.4.1 Significance Criteria

Significance thresholds below are based on Appendix G (Environmental Checklist Form) of the *CEQA Guidelines* and modified from the City's *May 2017 CEQA Guidelines*, which indicates that a potentially significant impact on aesthetics would occur if the project would:

- Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard;
- Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents;
- Add to or compound an existing negative visual character associated with the project site; and/or
- Create a source of substantial light or glare that would adversely affect day or nighttime views in the area.

Note that per the Public Resources Code, aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area are not considered significant impacts on the environment. Transit priority areas those areas within one-half mile of an existing or planned major transit stop.

3.1.4.2 Approach and Methodology

As described in Chapter 2, Project Description, the City's PWIMP is comprised of improvements to the City's Water Supply System, Recycled Water System, Wastewater System, and Stormwater System through build-out of the City's 2030 General Plan. However, the design details, final options, and the timing of construction phases are not precisely known, despite the best estimates provided in the schedules in Chapter 2. Further, it is not practical or prudent to try to provide project-level or detailed quantitative analysis at this time as many of the details are not known and the timing will likely change and/or the requirements for project-level analysis could change and be different in the future. As such, the environmental impact analysis for this section has been prepared at a programmatic level of detail and it addresses the full range of potential environmental effects associated with implementation of the PWIMP, but the analysis is more qualitative and general. Specifically, the analysis focuses on providing a discussion on potential significant impacts and provides broad mitigation measures that can and should be implemented at the project-level. This approach is consistent with the State CEQA Guidelines provisions for a Program EIR, as described in Section 15168, which suggests that the level of detail is dictated by "ripeness"; detailed analysis should be reserved for issues that are ripe for consideration.

For this section, the *severity* of visual impacts of each major PWIMP facility(s) is determined by evaluating the degree to which the proposed project contrasts with site setting, the dominance of project in the view-shed and whether views of appealing features (such as trees, water, skyline, or distinctive landforms) are blocked or obscured. Specifically, and depending on the nature of the resource and the complexity of the PWIMP facility(s), the analysis can range from simple informal evaluations to complex analyses. The visual resource analysis involves describing three essential items or components, including:

- **The nature and quality of the visual resource.** Any of the significant visual resources, as identified in the 2030 General Plan Goals and Policies or in the 2030 General Plan Background Report, that may be affected by the PWIMP is noted and described. This would include local waterways, agricultural greenbelts, beaches and coastlines, scenic roadways, and well-preserved urban landscapes associated with historic neighborhoods and parks and open plazas.
- **The viewpoint and the identity of the viewers and their sensitivity to changes in the view.** Viewers who would be the most sensitive to alterations in the landscape or existing views would be residents or visitors enjoying the recreational uses in open spaces, beaches, coastal areas, or scenic roadways viewing these areas. People using smaller parks, open spaces, or plazas within urban areas would also be sensitive to the views of urban landscapes in the area.
- **The effect of the PWIMP in altering the nature of the view.** A PWIMP project component that introduces a manmade feature that contrasts strongly with the existing natural or cultural landscape affecting sensitive viewers would normally have a significant impact. The impact may be project-specific if the project is inharmonious or discordant with the existing landscape, or if it would introduce a feature that blocks views of important resources, even if the view is already partially blocked. The effect may also be part of a cumulative impact if it occurs in combination with similar projects or man-

made features that adversely affect the same visual resource

3.1.4.3 Impacts and Mitigation Measures

Evaluation of potential impacts to aesthetic resources from construction and operation of the PWIMP included reviewing relevant city and county standards and policies, characterizing the existing visual and aesthetic environment throughout the study area, and projecting the visual effects from construction and operation of project facilities. Impacts were assessed by comparing the aesthetic resource value of PWIMP project sites to the impact severity of construction and operation of the visible PWIMP facilities. For any identified significant impacts, recommended mitigations measures are listed in order to avoid or reduce the impacts to less than significant levels. Routine operations and maintenance activities would not affect aesthetic or visual resources and are not further discussed.

Temporary Construction Impacts and Mitigation Measures

Impact 3.1-1: Construction associated with PWIMP facilities could temporarily degrade the existing visual character of a site or surroundings.

Equipment spoils, machinery, and dust associated with construction of new project components would be temporarily visible to motorists and sensitive observers. Therefore, construction can be expected to have an adverse effect on the visual character of construction sites and its surroundings. While the visual effect of construction activity could be adverse and pronounced, the impact would be temporary and therefore the visual impact severity is considered low.

Construction of certain project components such as the pipelines and conveyance facilities would occur in areas of high visual sensitivity, including near local waterways, agricultural greenbelts, beaches and coast lines, scenic roadways, and well-preserved urban landscapes associated with historic neighborhoods and parks and open plazas. The policies contained in the City's 2030 General Plan is aimed at projects or developments that result in visually permanent features, and not the visual effects of construction activity. There is no policy in the 2030 General Plan that strictly prohibits construction within these zones, and because the visual effect of construction activity would be short lived; the resulting aesthetic impact would be less than significant.

The aesthetic resource value of each project component could vary from low to high depending on its location. However, because the visual impact severity of temporary construction effects is considered low, the resulting aesthetic impact for construction activities would be considered less than significant in all cases.

