4.14 Aesthetic Resources

This section addresses the potential aesthetic and visual quality impacts associated with implementation of the Monterey Peninsula Water Supply Project (MPWSP or proposed project). Aesthetic resources, also referred to as visual resources, are comprised of the visible natural and built landscape features that exist in the project vicinity. This section describes the existing visual setting in the project vicinity and evaluates the potential effects of the proposed project on visual resources, including views from designated scenic roadways, scenic vistas, and public view corridors.

4.14.1 Introduction, Key Concepts and Terminology

This assessment of the proposed project's impacts on aesthetic resources describes environmental baseline conditions in terms of visual character, visual quality, visual sensitivity, and landscape exposure; presents an evaluation of the potentially affected aesthetic resources as seen from selected observation points; and determines whether construction and/or operation of the proposed project components could adversely affect the identified aesthetic resources. The subsections that follow describe key terms and concepts used throughout this section.

4.14.1.1 Visual Character

Visual character is the unique set of landscape features that combines to make a view. These features include native landforms, water, and vegetation patterns as well as built features such as buildings roads, and other structures.

4.14.1.2 Aesthetic Resource Value

A site's overall aesthetic resource value is determined by considering three factors: visual quality, visual sensitivity, and landscape exposure. These three factors are described below.

Visual Quality

The intrinsic aesthetic appeal, or visual quality, of a landscape or scene is a function of both its natural elements and anthropogenic (human-induced) modifications. Landscapes composed of elements with compatible lines, shapes, forms, colors, and contrasts tend to be of high visual quality.

Landscapes with high levels of disturbance that promote disharmony, reduce variety, or introduce chaotic assemblages of shapes and forms into a landscape (visual clutter) are generally considered to be of low visual quality. Occasionally, anthropogenic modifications may add to the aesthetic appeal of a landscape. For example, vineyards often add pleasing patterns and colors to a landscape. The visual quality of a particular setting is typically rated as low, moderate, or high depending on the relationships of the above-described landscape elements.

Visual Sensitivity

Visual sensitivity refers to the level of interest or concern the public has for a particular visible landscape. Areas that attract people because of their aesthetic appeal (e.g., parks, trails, and scenic highways, where expectations for aesthetically pleasing views are high) have high visual sensitivity. In contrast, developed urban areas, industrial parks, and other areas with highly modified landforms are typically considered to be of low visual sensitivity. This evaluation rates visual sensitivity as low, moderate, or high.

Landscape Exposure

Landscape exposure is a measure of the length of time (duration) and the frequency with which a particular landscape can be observed. A rural landscape may be seen frequently and/or for long durations, but only by a few local residents, whereas an uninhabited landscape crossed by a highway may be seen by numerous travelers, but only for brief periods. In both cases, the landscape would be considered to have a high degree of exposure. The number of viewers and the duration of view are equally important in determining landscape exposure.

Consideration of the factors described above—visual quality, visual sensitivity, and landscape exposure—yields a qualitative measure of the overall aesthetic resource value of a given area. **Table 4.14-1** provides a matrix for assigning the aesthetic resource value of a site by ranking these factors as low, moderate, or high. Each factor contributes equally in determining the overall aesthetic resource value of a given landscape. The aesthetic resource value is determined by cross-referencing the visual quality ranking (column headings on top of horizontal axis), the landscape exposure (column headings on bottom of horizontal axis), and the visual sensitivity (row headings on vertical axis). For example, a site with a visual quality rating of moderate (center three columns), landscape exposure of high (center right column), and visual sensitivity of high (bottom row) would have an aesthetic resource value of high.

4.14.1.3 Visual Impact Severity

Visual impact severity is a measure of how profoundly the existing visual setting would be disturbed by implementation of the proposed project. The level of impact is typically evaluated from a public vantage point and takes into consideration the proposed structures, architectural details, and landscaping. Visual impact severity is given a low, moderate, or high rating depending on an evaluation of the following three factors: visual contrast with the surrounding setting; the dominance of the proposed project relative to the surrounding features; and the potential for the proposed project to impair public views of valued aesthetic features such as trees, ridgelines, water, sky, or other distinctive landforms.

TABLE 4.14-1
MATRIX FOR RANKING AESTHETIC RESOURCE VALUE

		Visual Quality								
		Low			*Moderate*			*High*		
Visual Sensitivity	*Low*	L	L	M	L	M	M	M	M	M
	Moderate	L	M	M	M	M	M	M	M	H
	High	M	M	M	M	M	H	M	H	H
		Low	*Moderate*	*High*	*Low*	*Moderate*	*High*	*Low*	*Moderate*	*High*
		Landscape Exposure								

L = Low
M = Moderate
H = High

4.14.2 Setting

4.14.2.1 Scenic Routes

Several roads in the Monterey region have been designated as scenic roadways by the California Department of Transportation (Caltrans) and/or the local jurisdictions, or are deemed eligible for such designation. Designated scenic roadways and eligible scenic roadways in the project area include Highway 1, Highway 68, Reservation Road, and Carmel Valley Road. In addition, the Monterey Peninsula Recreational Trail is considered to be an important scenic route due to its sweeping coastal views.

Highway 1. Highway 1 is an important regional travel corridor within the project area. This highway varies from a two-lane surface state highway (with at-grade intersections) to a multi-lane freeway. Between the Santa Cruz County line and Highway 68, Highway 1 is eligible for designation as a scenic highway; the portion of Highway 1 between Highway 68 and the San Luis Obispo County line is a designated scenic highway; between the Salinas River and Highway 68, Highway 1 is eligible for designation as a scenic highway. Traffic volumes along Highway 1 are generally high, with average daily traffic ranging from 41,000 to 45,000 vehicles between Highway 156 and the city of Marina; and from 54,000 to 86,000 vehicles between Marina and the city of Monterey's southern boundary (Caltrans, 2012).

Highway 68. Highway 68, also known as the Monterey-Salinas Highway, is a surface highway connecting Monterey with Salinas. The segment of Highway 68 extending from Highway 1 in the city of Monterey to the Salinas River is a state-designated scenic highway; the segment of Highway 68 extending from the Salinas River to the city of Salinas is eligible for designation as a scenic highway. Between the Highway 1 interchange in Monterey and the Reservation Road interchange in Spreckles, average daily traffic volumes on Highway 68 range from 21,700 to 30,100 vehicles (Caltrans, 2012).

Reservation Road. Reservation Road traverses the project area through both Marina and Monterey County, providing two travel lanes in each direction. The segment of Reservation Road

that passes through unincorporated Monterey County is a County-proposed scenic corridor. The *City of Marina General Plan* indicates that Reservation Road provides scenic views of the inland hills in Marina (City of Marina, 2000).

Carmel Valley Road. Carmel Valley Road is a county-proposed scenic route from Highway 1 to Arroyo Seco Road. The *Monterey County General Plan* identifies the Carmel Valley as a prominent feature along this route. In the vicinity of the Valley Greens Pump Station (both site options), Carmel Valley Road is both a four- and two-lane road. The segment between Highway 1 and Del Mesa Drive includes travel lanes in each direction. East of Del Mesa Drive, Carmel Valley Road provides one travel lane in each direction (Monterey County, 2010).

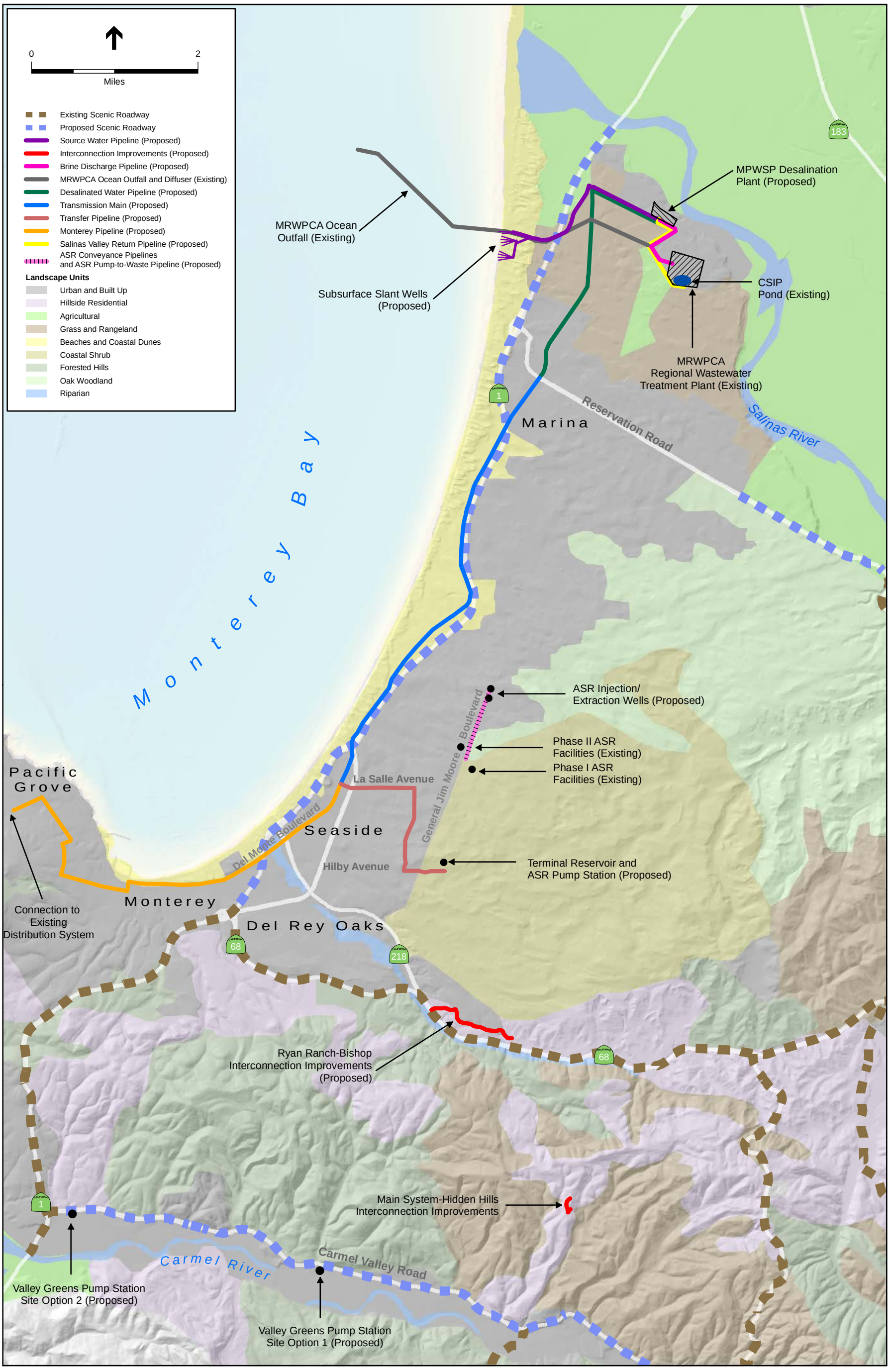
Monterey Peninsula Recreational Trail. The Monterey Peninsula Recreational Trail is an 18-mile paved scenic path that extends from Castroville to Pacific Grove. Views from the trail include the sandy beaches and dunes along the Monterey Bay shoreline.

4.14.2.2 Landscape Units

The coastal landscape of northern Monterey County is agriculturally rich, visually diverse, and recognized for its aesthetic character. This evaluation characterizes the visual setting in Monterey County and provides a framework for evaluating the visual effects of the proposed project by describing the region in terms of "landscape units" based on the Federal Highway Administration's Method of Visual Resource Analysis (FHWA, 1987). The landscape units represent combinations of physical and cultural features that contribute to varying degrees of visual quality. For this analysis, landscape units are strictly aesthetic delineations based on factors such as land use, location, degree of urbanization, and boundaries of vegetation communities. The landscape units used in this evaluation to describe the regional landscape are: Urban and Built-up; Hillside Residential; Agricultural; Beaches and Coastal Dunes; Grass and Rangeland; Riparian; Coastal Shrub; Oak Woodland; and Forested Hills. The distribution of the various landscape units in the project area and vicinity is shown in **Figure 4.14-1**; representative photographs of these landscape units are provided in **Figure 4.14-2**.

Urban and Built-up Landscape Unit

This landscape unit includes the cities of Monterey, Marina, Pacific Grove, Sand City, Seaside, and Carmel Valley as well as the surrounding unincorporated areas that are considerably built up. This landscape unit consists almost entirely of anthropogenic features (i.e., urban development). Due to the high level of anthropogenic modifications, this landscape unit is generally considered to be of low visual quality. The Brine Discharge Pipeline, the Salinas Valley Return Pipeline, and the MPWSP Desalination Plant, as well as portions of the proposed Source Water Pipeline and the Desalinated Water Pipeline, would be constructed within or adjacent to the Urban and Built-up landscape unit north of Reservation Road. A portion of the Ryan Ranch–Bishop Interconnection Improvements, portions of the proposed Transmission Main, the Monterey Pipeline, the Transfer Pipeline, the aquifer storage and recovery (ASR) Conveyance Pipelines, the ASR Pump-to-Waste Pipeline, the ASR injection/extraction wells, and the Valley Greens Pump Station (both site options), would be constructed within or adjacent to the Urban and Built-up landscape unit south



SOURCE: ESA, 2014; Monterey County, 2010

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Figure 4.14-1

Landscape Units and Scenic Roadways

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PL Urban Builtup Monterey

Hillside Residential

Agricultural

AG & Coastal Dunes

NM Rangeland

Riparian and Built up

Coastal Scrub

Oak Woodland

TF Forested Hills

SOURCE: ESA

MPWSP 205335.01

Figure 4.14-2

Landscape Units of Northern Monterey Coastal Area

of Reservation Road. The Urban and Built-up areas in which the proposed facilities would be constructed range in visual quality from low (e.g., highly developed commercial/industrial corridors) to moderate (e.g., tree-lined neighborhood streets).

Hillside Residential Landscape Unit

This landscape unit consists of single-family residential housing on large lots in and around hillside areas. It is distinguished from the Urban and Built-up landscape unit by the substantially greater distance between dwellings. The hillsides are both wooded and open and often offer expansive views. The visual quality of this landscape unit is moderate to high because of its distinctive relief, semi-natural state, and open views of land, sky, and ocean. No project components would be constructed within the Hillside Residential landscape unit north of Reservation Road. A portion of the proposed Ryan Ranch–Bishop Interconnection Improvements as well as the Main System–Hidden Hills Interconnection Improvements would be located within or adjacent to the Hillside Residential landscape unit south of Reservation Road.

Agricultural Landscape Unit

North of Reservation Road, an Agricultural landscape unit extending along the Salinas River and north to the Salinas Valley is known for its rural and agricultural aesthetic. The quintessential rural landscape brings to mind vast agricultural fields, farmhouses, water towers, and small dusty towns. The visual quality of this landscape unit varies from moderate to high, depending on the degree to which cultural features (crops, utilities, industry, highways, etc.) either contribute to or detract from its original feel. Portions of the Source Water Pipeline, Brine Discharge Pipeline, and Salinas Valley Return Pipeline would be constructed adjacent to the Agricultural landscape unit north of Reservation Road. There are no Agricultural landscape units in the vicinity of the proposed project facilities located south of Reservation Road.

Beaches and Coastal Dunes Landscape Unit

The Beaches and Coastal Dunes landscape unit is one of the most distinctive in the project area and tends to attract people because of its aesthetic appeal. The coastal dunes are up to 100 feet tall and have moderate to steep slopes stabilized to varying degrees by scattered patches of dune scrub. The dunes and adjacent Monterey Bay display soft forms, curved lines, and distinctive natural color contrasts that are visually appealing. This landscape unit contains gently sloped, broad, white-sand beaches that extend along an increasingly curved arc from Moss Landing to Monterey. The majority of this unit lies west of Highway 1, extends south from the Salinas River to a point near the Monterey/Pacific Grove city limits, and is generally of high visual quality. The Seawater Intake System and a portion of the Source Water Pipeline would be located within the Beaches and Coastal Dunes landscape unit. Portions of the proposed Transmission Main as well as the Monterey Pipeline would be located south of Reservation Road within or adjacent to the Beaches and Coastal Dunes landscape unit.

Grass and Rangeland Landscape Unit

This landscape unit consists of natural grassland habitat or undulating hills of grass that have been previously logged or grazed. The visual quality of the Grass and Rangeland landscape unit is

moderate to high depending on whether the area has been degraded by human activity. Land uses commonly found in this landscape unit include grazing land, farmland, and utility infrastructure. Portions of the proposed Desalinated Water Pipeline, Source Water Pipeline, Salinas Valley Return Pipeline, and Brine Discharge Pipeline would be constructed within or adjacent to the Grass and Rangeland landscape unit north of Reservation Road. No project components would be located within the Grass and Rangeland landscape unit south of Reservation Road.

Riparian Landscape Unit

This landscape unit consists of wetlands, marshes, sloughs, and stream corridors. These areas are often flat and contain wetland vegetation and riparian trees, including cottonwood, sycamores, and willows. Views of the sky and surroundings in the Riparian landscape unit are limited because of the low elevation. However, the presence of water, pleasing color contrasts, and a variety in vegetation give moderate to high visual quality to this landscape. The proposed Monterey Pipeline traverses this landscape unit at El Estero in the city of Monterey.

Coastal Scrub Landscape Unit

The Coastal Scrub landscape unit occupies non-urbanized areas within well-stabilized sand dunes in and around the cities of Marina and Seaside and the former Fort Ord area. This landscape is mantled with vegetation and characterized by gently rolling hills of up to 400 feet above sea level. The majority of this hilly landscape unit affords open views of adjacent scenery and the sky. The visual quality of this unit is moderate to high depending on whether the area has been negatively influenced by human activity (i.e., adjacent land uses, soil disturbance, power lines, etc.). No project components are proposed within the Coastal Scrub landscape unit north of Reservation Road. South of Reservation Road, the Terminal Reservoir and ASR Pump Station would be constructed within this landscape unit, as would portions of the proposed ASR Conveyance Pipelines.

Oak Woodland Landscape Unit

Patches of coast live oak woodland can be found in areas containing older, more stable and developed soils. The Oak Woodland landscape unit, which is present in and around the former Fort Ord military base, has a dense to moderately open canopy and sparse herbaceous understory. The topography of this landscape unit consists of hills with gentle to moderate slopes. The Oak Woodland unit has a savannah-like to more densely wooded appearance, depending on canopy cover, which ranges from 20 to 60 percent of the ground surface. The visual quality of this landscape is moderate to high because this unit is primarily open space with minimal or no anthropogenic changes. The ASR Conveyance Pipelines would be constructed within or adjacent to the Oak Woodland landscape unit.

Forested Hills Landscape Unit

This landscape unit primarily occurs in the mountains between the Pacific Ocean and the Carmel Valley, along the Highway 68 corridor, and in the Carmel Valley. The Forested Hills landscape unit consists almost entirely of large evergreen trees on moderate to steep slopes. Roads may crisscross the landscape, but these areas are typically remote and devoid of homes or other structures. The visual quality of this landscape is moderate to high depending on the steepness of

topography, availability of views, and the degree of forest cover. There are no project components proposed within or adjacent to this landscape unit.

4.14.2.3 Visual Setting of the Project Area

This subsection describes the existing visual character of the areas in which proposed project components would be constructed. In addition, a series of photographs taken from representative public vantage points portrays the visual character of these locations. **Figure 4.14-2** presents the general setting photographs, which represent the landscape units depicted in **Figure 4.14-1**. **Figures 4.14-3a** and **4.14-3b** depict specific sites where MPWSP components are proposed.

The visual setting of each proposed facility site is described below in terms of its location within a particular landscape unit and its visual quality, visual sensitivity, and landscape exposure. The assigned rating for aesthetic resource value (low, moderate, or high) is based on a combination of these three factors, as shown in the matrix provided in **Table 4.14-1**. Existing lighting conditions at each site are also described relative to currently visible light sources.

Subsurface Slant Wells

The proposed subsurface slant wells would be located west of Highway 1 in the Beaches and Coastal Dunes landscape unit at the CEMEX sand mining facility (see **Figure 4.14-3a**, Photo 1). The CEMEX sand mining facility is characterized by highly disturbed, relatively uniform sandy basins that are devoid of vegetation and surrounded by steeply sloping, sparsely vegetated, white-sand dunes. The facility site contains cleared and bladed roads through the dunes and vegetation; dewatering pits; material stockpiles; a graveled equipment staging area and storage yard; several one-story administrative and warehouse structures; and several pieces of heavy equipment. Views of the area from passing vehicles on Highway 1 are partially screened by the intervening dunes and Monterey cypress trees along the site's eastern (landward) perimeter. Sources of light and glare in the vicinity include nighttime lighting emanating from the CEMEX sand mining facility and low-volume automobile headlights from Highway 1. The visual quality of the Beaches and Coastal Dunes landscape unit is generally high. However, due to extensive alterations to the natural features at the CEMEX sand mining facility, the visual quality of the site is considered moderate. The site's visual sensitivity is high because of its location along the coast and proximity to Highway 1, which is an eligible state scenic highway. The visual exposure of the site is low, since the site is partially screened by dunes and trees and is mainly visible only from automobiles traveling along Highway 1 at speeds of 60 miles per hour. Based on the above-described factors, the site for the proposed subsurface slant wells has a moderate aesthetic resource value.