Significance Determination: Less-than-Significant Impact.

Long-Term Operational Impacts

Evaluation of potential long-term operational impacts to aesthetic resources from the placement of new and visible PWIMP facilities are evaluated below.

Impact 3.1-2: Permanent facilities could have an adverse effect on scenic vistas, damage

scenic resources, or degrade the existing visual character or quality of the site and its surroundings.

The permanent facilities proposed for the PWIMP could have an adverse impact on scenic vistas, scenic resources or the existing visual quality of areas surrounding the sites, depending on where they are placed. At this time, none of the new facilities would be located in a place that would affect any scenic vista(s) or resources. However, it is possible that the location of these facilities could change during final design phases. Any potentially significant impacts would be reduced to less than significant levels with implementation of **Mitigation Measures 3.1-2a, 2b, and 2c** below. The impact of each project component varies depending upon the type of structure and its location. The types of impacts and mitigation measures that would be applicable to individual project components are described below. Impact 3.1-2 would only apply to the permanent, new, and visible facilities. However, due to insufficient information regarding the potential relocation and siting of a new wastewater treatment plant, this analysis does not cover this potential PWIMP component. As a result, additional analysis would be necessary. These new PWIMP facilities or components comprise the following:

- Wells (Water Supply and IPR/DPR)
- Storage Tanks (Water and Recycled Water)
- Expanded Existing Desalter
- Expanded Existing Advanced Treatment System
- Upgraded Existing Wastewater Treatment Plant
- TMDL Infiltration Basin
- Dry Weather Diversion Structure

All other project components would result in no permanent impact to scenic vistas, scenic resources or visual quality, either because; a) they represent an existing condition, or b) they would not be visible from publicly accessible vantage points or sensitive observers (e.g. underground pipelines).

Long-Term Operational Mitigation Measures

These mitigation measures are intended to address the potentially significant visual impacts of the Proposed Project facilities.

Mitigation Measure 3.1-2a: Blend in with the Existing Environment. The City shall implement architectural features into the facility(s) design so they complement the building styles of the community and minimize visual mass. Exterior finishes should avoid reflective surfaces. Colors for larger visible tanks and structures should be earth tones to reduce contrasts with the ground plain and increase compatibility with the visual setting. Primary structures should combine multiple complementary colors such in ranges of browns, tans, greys, greens, or other colors agreed upon with the appropriate permitting agency.

Mitigation Measure 3.1-2b: Fencing. The City shall design fencing to be minimally intrusive to the community yet complementary to the architectural character of the facility and the community. Fencing will be coordinated with landscaping and facility design to help further enhance the local aesthetics and to blend the facility with the surrounding community and/or natural setting. Vegetative screening using native plants, trees or shrubs will be used if it is not out of character with the site setting, and walled perimeters will be avoided in natural settings to minimize the dominance of structures in the scene.

Significance After Mitigation: Less than Significant.

Impact 3.1-3: Exterior lighting associated with proposed facilities would create new sources of light and glare in the surrounding areas.

Dark, nighttime sky and the ability to see stars are aesthetic qualities of the area to be considered. Impact 3.1-3 would only apply to facilities that require exterior lighting, and therefore the pipelines, conveyance, and underground facilities are considered to result in no aesthetic impact with regard to exterior lighting. Also, as there is no expected or proposed nighttime construction, no impacts of light or glare would occur.

For all other facilities, increased lighting and glare emanating from planned lighting locations could detract from nighttime views, particularly for nearby residences or passing motorists. Most project components would be constructed on undeveloped land where surrounding light sources are limited to sporadic light fixtures on farm buildings and security lighting in adjacent industrial areas. New lighting would be necessary for site safety and security at many of these new and visible facilities and would create new sources of light or glare that could adversely affect day or nighttime views. Parking areas associated with the new facilities would include minimal nighttime lighting for security purposes. Potential remedies for adverse impacts from light and glare include new standard design practices such as directional lighting and glare control, use of daylight and motion detectors, as well as timers for controlling exterior lighting. The new PWIMP facilities would each have a less than significant impact with implementation of Mitigation Measures 3.1-3a and 3.1-3b below.

Mitigation Measures

Mitigation Measure 3.1-3a: Shielded Lighting. To ensure that the project's exterior lighting does not spill over onto the adjacent uses, all exterior light fixtures, including street lighting, shall be shielded or directed away from adjoining uses.

Mitigation Measure 3.1-3b: Security Lighting. Outdoor light intensity shall be limited to that necessary for adequate security and safety. All outside lighting shall be directed to prevent spillage onto adjacent properties and shall be shown on the site plan and elevations.

Significance After Mitigation: Less-than-Significant Impact.

3.1.5 Cumulative Effects

The proposed PWIMP will mostly take place within already-developed roadways and parcels in urbanized areas. Most of the project area has no to very low aesthetic and visual sensitivity. The project is not likely to affect built environment resources, and little or no ground-disturbing activity in undeveloped areas will occur. Mitigation measures are detailed above that would reduce individual impacts to less than significant. Given these factors, the PWIMP will not result

in significant impacts to aesthetic and visual resources, and would not contribute to potential significant cumulative impacts. No mitigation measures for cumulative impacts are thus proposed.