MPWSP Desalination Plant

The proposed MPWSP Desalination Plant site lies within the Urban and Built-up landscape unit, adjacent to Charles Benson Road and northwest of the Monterey Regional Environmental Park. The site is bordered on the west and north by agricultural lands and the Salinas River, and on the south by Armstrong Ranch. The proposed MPWSP Desalination Plant site was previously used for agricultural production but is currently fallow; as a result, the site is mainly composed of dead, low-lying, ruderal brush. The landscape of the proposed site is highly disturbed, with old

Photo 1. East-facing aerial photograph of the CEMEX sand mining facility (Coastal Records Project, 2013).

Photo 2. Southeast-facing view from site of proposed MPWSP Desalination Plant (right) toward the Monterey Regional Environmental Park (ESA, 2013).

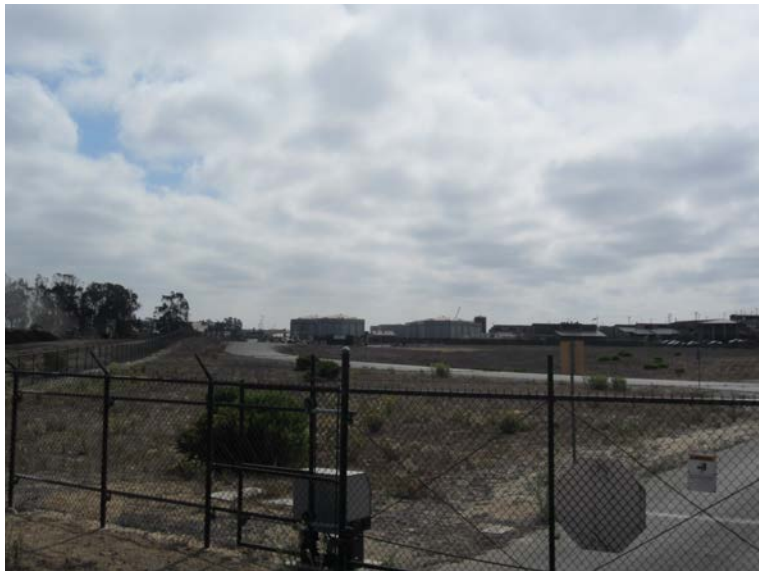

Photo 3. East-facing view from Charles Benson Road entrance to Monterey Regional Water Pollution Control Agency's Wastewater Treatment Plant site (ESA, 2013).

Photo 4. East-facing view across General Jim Moore Boulevard towards the Terminal Reservoir and ASR Pump Station site (ESA, 2013)

SOURCE: ESA, 2014

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Figure 4.14-3a
Existing Setting

Photo 5. North-facing view from Hilby Avenue towards General Jim Moore Boulevard (ESA, 2013).

Photo 6. Northeast-facing view along General Jim Moore Boulevard of the proposed ASR injection/extraction wells site (ESA, 2013).

Photo 7. South-facing view of Valley Greens Pump Station (Option 1) site (ESA, 2013).

Photo 8. North-facing view of Valley Greens Pump Station (Option 2) site (ESA, 2014).

SOURCE: ESA, 2014

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Figure 4.14-3b

Existing Setting

crop rows evident in the soil beneath the dead brush (see **Figure 4.14-3a**, Photo 2). To the east, development within the adjacent Monterey Regional Environmental Park consists of office buildings and warehouses (approximately 40 feet tall) and a large asphalt loading, sorting, and truck staging/parking yard. South of the Monterey Regional Environmental Park lies the several-hundred-acre Monterey Regional Water Pollution Control Agency's (MRWPCA) Regional Wastewater Treatment Plant and drying beds. The treatment plant includes primary clarifiers, trickling filters, and a generation plant, each rising to heights of approximately 40 to 50 feet (see **Figure 4.14-3a**, Photo 3).

Existing sources of light and glare near the MPWSP Desalination Plant site include automobile headlights along Charles Benson Road and nighttime security lighting from adjacent agricultural operations and the Monterey Regional Environmental Park. Overall, given the site's location within the Urban and Built-up landscape unit, and considering the industrial development surrounding the site, the visual quality is considered low. The visual exposure is low because this site is only seen for short durations by travelers along Charles Benson Road and is screened by rows of trees to the south and west. The visual sensitivity of the site is also rated low, as the area is not located within a vista or view corridor and is not valued for recreational uses. Based on the above-described factors, the aesthetic resource value of the MPWSP Desalination Plant site is low.

Pipelines and Other Conveyance Facilities North of Reservation Road

All pipeline segments, including those proposed for areas north of Reservation Road, would be buried beneath the ground surface.

Source Water Pipeline

The Source Water Pipeline alignment would extend east along the CEMEX access road from the proposed subsurface slant wells (described above), past agricultural lands, and beneath Highway 1 to Lapis Road. The Source Water Pipeline would be aligned in a northerly direction along Lapis Road within or adjacent to the existing road rights-of-way. The alignment would traverse more than a mile of mostly undeveloped terrain characterized by coastal scrub, grassland, and agricultural fields immediately west of the Monterey Peninsula Recreational Trail. It would then continue east at Charles Benson Road, between undeveloped grasslands to the south and agricultural lands in row-crop production to the north, before terminating at the site of the proposed MPWSP Desalination Plant. Sources of light and glare in the surrounding area include nighttime lighting emanating from the CEMEX sand mining facility and the Monterey Regional Environmental Park, and low-volume automobile headlights along nearby roadways. Overall, given its location along Highway 1 (an eligible state scenic highway) and the Monterey Peninsula Recreational Trail, the visual sensitivity of the proposed Source Water Pipeline alignment is considered high. Because of the alignment's proximity to the coast and Highway 1 as well as its location within visually appealing topography, there is a high likelihood that the public would notice visual changes along the proposed pipeline alignment. However, because construction activities along the pipeline alignment would be temporary and only fleetingly visible, mainly by local and regional motorists traveling along Highway 1 (at speeds of 60 miles per hour) or from Del Monte Boulevard, Lapis Road, and Charles Benson Road, the visual exposure of the alignment would be low. Because the proposed alignment would traverse varied landscapes, it is

given a moderate rating for visual quality. Based on the above-described factors, the aesthetic resource value of the proposed alignment for the Source Water Pipeline is moderate.

Brine Discharge Pipeline and Salinas Valley Return Pipeline

The proposed Brine Discharge Pipeline and Salinas Valley Return Pipeline would extend from the MPWSP Desalination Plant site to the southern portion of the Monterey Regional Environmental Park. Undeveloped grasslands and agricultural fields within the Agricultural landscape unit are present to the south and southwest of these proposed pipeline alignments. Sources of light and glare in the surrounding area include nighttime lighting emanating from the Monterey Regional Environmental Park and MRWPCA Treatment Plant, and automobile headlights along Charles Benson Road.

The visual exposure of the site is low because it is only seen for short durations by motorists traveling along Charles Benson Road or by visitors to the Monterey Regional Environmental Park. Furthermore, the visual sensitivity is low, as the area is not located within a vista or view corridor and is not valued for recreational uses. Given the surrounding industrial development, the visual quality is considered low. Based on the above-described factors, as shown in **Table 4.14-1**, the aesthetic resource value of the proposed Brine Discharge Pipeline and Salinas Valley Return Pipeline alignments is low.

Desalinated Water Pipeline

The proposed Desalinated Water Pipeline alignment would extend west along Charles Benson Road from the MPWSP Desalination Plant site, parallel to and south of the proposed Source Water Pipeline alignment. At Del Monte Boulevard, the Desalinated Water Pipeline would turn south and continue along the Monterey Peninsula Recreational Trail. The proposed alignment would traverse more than 1.5 miles of the Grass and Rangeland landscape unit (containing mostly undeveloped terrain, low scrub vegetation, and fallow fields) before reaching the Urban and Built-up landscape unit in the city of Marina. This segment of the Monterey Peninsula Recreational Trail is set among open fields, roads, power lines, dirt paths, and railroad tracks before the trail shifts into a more suburban character in Marina. Sources of light and glare in the surrounding area include nighttime lighting emanating from the Monterey Regional Environmental Park, street lighting, lights from residences, and low-volume automobile headlights along nearby roadways.

Overall, given the Desalinated Water Pipeline's location along the Monterey Peninsula Recreational Trail, the visual sensitivity of this alignment is considered moderate. Because of its proximity to the Monterey Peninsula Recreational Trail, there is a high likelihood that the public would notice visual changes associated with pipeline construction activities. However, the visual exposure of the pipeline alignment is low, as construction activities along the alignment would be temporary and mainly visible for short durations by motorists (or for longer durations by fewer pedestrians and bicyclists). Given that the proposed pipeline would pass through both the Grass and Rangeland and Urban and Built-up landscape units, the alignment is given a moderate rating for visual quality. Based on the above-described factors, the aesthetic resource value of the Desalinated Water Pipeline route is moderate.

Improvements to ASR System

Terminal Reservoir and ASR Pump Station

The Terminal Reservoir and ASR Pump Station would be constructed on a site in the Coastal Scrub landscape unit. This site lies on a small ridge, surrounded by gently sloping hills and is covered with low scrub vegetation. The area has been disturbed to varying degrees by earthmoving activities associated with the expansion of General Jim Moore Boulevard and restoration and redevelopment at the former Fort Ord military base (see **Figure 4.14-3a**, Photo 4). The visual context on the west side of General Jim Moore Boulevard, opposite the proposed Terminal Reservoir site, includes high-voltage power lines, unpaved service roads, and residential development (see **Figure 4.14-3b**, Photo 5). Two large water storage tanks owned by the City of Seaside are visible from the intersection of Hilby Avenue and General Jim Moore Boulevard. Surrounding light and glare could emanate from such sources as nearby homes and automobile headlights along General Jim Moore Boulevard.

Existing overhead power lines and densely developed residential areas located within the adjacent Urban and Built-up landscape unit to the west diminish the visual quality of the proposed Terminal Reservoir/ASR Pump Station site. Therefore, the site is given a moderate rating for visual quality. The visual exposure of the site is high, as it could be visible from several blocks of residences along Mescal Street and from vehicles traveling along General Jim Moore Boulevard. A small number of area residents would have distant views the site; motorists on General Jim Moore Boulevard would have only fleeting views of the site. The visual sensitivity of the site is rated moderate, since the adjacent area is mostly vegetated and undeveloped, yet it is not situated within a scenic vista or view corridor and is not valued for recreational uses.

Based on the above-described factors, the aesthetic resource value of the Terminal Reservoir and ASR Pump Station site is moderate.

ASR Injection/Extraction Wells and ASR Settling Basin

The proposed ASR injection/extraction wells (ASR-5 and ASR-6 Wells) and the ASR Settling Basin would be located within the Urban and Built-up landscape unit. These facilities would be constructed in the city of Seaside, immediately east of General Jim Moore Boulevard. More specifically, these facilities would be installed south of Ardennes Circle between General Jim Moore Boulevard and the Fitch Park military housing area in an area vegetated with oak and conifer trees (see **Figure 4.14-3b**, Photo 6).

In the project vicinity, General Jim Moore Boulevard is a recently improved north-south thoroughfare surrounded by open space, recreational facilities, and suburban land uses. This four-lane roadway has two travel lanes in each direction, separated by a landscaped median. Despite the location of the proposed ASR injection/extraction well sites within the Urban and Built-up landscape unit, the densely vegetated surroundings contribute to a moderate visual quality. Surrounding light and glare emanates from sources such as automobile headlights, streetlights along General Jim Moore Boulevard, nearby golf course facilities, and adjacent residential areas.

While a number of residences are located in the area, the wells would be visible only from those few homes adjacent to and west of General Jim Moore Boulevard. However, General Jim Moore Boulevard itself supports high daily traffic volumes, and the proposed ASR-5 and ASR-6 Wells sites are slightly elevated above the road. The 4,800-square-foot, 12-foot-deep ASR Settling Basin would be an "open-air" basin extending between the two well sites. Although the ASR Settling Basin would not be above ground, it could be visible from the ground surface at close proximities. Consequently, construction activities would be visible for short durations by motorists along this transportation corridor, and for longer durations by pedestrians and bicyclists. Therefore, the visual exposure of the area is considered moderate. Additionally, while these facilities would not be within view of any designated scenic vistas or corridors, they are located in a heavily vegetated area. Therefore, the visual sensitivity of the area is considered moderate. Based on the above-described factors, the aesthetic resource value of the area is moderate.

ASR Conveyance Pipelines and ASR Pump-to-Waste Pipeline

The proposed ASR Conveyance Pipelines and ASR Pump-to-Waste Pipeline would be three parallel pipelines extending along the east side of General Jim Moore Boulevard between existing facilities at the Coe Avenue intersection and the proposed ASR-5 and ASR-6 Wells at the Fitch Park military housing area. At the south end, the proposed alignment would traverse approximately 0.5 mile of the Oak Woodland landscape unit (characterized by dense stands of tall scrub vegetation and varying topography) before reaching the Urban and Built-up landscape unit (composed primarily of medium-density residential development). To the west of the proposed alignment, the Urban and Built-up landscape unit contains a school, a golf course, and residential development. To the east, approximately 0.5 mile of the proposed alignment extends along the Fitch Park military housing area. Sources of light and glare in the area include automobile headlights, streetlights along General Jim Moore Boulevard, nearby golf course facilities, and adjacent residential areas.

Construction-related activities along the pipeline alignment would be visible for short durations by motorists along General Jim Moore Boulevard and for longer durations by pedestrians and bicyclists. Therefore, the visual exposure of the alignment is considered moderate. The proposed alignment is not within view of any major scenic vistas or corridors, but is adjacent to housing and roadway development. Therefore, the visual sensitivity of the alignment is considered low. Despite the location of the pipelines within the Urban and Built-up landscape unit, the densely vegetated surroundings contribute to a moderate visual quality. Based on the above-described factors, the aesthetic resource value for the proposed ASR Conveyance Pipelines and ASR Pump-to-Waste Pipeline route is moderate.

Pipelines and Other Conveyance Facilities South of Reservation Road

All pipeline segments, including those proposed for areas south of Reservation Road, would be buried beneath the ground surface.

Transmission Main

The proposed alignment for the Transmission Main extends south from Reservation Road, following the Monterey Peninsula Recreational Trail between Del Monte Boulevard and the

Union Pacific Railroad. At the Highway 1–Del Monte Boulevard overcrossing, the pipeline would cross beneath Highway 1 to the west and continue south within the area immediately adjacent to and west of the Monterey Peninsula Recreational Trail (i.e., along the Transportation Agency for Monterey County (TAMC) railroad right-of-way). At the Highway 1–Fremont Boulevard overcrossing, the Transmission Main alignment would continue south between Del Monte Boulevard and California Avenue until its junction with the Transfer and Monterey Pipelines at Auto Center Parkway.

The proposed alignment from Reservation Road to Highway 1 passes through commercial and residential development within the Urban and Built-up landscape unit. From this point, the portion of the Transmission Main alignment that runs west of and alongside Highway 1, adjacent to Fort Ord Dunes State Park, traverses a relatively undeveloped area within the Beaches and Coastal Dunes landscape unit. Along this route to the west, views consist of coastal dunes, low-lying dune vegetation, and intermittent glimpses of the ocean. To the east, any views are limited by Highway 1, which tends to be at a higher elevation than the proposed alignment. The Transmission Main alignment would then cross beneath Highway 1 before entering the city of Seaside, an Urban and Built-up landscape with commercial and residential development. Sources of light and glare include nighttime lighting emanating from the surrounding Urban and Built-up landscape unit and automobile headlights along nearby roadways.

Overall, given the location of the proposed Transmission Main along Highway 1 (an eligible state scenic highway) and the Monterey Peninsula Recreational Trail, the visual sensitivity of the alignment is considered high. Due to the alignment's proximity to Fort Ord Dunes State Park, the Monterey Peninsula Recreational Trail, and Highway 1, there is a high likelihood that the public would notice the temporary visual changes along these scenic corridors. Furthermore, the visual exposure of the site is high, as pipeline work along these routes would be visible by motorists, pedestrians, and bicyclists traveling nearby and by a small number of area residents. The visual quality of the Beaches and Coastal Dunes landscape unit is generally high; however, site modifications associated with commercial and residential development in the nearby Urban and Built-up landscape have degraded the alignment's overall visual quality, which is considered moderate. Based on the above-described factors, the aesthetic resource value of the Transmission Main route is high.

Transfer Pipeline

The proposed Transfer Pipeline alignment would begin at the intersection of Del Monte Boulevard/Auto Center Parkway and extend east along La Salle Avenue to Yosemite Street; it would then turn south and continue to Hilby Avenue, ending at the ASR Pump Station and Terminal Reservoir. This route traverses a developed Urban and Built-up landscape containing a number of residential and commercial developments. The Transfer Pipeline route would cross beneath General Jim Moore Boulevard into the Coastal Scrub landscape unit. The Transfer Pipeline would terminate at the proposed ASR Pump Station and Terminal Reservoir site, in a small valley surrounded by gently sloping hills covered with low scrub vegetation. Sources of light and glare in the surrounding area include nighttime lighting emanating from the surrounding Urban and Built-up landscape and automobile headlights along nearby roadways.

The visual exposure of the Transfer Pipeline is high, as construction activities along the alignment would be visible from nearby residences for several blocks, as well as from automobiles traveling along the proposed route. However, the visual sensitivity is rated low, as the route is not located within a vista or view corridor and is not valued for recreational uses. Overall, given that the majority of the route is within the Urban and Built-up landscape unit, and considering the surrounding development, the visual quality is considered moderate. Based on the above-described factors, the aesthetic resource value of the Transfer Pipeline route is moderate.

Monterey Pipeline

The proposed route for the Monterey Pipeline would begin at the intersection of Del Monte Boulevard/Auto Center Parkway, extending southwest between Del Monte Boulevard and California Avenue. The entire segment would be situated within the Urban and Built-up landscape unit. The pipeline would be installed within the TAMC railroad right-of-way, roughly parallel to and alongside the Monterey Peninsula Recreational Trail (where present). The portion of the Monterey Pipeline alignment between Auto Center Parkway and Canyon Del Rey Boulevard runs within a densely developed commercial and light industrial corridor. Continuing west, the portion of the proposed alignment between Canyon Del Rey Boulevard and Figueroa Street would also traverse the Urban and Built-up landscape unit; however, in some locations, the pipeline alignment could be adjacent to the Del Monte Dunes Environmental Reserve and Monterey State Beach, both of which are within the Beaches and Coastal Dunes landscape unit. Along this segment, views to the north consist of coastal dunes and vegetation, park-like settings with ocean views, and limited development. From Figueroa Street, the proposed route would continue west through Urban and Built-up landscape, characterized by residential and commercial development of varying densities. Sources of light and glare include nighttime lighting emanating from the surrounding Urban and Built-up landscape and automobile headlights along nearby roadways.

Given its location within a densely developed commercial and light industrial corridor, the portion of the proposed Monterey Pipeline alignment east of Canyon Del Rey is considered to be of low visual sensitivity. The visual exposure of the area is also considered low, as existing development, trees, and fencing would screen views of the proposed route for motorists or pedestrians traveling along Del Monte Boulevard. For these reasons, the visual quality of this highly developed urban corridor is low. The portion of the proposed pipeline west of Canyon Del Rey Boulevard is considered of moderate visual sensitivity because of its proximity to the Monterey Peninsula Recreational Trail, the Coastal Dunes landscape unit, and residential areas. Furthermore, the visual exposure of this portion of the route is high, as project activities along the alignment would be visible from residences as well as by motorists, pedestrians, and bicyclists traveling in the area. Because of its location next to the Coastal Dunes landscape unit, this segment of the proposed Monterey Pipeline route is of moderate visual quality.

Based on the above-described factors, the aesthetic resource value of the Monterey Pipeline route east of Canyon Del Rey Boulevard is low, while the portion west of Canyon Del Rey Boulevard is moderate.

Ryan Ranch–Bishop Interconnection Improvements

The Ryan Ranch–Bishop Interconnection Improvements would extend from the intersection of Highway 68 and Ragsdale Drive, through the Ryan Ranch community, and then along Ragsdale Drive, Lower Ragsdale Drive, Wilson Drive, and Blue Larkspur Lane. This route is located between the Hillside Residential and Urban and Built-up landscape units, which is characterized by suburban commercial/business-park development amid large tracts of vegetated open space. Sources of light and glare include nighttime lighting emanating from the surrounding Urban and Built-up landscape and automobile headlights along nearby roadways. The visual sensitivity is considered high given this project component's proximity to Highway 68, which is a state scenic highway. The visual exposure is moderate, as construction activities along the alignment would be visible by motorists for several blocks. Despite the nearby commercial/business-park development, the vegetated open spaces surrounding the proposed Ryan Ranch–Bishop Interconnection Improvements contribute to a moderate visual quality. Based on the above-described factors, the aesthetic resource value of the Ryan Ranch–Bishop Interconnection Improvements is moderate.

Main System–Hidden Hills Interconnection Improvements

The Main System–Hidden Hills Interconnection Improvements alignment would extend for approximately 1,200 feet along Tierra Grande Drive within the Hillside Residential landscape unit. This area consists of single-family homes on large lots amid rolling hills and vast open spaces. Sources of light and glare include nighttime lighting emanating from nearby residences and automobile headlights along nearby roadways. The visual quality of this landscape unit is moderate due to the semi-natural state and open views of undeveloped lands. The visual exposure of the area is moderate. A small number of residents along Tierra Grande Drive would notice construction activities associated with the Main System–Hidden Hills Interconnection Improvements during the 1-month construction period. Motorists on upper Tierra Grande Drive would only have fleeting views of construction activities as they drove by the construction zone. The visual sensitivity of the site is rated moderate, because the adjacent area is mostly vegetated and undeveloped, yet not located within a vista or view corridor and not valued for recreational uses. Based on the above-described factors, the aesthetic resource value of the Main System–Hidden Hills Interconnection Improvements is moderate.

Valley Greens Pump Station

Two sites are being considered for the Valley Greens Pump Station: site Option 1 is located approximately 400 feet southeast of the intersection of Carmel Valley Road and Valley Greens Drive; Option 2 is located on the south side of Carmel Valley Road near Carmel Rancho Boulevard, in the northeast corner of the Carmel Rancho Shopping Center, approximately 100 feet west of the Cottages of Carmel senior assisted living facility. Both sites lie within the Urban and Built-up landscape unit and would only be visible briefly by passing motorists and visitors to surrounding commercial and institutional properties.

While located in an area mapped by the County as visually sensitive (Monterey County, 2010), the sites of the proposed facilities are disturbed and within existing developed areas. Site Option 1 is bounded to the north and west by commercial development, and to the east and south by agricultural operations (see **Figure 4.14-3b**, Photo 7). Site Option 2 is bounded to the north by

Carmel Valley Road, to the east by a senior assisted living facility, and to the south and west by the Carmel Rancho Shopping Center (see **Figure 4.14-3b**, Photo 8). Existing sources of light and glare in the area of the proposed sites include lighting from adjacent commercial properties and frequent headlights on Carmel Valley Road.

This area—with its rolling hills, vast green golf courses and open spaces, and low-density residential development—is of moderate visual quality. Motorists traveling along Carmel Valley Road may have brief glimpses of site Option 2, but they would not be able to see site Option 1. However, the sites are unlikely to be visible from any private homes in the area because they are screened from view by existing development, trees, and shrubs. For these reasons, the visual exposure of the sites is low. In addition, both sites would be located in areas of low visual sensitivity, as they cannot be seen from designated scenic vistas or scenic highways.

Based on the above-described factors, the aesthetic resource value of the Valley Greens Pump Station site options is low.

4.14.3 Regulatory Framework

4.14.3.1 Federal Regulations

No federal regulations governing visual or aesthetic resources apply to the MPWSP.

4.14.3.2 State Regulations

California Scenic Highway Program

Two roadways in the project area—Highway 1 and Highway 68—are officially designated as state scenic highways (see **Figure 4.14-1**; Caltrans, 2011). As such, their corridors (defined as the area of land roughly adjacent to and visible from the highway) are subject to protection and regulation with respect to land use, site planning, advertising, earthmoving, landscaping, and design. For Caltrans to grant the status of Officially Designated State Scenic Highway, the local jurisdiction(s) must implement a Corridor Protection Program, either by adopting ordinances, zoning, and/or planning policies to preserve the scenic quality of the corridor or by documenting that such regulations already exist in various portions of local codes. Policies to prevent the visual degradation of roadway view corridors might include restrictions on dense and continuous development, reflective surfaces, ridgeline development, extensive cut-and-fill grading, hillside disturbance, exposed earth, and non-native vegetation.

California Coastal Act

Portions of the project would be located in the California Coastal Zone, as defined in the California Coastal Act (Section 30103). Land use decisions within the Coastal Zone are subject to the provisions of the Coastal Act, which is administered by the California Coastal Commission. The Coastal Act requires local governments in the Coastal Zone to prepare a Local Coastal Program (LCP) that contains a land use plan and land use regulations. The Commission works with local governments to shape each LCP and ensure it conforms to Coastal Act goals and

policies. Once this is achieved, the Commission may "certify" the LCP, thereby transferring permit-issuing authority to the local government, subject to the terms of the certified LCP. For other areas, such as local jurisdictions without a certified LCP, the Commission retains permit-issuing authority under the Coastal Act. As stated in Coastal Act Section 30251, below, a key objective of the Coastal Commission is to protect the scenic and visual character of the California coast. The Commission applies this standard to its review of applications for coastal development permits as well as to LCP certifications.

4.14.3.3 Applicable State, Regional and Local Land Use Plans and Policies Relevant to Aesthetics

Table 4.14-2 describes the state, regional, and local land use plans, policies, and regulations pertaining to scenic and visual resources that are relevant to the MPWSP and that were adopted for the purpose of avoiding or mitigating an environmental effect. A general overview of these policy documents is presented in Section 4.8, Land Use, Land Use Planning, and Recreation. Also included in **Table 4.14-2** is an analysis of project consistency with such plans, policies, and regulations. Where the analysis concludes the project would not conflict with the applicable plan, policy, or regulation, the finding is noted and no further discussion is provided. Where the analysis concludes the project may conflict with the applicable plan, policy, or regulation, the reader is referred to Section 4.14.4, Impacts and Mitigation Measures, for additional discussion.

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TABLE 4.14-2
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
City of Marina (coastal zone and inland areas)	City of Marina General Plan	Community Land Use - Primary Policies	Subsurface Slant Wells, Source Water Pipeline, Desalinated Water Pipeline, Transmission Main	***Policy 2.4.4:*** Wherever possible, lands with significant agricultural, natural habitat, or scenic value shall be retained and protected from degradation.	This policy is intended to preserve and protect significant landscape values.	Consistent: Construction of the proposed Seawater Intake System and portions of the Source Water Pipeline, Desalinated Water Pipeline, and Transmission Main would temporarily disrupt the scenic quality Marina's coastal Highway 1 corridor. However, the subsurface slant wells and all pipelines would be buried below ground surface and would operate below the ground surface. As discussed in Chapter 3, Project Description, following construction, work areas would be restored to their approximate pre-construction condition. While the Seawater Intake System's aboveground electrical control panel and building would be located near the entrance to the CEMEX property, neither would be visible from offsite locations. *The project's implications for agricultural and biological resources are discussed in EIR Sections 4.16 and 4.6, respectively. Specifically, please refer to* ***Tables 4.16-2*** *and* ***4.6-2*** *for additional discussion of project's conformity with applicable Marina General Plan policies related to these resource areas, respectively.*
City of Marina (coastal zone and inland areas)	City of Marina General Plan	Community Design & Development - Open Spaces and Significant Natural Features	Subsurface Slant Wells, Source Water Pipeline, Desalinated Water Pipeline, Transmission Main	***Policy 4.17.3:*** Within built-up areas, existing topography shall be retained to make natural land forms more evident. This requirement of the General Plan may be fulfilled by minimizing grading and cutting and filling for roadways, by providing public space with outlooks at the higher elevations, and by locating taller structures on the upper slopes of hills.	This policy is intended to protect the visual integrity of natural landforms.	Consistent: Construction of the proposed Seawater Intake System and portions of the Source Water Pipeline, Desalinated Water Pipeline, and Transmission Main would temporarily disrupt the scenic quality Marina's coastal Highway 1 corridor. As discussed in Chapter 3, Project Description, following construction, work areas would be restored to their approximate pre-construction condition.
City of Marina (coastal zone and inland areas)	City of Marina General Plan	Community Design & Development – Scenic and Cultural Resources	Subsurface Slant Wells, Source Water Pipeline, Desalinated Water Pipeline, Transmission Main	***Policy 4.126.3:*** The visual character and scenic resources of the Marina Planning Area shall be protected for the enjoyment of current and future generations. To this end, ocean views from Highway One shall be maintained to the greatest possible extent; development on the primary ridgeline of the Marina dunes shall be avoided; new development proposed for the Armstrong Ranch should maintain an adequate setback from Highway One; landscape screening and restoration shall be provided as appropriate; new development should be sited and designed to retain scenic views of inland hills from Highway One, Reservation Road, and Blanco Road; and architectural review of projects shall continue to be required to ensure that building design and siting, materials, and landscaping are visually compatible with the surrounding areas.	This policy is intended to preserve and protect Marina's visual character and scenic resources.	Consistent: Construction of the proposed Seawater Intake System and portions of the Source Water Pipeline, Desalinated Water Pipeline, and Transmission Main would temporarily disrupt the scenic quality Marina's coastal Highway 1 corridor. However, the subsurface slant wells and all pipelines would be buried below ground surface and would operate below the ground surface. As discussed in Chapter 3, Project Description, following construction, work areas would be restored to their approximate pre-construction condition. While the Seawater Intake System's aboveground electrical control panel and building would be located near the entrance to the CEMEX property, neither would be visible from offsite locations, nor would they obstruct ocean views from Highway 1.
City of Marina (coastal zone)	City of Marina Local Coastal Land Use Plan	Policies	Subsurface Slant Wells, Source Water Pipeline, Desalinated Water Pipeline, Transmission Main	***Policy 33:*** To protect scenic and visual qualities of the Coastal area including protection of natural landforms, views to and along the ocean, and restoration and enhancement of visually degraded areas.	This policy is intended to protect and enhance the scenic and visual quality of the Marina coast.	Consistent: Construction of the Subsurface Slant Wells, Source Water Pipeline, Desalinated Water Pipeline, and Transmission Main would temporarily disrupt the scenic and visual quality of the area. However, the wells themselves and their components would be buried below ground surface and would operate below the ground surface. As discussed in Chapter 3, Project Description, following construction, work areas would be restored to their approximate pre-construction condition. While the Seawater Intake System's aboveground electrical control panel and building would be located near the entrance to the CEMEX property, neither would be visible from offsite locations.
City of Monterey (coastal zone)	California Coastal Act	Development	Monterey Pipeline	***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.	This policy is intended to ensure that new development would not impair or alter views in coastal area and natural land forms.	Consistent: The Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal area. However, as discussed in Chapter 3, Project Description, following construction, the site would be restored to its approximate pre-construction condition. The Monterey Pipeline would be buried below ground and would have no long-term impact on scenic and visual qualities of coastal areas.

TABLE 4.14-2 (Continued)
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
City of Monterey (coastal zone)	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	***Policy 2:*** The landform, eucalyptus row and remnant oaks on the back dune ridge and outer slopes paralleling Del Monte Avenue shall be protected to maintain the visual qualities of this important landscape element for the local entry view, the Recreation Trail/Transportation Corridor, and views from northbound State Route 1 (proposed scenic highway).	The intent of this policy is to protect the visual qualities of important landscape elements from alteration or removal.	Consistent: The Monterey Pipeline would be installed beneath the Monterey Peninsula Recreational Trail; no impacts on the back dune ridge or associated vegetation would be anticipated.
City of Monterey (coastal zone)	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	***Policy 4:*** To enhance their aesthetic value, sand dunes throughout the LCP area shall be protected or restored where feasible, depending on their current condition including: a. cooperation with the U.S. Navy to protect stabilized dunes on the Naval Postgraduate School property, to the maximum extent feasible b. restoration and replanting of dunes within open space areas on the, the State Parks beach property, the City Beach property and the open space/habitat areas of the Del Monte Beach resubdivision (see Policy 1 in Environmentally Sensitive Habitat Areas section).	This policy is intended to protect and enhance sensitive sand dunes and associated vegetative communities.	Consistent: The Monterey Pipeline would be installed beneath the Monterey Peninsula Recreational Trail; no impacts on sand dunes or associated vegetation are anticipated.
City of Monterey (coastal zone)	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	***Policy 7:*** Viewpoints shall be protected and maintained on public streets and property from the City Beach and State Beach.	This policy is intended to protect designated important public viewpoints within the city.	Consistent: The Monterey Pipeline would be buried below ground and would not obstruct any viewpoints.
City of Monterey (coastal zone)	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	***Policy 8:*** View corridors shall be protected from obstruction as shown in Figure 10 (i.e., Surf Way, Beach Way, local entry view along Del Monte Avenue).	This policy is intended to protect designated important public view corridors within the city.	Consistent: The Monterey Pipeline would be buried below ground and would not obstruct any view corridors.
City of Monterey (coastal zone)	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	***Policy 10:*** All new development within the viewshed of State Route 1 and the Recreation Trail/Transportation Corridor shall be evaluated in design review to minimize visual impact on these two scenic corridors.	This policy is intended to protect important coastal viewsheds from the visual impacts of new development.	Consistent: The Monterey Pipeline would be buried below ground and would not obstruct any viewsheds.
City of Monterey (coastal zone)	Monterey Harbor Land Use Plan	Land use and Development	Monterey Pipeline	***Policy b:*** Coastal views from the recreation trail shall be maintained and enhanced. On the west Catullus site the recreation trail shall be aligned as close as possible to coastal waters, consistent with public safety.	This policy is intended to protect designated important public views from the Monterey Peninsula Recreational Trail.	Consistent: The Monterey Pipeline would be buried below ground and would not obstruct coastal views.
City of Monterey (coastal zone)	Monterey Harbor Land Use Plan	Land use and Development	Monterey Pipeline	***Policy e:*** To protect lateral views along Monterey beach, including city, state, park and privately-owned properties, no development shall be allowed on the sandy beach, except as specifically provided in this plan. Specifically, for the east Catullus parcel, new development shall improve the visual appearance of this area as an important gateway to the beach. Utilities shall be undergrounded, except for high voltage transmission lines.	This policy is intended to protect views along the coastline from development encroachment.	Consistent: The Monterey Pipeline would not be constructed on the sandy beach and would be buried below ground. As such, it would not affect lateral views along Monterey Beach or beach gateways.
City of Sand City (coastal zone)	Sand City Local Coastal Program Land Use Plan	Coastal Visual Resources	Transmission Main, Transfer Pipeline, and Monterey Pipeline	***Policy 5.3.1:*** Views of Sand City's coastal zone shall be enhanced and protected through regulation of siting, design, and landscaping of all new development in the coastal zone, adjacent to Highway 1 (on both the east and west) in order to minimize the loss of visual resources.	This policy is intended to protect and minimize the loss of existing visual resources from new development siting and design.	Consistent: The Transmission Main, Transfer Pipeline, and Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. However, as discussed in Chapter 3, Project Description, following construction, construction areas would be restored to their approximate pre-construction condition. The pipelines would be buried below ground and would not cause the loss of visual resources.
City of Sand City (coastal zone)	Sand City Local Coastal Program Land Use Plan	Coastal Visual Resources	Transmission Main, Transfer Pipeline, and Monterey Pipeline	***Policy 5.3.2:*** Views of Sand City's coastal zone, Monterey Bay and Monterey Peninsula shall be protected through provisions of view corridors, vista points, development height limits, and dune restoration area. Major designated view corridors are: a. Southbound view across the northern city boundary consistent with the public recreation designation; b. View over development at the former dump site; c. Three southbound views over development on properties between Tioga Avenue and the former dump site; d. Southbound and perpendicular views across the Sewage Treatment Plant property and adjacent properties to the ocean and Monterey Peninsula [building envelope areas within these view corridors shall not exceed 28-58 feet above sea level (depending on height of dunes)]; e. Two northbound and perpendicular view corridors identified "north view corridors A and B" (A extends westward from Ortiz Avenue in Seaside through private and public properties in Sand City, and B extends westward from the intersection of Bay Avenue and Sand Dunes Drive across the Monterey Peninsula Water Pollution Control Agency [MPWPCA] property);	This policy is intended to protect designated important public views, view corridors, and viewpoints within the city and region.	Consistent: The Transmission Main, Transfer Pipeline, and Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. However, as discussed in Chapter 3, Project Description, following construction, construction areas would be restored to their approximate pre-construction condition. The pipelines would be buried below ground and would not obstruct public views, view corridors, or vista points.

TABLE 4.14-2 (Continued)
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
City of Sand City (coastal zone) (cont.)				f. Southbound views beyond and above the existing dune line shall be preserved (the permitted building height shall be limited to 58 feet in elevation above sea level to accomplish this objective); and g. Northbound views between northbound view corridors A and B shall be limited in height from 28 to 58 feet above sea level, stepped up toward the highest dunes. Adjacent to northbound view corridor A, views of water shall remain and the view of the horizon shall be maintained. As the structure is stepped up to 48 feet and to 58 feet, it shall not dominate the view, and remain subordinate to the dune profile. Some ocean views shall also be maintained.		
City of Seaside (coastal zone)	City of Seaside Local Coastal Program Land Use Plan	Coastal Zone	Monterey Pipeline	***Policy NCR-CZ 2.1A:*** Designation of Visual Resources. The scenic and visual qualities of lakes and coastal areas, including Roberts Lake, Laguna Grande, the coastal sand dunes, and Monterey Bay/Pacific Ocean, including from State Highway 1, shall be considered visual resources of public importance.	This policy is intended to protect designated important visual resources within the city's coastal zone.	Consistent: Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. However, as discussed in Chapter 3, Project Description, following construction, construction areas would be restored to their approximate pre-construction condition. The Monterey Pipeline would be sited below ground and would have no long-term effect on the scenic and visual quality of Seaside's coastal zone, and therefore would not impair any future designation of visual resources.
City of Seaside (coastal zone)	City of Seaside Local Coastal Program Land Use Plan	Coastal Zone	Monterey Pipeline	***Policy NCR-CZ 2.1.B:*** Protection of Visual Resources: 1. Visual resources shall be protected as a resource of public importance. 3. Development determined to have a significant adverse effect on a visual resource shall not be allowed. 5. New development shall be sited and designed to protect visual resources, 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.	This policy is intended to protect the natural form and character of visual resources within Seaside's coastal zone.	Consistent: Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. However, as discussed in Chapter 3, Project Description, following construction, construction areas would be restored to their approximate pre-construction condition. The Monterey Pipeline would be sited below ground and would have no long-term effect on the natural form and character of visual resources within Seaside's coastal zone. Therefore, the pipeline would not have any significant adverse effects on a visual resource.
City of Seaside (coastal zone and inland areas)	Seaside General Plan	Conservation/ Open Space	Transmission Main, Transfer Pipeline, Monterey Pipeline, ASR Conveyance Pipeline, ASR Pump-to-Waste Pipeline, ASR Settling Basin, ASR Pump Station, Terminal Reservoir	***Policy COS 8.1:*** Participate in local and regional efforts to reduce light pollution of night skies.	This policy is intended to protect dark night skies from impacts of light pollution.	Consistent: None of the project components proposed within Seaside's jurisdiction would require nighttime construction or lighting. The ASR-5 and ASR-6 Wells may require temporary nighttime construction and nighttime lighting. However, these project components are proposed for lands under federal jurisdiction and, therefore, would not be subject to Seaside General Plan policies.
City of Seaside (coastal zone and inland areas)	Seaside General Plan	Urban Design	Transmission Main, Transfer Pipeline, Monterey Pipeline, ASR Conveyance Pipeline, ASR Pump-to-Waste Pipeline, ASR Settling Basin, ASR Pump Station, Terminal Reservoir	***Policy UD-1.1:*** Enhance the City's image and identity within the region's natural setting.	This policy is intended to ensure the aesthetic character of new development within the city is compatible with that of its natural surroundings.	Potentially Inconsistent: The proposed project involves construction of new above-ground facilities (Terminal Reservoir and ASR Pump Station) that could be incompatible with Seaside's natural setting. This issue is addressed further in Impact 4.14-3, which identifies mitigation measures whose implementation would minimize or avoid this potential inconsistency. The ASR-5 and ASR-6 Wells would be constructed above ground and within Seaside, but would not be subject to this policy because they would be sited on federal lands. The remaining project components proposed within Seaside would not involve aboveground elements.
City of Seaside (coastal zone and inland areas)	Seaside General Plan	Urban Design	Transmission Main, Transfer Pipeline, Monterey Pipeline, ASR Conveyance Pipeline, ASR Pump-to-Waste Pipeline, ASR Settling Basin, ASR Pump Station, Terminal Reservoir	***Policy UD-3.1*****:** Protect private views of significant natural features, such as the Monterey Bay, Roberts Lake, the Pacific Ocean, the surrounding mountains and other important viewsheds.	This policy is intended to protect private views from disruption caused by new development.	Potentially Inconsistent: The proposed project involves construction of new above-ground facilities (Terminal Reservoir and ASR Pump Station) that could affect private views of the surrounding hillsides. This issue is addressed further in Impact 4.14-3, which identifies mitigation measures whose implementation would minimize or avoid this potential inconsistency. The ASR-5 and ASR-6 Wells would be constructed above ground and within Seaside, but would not be subject to this policy because they would be sited on federal lands. The remaining project components proposed within Seaside would not involve aboveground elements.

TABLE 4.14-2 (Continued)
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
City of Seaside (coastal zone and inland areas)	Seaside General Plan	Urban Design	Transmission Main, Transfer Pipeline, Monterey Pipeline, ASR Conveyance Pipeline, ASR Pump-to-Waste Pipeline, ASR Settling Basin, ASR Pump Station, Terminal Reservoir	***Policy UD-3.2*:** Preserve the unique public views visible from the Highway 1 Corridor between Fremont Boulevard and the northern boundary of the city as identified in the Fort Ord Reuse Authority (FORA) Plan.	This policy is intended to protect designated important public view corridors within the city.	Consistent: The proposed project would involve no aboveground components between Fremont Boulevard and the northern boundary of the city that would be visible from the Highway 1 corridor. Therefore, no unique views would be affected.
City of Seaside (coastal zone and inland areas)	Seaside General Plan	Urban Design	Transmission Main, Transfer Pipeline, Monterey Pipeline, ASR Conveyance Pipeline, ASR Pump-to-Waste Pipeline, ASR Settling Basin, ASR Pump Station, Terminal Reservoir	***Implementation Plan UD-3.2.1*:** Establish and enforce design guidelines in the Seaside Zoning Ordinance to preserve and protect the public viewsheds.	This policy is intended to protect designated important public viewsheds within the city.	Consistent: No above-ground project components are proposed within a Seaside designated public viewshed.
County of Monterey	Carmel Valley Master Plan	Area Development	Valley Greens Pump Station (both site options) and Main System-Hidden Hills Interconnection Improvements	***Policy CV-1.20:*** Design ("D") and site control ("S") overlay district designations shall be applied to the Carmel Valley area. Design review for all new development throughout the Valley, including proposals for existing lots of record, utilities, heavy commercial, and visitor accommodations, but excluding minor additions to existing development where those changes are not conspicuous from outside of the property, shall consider the following guidelines: b. Development either shall be visually compatible with the character of the valley and immediate surrounding areas or shall enhance the quality of areas that have been degraded by existing development. c. Materials and colors used in construction shall be selected for compatibility with the structural system of the building and with the appearance of the building's natural and man-made surroundings.	This policy is intended to ensure visual compatibility of development within the Carmel Valley Master Plan area.	Consistent: The Valley Greens Pump Station would be comparable in scale to surrounding development. Further, prior to approval, the Valley Greens Pump Station would be required to undergo design review, which would ensure policy conformity. The Main System-Hidden Hills Interconnection Improvements would be buried below ground and, therefore, would be visually compatible with the immediate surrounding areas.
County of Monterey	Greater Monterey Peninsula Area Plan	Conservation/Open space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Ryan Ranch-Bishop Interconnection Improvements	***Policy GMP-3.3:*** The Greater Monterey Peninsula Scenic Highway Corridors and Visual Sensitivity Map (Figure 14) shall be used to designate visually "sensitive" and "highly sensitive" areas generally visible from designated Scenic Highways. The following policies shall apply to areas that have one of these designations: ***Part e:*** New development to be located in areas mapped as "sensitive" or "highly sensitive" and which would be visible from a designated scenic route shall maintain the visual character of the area. In order to adequately mitigate the visual impacts of development in such areas, the following shall be required: 1. Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials, and landscaping; 2. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way; 3. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created; 4. Tree removal shall be minimized; 5. Landscape screening and restoration shall consist of locally native plant and tree species consistent with surrounding native vegetation; 6. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and 7. New development in open grassland areas shall minimize its impact on the uninterrupted viewshed.	This policy is intended to protect designated important views of scenic areas generally visible from designated scenic highways.	Consistent: Source Water Pipeline, Desalinated Water Pipeline, Transmission Main, and Ryan Ranch-Bishop Interconnection Improvements construction activities would occur within areas identified by the County as "scenic" or "highly scenic" and would be visible during construction from designated or eligible scenic highways. However, as discussed in Chapter 3, Project Description, construction-period disturbance would be temporary and all pipeline construction areas would be restored to their approximate pre-construction condition.
County of Monterey	Greater Monterey Peninsula Area Plan	Conservation/Open space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch-Bishop Interconnection Improvements	***Policy GMP-3.4*** Plant materials shall be used to integrate manmade and natural environments, to screen or soften the visual impact of new development, and to provide diversity in developed areas.	The intent of this policy is to soften and screen the visual impact of new development.	Consistent: Views of the proposed MPWSP Desalination Plant would be screened by existing trees along Charles Benson Road. The Valley Greens Pump Station would be comparable in size and scale to surrounding development. Therefore, additional vegetative screening is not expected to be necessary. Nevertheless, prior to approval, the Valley Greens Pump Station would be required to undergo design review, which would ensure policy conformity. All pipelines would be buried below ground, and so would have no visual impact requiring screening.

TABLE 4.14-2 (Continued)
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
County of Monterey	Monterey County General Plan	Conservation and Open Space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch--Bishop Interconnection Improvements	***Policy OS-1.1:*** Voluntary restrictions to the development potential of property located in designated visually sensitive areas shall be encouraged.	This policy in intended to protect visually sensitive areas from new development.	Consistent: The Valley Greens Pump Station would be the only above-ground project component constructed within a Monterey County-designated visually sensitive area. This facility would be small, relative to its surroundings, and would utilize one of two previously developed/disturbed sites. However, as discussed in Chapter 3, Project Description, construction-period disturbance would be temporary and all pipeline construction areas would be restored to their approximate pre-construction condition. All pipelines would be buried below ground.
County of Monterey	Monterey County General Plan	Conservation and Open Space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch--Bishop Interconnection Improvements	***Policy OS-1.2:*** Development in designated visually sensitive areas shall be subordinate to the natural features of the area.	This policy in intended to limit development in a way that will preserve natural features in visually sensitive areas.	Consistent: The Valley Greens Pump Station would be the only above-ground project component constructed within a Monterey County-designated visually sensitive area. At 600-square-feet, this facility would be subordinate to the natural features of the area. However, as discussed in Chapter 3, Project Description, construction-period disturbance would be temporary and all pipeline construction areas would be restored to their approximate pre-construction condition. All pipelines would be buried below ground.
County of Monterey	Monterey County General Plan	Conservation and Open Space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch--Bishop Interconnection Improvements	***Policy OS-1.3:*** To preserve the County's scenic qualities, ridgeline development shall not be allowed. An exception to this policy may be made only after a publicly noticed hearing and provided the following findings can be made: a. The ridgeline development will not create a substantially adverse visual impact when viewed from a common public viewing area; and either, b. The proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and applicable area plan than other development alternatives; or c. There is no feasible alternative to the ridgeline development. Pursuant to Policy OS-1.6, in areas subject to specific plans, the ridgeline policies and regulations of the applicable specific plan shall govern.	This policy is intended to preserve the scenic qualities of ridgelines by limiting development in such areas.	Consistent: The proposed project would not involve ridgeline development.
County of Monterey	Monterey County General Plan	Conservation and Open Space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch--Bishop Interconnection Improvements	***Policy OS-1.12:*** The significant disruption of views from designated scenic routes shall be mitigated through use of appropriate materials, scale, lighting and siting of development. Routine and Ongoing Agricultural Activities shall be exempt from this policy, except: 1) large-scale agricultural processing facilities, or 2) facilities governed by the Agricultural and Winery Corridor Plan.	This policy is intended to reduce the disruption of view from designated scenic routes through application of mitigation measures.	Consistent: The proposed project would not involve any components that would significantly disrupt views from designated scenic routes such as Highways 1 or 183.
County of Monterey	Monterey County General Plan	Conservation and Open Space	Source Water Pipeline, MPWSP Desalination Plant, Desalinated Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Valley Greens Pump Station (both site options), Main System--Hidden Hills and Ryan Ranch--Bishop Interconnection Improvements	***Policy OS-5.5:*** Landowners and developers shall be encouraged to preserve the integrity of existing terrain and native vegetation in visually sensitive areas such as hillsides, ridges, and watersheds. Routine and Ongoing Agricultural Activities shall be exempt from this policy.	This policy is intended to protect the natural character of visually sensitive areas.	Consistent: Construction of the MPWSP Desalination Plant and Valley Greens Pump Station (both site options) are proposed for construction on previously disturbed sites and would not require substantial alteration of natural terrain or native vegetation. All pipelines would be buried below ground. Pipeline construction period activities could require alterations to existing natural terrain and removal of native vegetation. However, as discussed in Chapter 3, Project Description, upon completion of construction, all pipeline construction areas would be restored to their approximate preconstruction condition.

TABLE 4.14-2 (Continued)
APPLICABLE STATE, REGIONAL, AND LOCAL PLANS AND POLICIES RELEVANT TO AESTHETIC RESOURCES

Project Planning Region	Applicable Planning Document	Plan Element/ Section	Project Component(s)	Specific Plan, Policy, or Ordinance	Relationship to Avoiding or Mitigating a Significant Environmental Impact	Project Consistency with Plan, Policy, or Ordinance
County of Monterey (coastal zone)	North County Land Use Plan	Resource Management	Source Water Pipeline and Desalinated Water Pipeline	***Policy 2.2.2.1:*** Views to and along the ocean shoreline from Highway 1, Molera Road, Struve Road, and public beaches, and to and along the shoreline of Elkhorn Slough from public vantage points shall be protected.	This policy is intended to protect important public views two and along the shoreline.	Consistent: Source Water Pipeline and Desalinated Water Pipeline construction activities would be temporarily visible from Highway 1. However, as discussed in Chapter 3, Project Description, the pipelines would be buried below ground and all pipeline construction areas would be restored to their approximate pre-construction conditions. Once constructed, the Source Water Pipeline and Desalinated Water Pipeline would not interfere with views to and along the shoreline from Highway 1.
County of Monterey (coastal zone)	North County Land Use Plan	Resource Management	Source Water Pipeline and Desalinated Water Pipeline	***Policy 2.2.2.2*:** The coastal dunes and beaches, estuaries, and wetlands should be designated for recreation or environmental conservation land uses that are compatible with protection of scenic resources. Facilities that are provided to accompany such uses shall be designed and sited to be unobtrusive and compatible with the visual character of the area.	This policy is intended to protect the visual character and recreational opportunities of dunes, beaches, estuaries, and wetlands from incompatible land uses.	Consistent: Within North County Land Use Plan area, the Source Water Pipeline and Desalinated Water Pipeline would be constructed within existing roadway rights-of-way, and not be sited in dunes, beaches, wetlands, or estuaries. Therefore no scenic resources would be affected.
County of Monterey (coastal zone)	North County Land Use Plan	Resource Management	Source Water Pipeline and Desalinated Water Pipeline	***Policy 2.2.2.4*:** The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.	This policy is intended to minimize the visual impact of a new structure.	Consistent: The Source Water Pipeline and Desalinated Water Pipeline would be sited within or along existing roadway rights-of-way. Once constructed, these facilities would be buried below ground and not be visible.
County of Monterey (coastal zone)	North County Land Use Plan	Resource Management	Source Water Pipeline and Desalinated Water Pipeline	***Policy 2.2.2.5*:** Structures should be located to minimize tree removal and grading for the building site and access road. Disturbed slopes should be returned to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.	This policy is intended to minimize the disruption to the landscape's visual quality tree removal and grading,	Consistent: The Source Water Pipeline and Desalinated Water Pipeline would require trenching along existing roadway rights-of-way. However, as discussed in Chapter 3, Project Description, disturbed pipeline construction areas would be restored to their approximate pre-construction condition.
County of Monterey (coastal zone)	North County Land Use Plan	Resource Management	Source Water Pipeline and Desalinated Water Pipeline	***Policy 2.2.3.3*:** Structures shall generally be sited so as not to block public views of the shoreline; development proposals shall be revised if necessary to accomplish this goal. Necessary structures in public view between the road and the shoreline (such as agricultural buildings) shall be functionally designed and sited as to protect the maximum possible open views. Other development in public view between the road and the shoreline (such as residential or commercial structures) shall be designed with materials, colors, landscaping, and fencing appropriate to the rural setting.	This policy is intended to protect important public views two and along the shoreline.	Consistent: The Source Water Pipeline and Desalinated Water Pipeline would be buried below ground and would not block public views of the shoreline. However, as discussed in Chapter 3, Project Description, disturbed pipeline construction areas would be restored to their approximate pre-construction condition.

SOURCES: City of Marina, 1982; City of Monterey, 2003a; City of Monterey, 2003b; City of Sand City, 1982; City of Seaside, 2004; City of Seaside, 2012; Monterey County, 1982; Monterey County, 1996; Monterey County, 2010.

4.14.4 Impacts and Mitigation Measures

4.14.4.1 Significance Criteria

Appendix G of the CEQA Guidelines recommends the following significance criteria for the evaluation of aesthetic resources impacts. Implementation of the proposed project would have a significant impact related to aesthetic resources if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage a scenic resource, including but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway corridor;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a substantial new source of light or glare that would adversely affect day or nighttime views in the area.

4.14.4.2 Approach to Analysis

This analysis of impacts on aesthetic resources examines the temporary (i.e., construction) and permanent (i.e., operational) effects of the proposed project based on application of the significance criteria outlined above. The analysis is divided into two main categories: (1) temporary and permanent scenic resource and visual character impacts, and (2) temporary and permanent lighting and glare impacts. Each set of criteria is discussed in the context of project components that share similar characteristics and/or geography. This structure parallels that of the environmental context, or setting, as presented in Section 4.14.2.3, Visual Setting of the Project Area. The impact conclusions consider the potential for changes in environmental conditions as well as consistency with applicable policies and regulations enacted to protect the environment. The cumulative effects of the proposed project, when considered together with the effects of other past, present, and reasonably foreseeable future projects, are discussed in Chapter 5, Cumulative Impacts.

The impact analysis is based on field observations conducted by ESA in September 2013; review of project maps and drawings; analysis of aerial and ground-level photographs; a photo-simulation of the Terminal Reservoir; and review of a variety of data available in public records, including local planning documents. The determination that a project component would or would not result in a "substantial" adverse effect on scenic resources or visual character considers the aesthetic resource value of the site and the project component's visual impact severity (e.g., the nature and duration of the impact). The approach to determining aesthetic resource value and visual impact severity is described above in Section 4.14.1, Introduction. For example, a project component with a high impact severity that would be located on a site with a low aesthetic resource value would result in a less-than-significant impact with respect to scenic or visual character. In other words, new conspicuous structures or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

For this analysis, the proposed facility sites and representative portions of the proposed pipeline alignments were photographed and observed from public vantage points (see photos in **Figures 4.14-3a** and **4.14-3b**). These observation points are representative examples of publicly accessible viewpoints from which the project components would normally be seen, either temporarily (during construction) or permanently (as aboveground structures). Section 4.14.1, Introduction, describes these locations in more detail. The potential physical changes resulting from the proposed project components are described below.

4.14.4.3 Summary of Impacts

Table 4.14-3 presents the potential impacts on aesthetic resources as well as significance determinations for each impact.

TABLE 4.14-3
SUMMARY OF IMPACTS – AESTHETIC RESOURCES

Impacts	Significance Determinations
Impact 4.14-1: Construction-related impacts on scenic resources (vistas, roadways, and designated scenic areas) or the visual character of the project area and its surroundings.	LS
Impact 4.14-2: Temporary sources of substantial light or glare during construction.	LSM
Impact 4.14-3: Permanent impacts on scenic resources (vistas, roadways, and designated scenic areas) or the visual character of the project area and its surroundings.	LSM
Impact 4.14-4: Permanent new sources of light or glare.	LSM

LS = Less than Significant
LSM = Less than Significant impact with Mitigation

4.14.4.4 Construction Impacts and Mitigation Measures

Impact 4.14-1: Construction-related impacts on scenic resources (vistas, roadways, and designated scenic areas) or the visual character of the project area and its surroundings. (*Less than Significant*)

Project construction activities could result in temporary impacts on scenic resources and the visual character of the project area and vicinity. Construction vehicles, equipment and materials, stockpiles, and exposed soils would be temporarily visible from multiple public vantage points. Potential impacts on scenic resources and visual character as a result of construction activities are described below.

Subsurface Slant Wells

Construction activities for the Seawater Intake System would take place on the coast of Monterey Bay, in the CEMEX active mining area in northern Marina. As noted previously, the site of the proposed slant wells has been visually disturbed due to sand mining activities. Portions of the site are devoid of vegetation, have modified topography, temporary and permanent facilities have been installed, and mining equipment regularly moves throughout the mining area. However, because of

its proximity to Highway 1 and the coast, the site is nevertheless considered to have a moderate aesthetic resource value (see Section 4.14.2, Setting, for additional discussion).

Construction of the remaining subsurface slant wells in the CEMEX active mining area would occur in 6-month increments for a total of 18 months; however, slant well construction could occur anytime during the 30-month construction period. Construction work areas would be minimally visible from beach vantage points both up- and down-coast; the site could also be seen by people walking on the beach past the construction work area. Viewed from the east, the worksite would largely be screened from view by the intervening dunes and Monterey cypress trees along the site's eastern (landward) perimeter. These construction activities would still be intermittently visible from Highway 1 (an eligible state scenic highway). However, due to their distance from the highway and proximity to other industrial activities and facilities in the immediate project vicinity, construction activities would not substantially disrupt coastal views. For these reasons, the visual impact severity of construction activities associated with this project component would be low. The subsurface slant wells would be buried beneath the ground surface and would not be visible after installation.

Despite the moderate aesthetic resource value of the area, construction activities associated with subsurface slant well installation would be temporary and of minimal disruption. Visual impacts associated with this work would not be conspicuous, as they would occur amidst ongoing mining activities and would be noticeable by only a small number of passersby. As such, this work would not have a substantial adverse effect on aesthetic resources or scenic vistas and the impact would be less then significant.

MPWSP Desalination Plant

The MPWSP Desalination Plant site is not located in a visually sensitive area, and rows of eucalyptus and Monterey Cypress trees to the south and west of the site would largely screen construction activities from passersby on Charles Benson Road. Furthermore, the construction activities, which would occur in the Urban and Built-up landscape unit, would not be out of character with the adjacent industrial Monterey Regional Environmental Park. Motorists on Highways 1 and 183 would not likely notice project construction, given the distance of more than a mile between these highways and the project area, and considering its proximity to the adjacent industrial park. There are no designated scenic roadways or scenic viewpoints from which the MPWSP Desalination Plant site or construction activities would be visible.

As discussed above in Section 4.14.2, Setting, the MPWSP Desalination Plant site has a low aesthetic resource value. In addition, this project component would have low impact severity, as it would be constructed near similar types of industrial development and activities within the adjacent Environmental Park. Therefore, the impact on scenic resources and the visual character of the area would be less than significant.

Pipelines North of Reservation Road

Source Water Pipeline. On the inland side of the dunes, construction activities associated with the Source Water Pipeline could be visible to motorists along Highway 1, an eligible state scenic

highway. A portion of this area (landward of Highway 1) is identified as visually sensitive in the *Monterey County General Plan*. As discussed in Section 4.14.2, Setting, the proposed location of the pipeline alignment has a moderate aesthetic resource value. Construction equipment and exposed earth could temporarily contrast with the surrounding environment, but would not dominate the landscape or have a permanent effect on coastal views. Views of construction activities by motorists along Highway 1 would primarily be distant and fleeting due to high vehicle speeds. As construction of the pipeline approaches and crosses beneath Highway 1, the potential would be greater for motorists to notice the construction activities. However, the duration of construction at these locations would be brief, as installation of the Source Water Pipeline would typically progress at a rate of 250 feet per day, for a total of approximately 6 months. Construction activities would also be visible to passing motorists and bicyclists on Del Monte Boulevard and Lapis Road. Motorists and bicyclists traveling on these roads and the Monterey Peninsula Recreational Trail would also have only fleeting views of construction along this alignment. For these reasons, the impact severity of construction activities associated with the proposed Source Water Pipeline would be low. Pipeline construction would not substantially degrade the aesthetic character or scenic vistas in the vicinity of the proposed alignment. For these reasons, the visual impact of Source Water Pipeline installation would be less than significant.

Brine Discharge Pipeline and Salinas Valley Return Pipeline. Construction associated with the proposed Brine Discharge Pipeline and Salinas Valley Return Pipeline would be visible for short durations to motorists traveling along Charles Benson Road as well as from areas within the Monterey Regional Environmental Park and MRWPCA Regional Wastewater Treatment Plant. As previously noted, the aesthetic resource value of this alignment is low. Because construction activities would be in keeping with the types of activities already occurring in this area, there would be no appreciable contrast with the surrounding setting. Consequently, the impact severity of construction activities for the Brine Discharge Pipeline and the Salinas Valley Return Pipeline would also be low. The impact on scenic resources and visual character would be less than significant.

Desalinated Water Pipeline. Construction activities associated with the Desalinated Water Pipeline would be visible to passing motorists and bicyclists on Highway 1, Charles Benson Road, Del Monte Boulevard, Lapis Road, and the Monterey Peninsula Recreational Trail. As discussed in Section 4.14.2, Setting, the location of the proposed Desalinated Water Pipeline has a moderate aesthetic resource value; the portion of the alignment along Del Monte Boulevard, between Charles Benson Road and the Marina City boundary has been mapped by the County as visually sensitive (Monterey County, 2010). However, construction would occur for a limited time (approximately 6 months), and motorists and bicyclists traveling on these roads and the Monterey Peninsula Recreational Trail would have only fleeting views of the construction site. Pipeline construction would have a low impact severity; construction equipment and exposed earth could contrast with the surrounding environment, but construction activities would not dominate the landscape or have any permanent effect on coastal views. The visual impact on the areas visual character and scenic resources would be less than significant.

ASR-5 and ASR-6 Wells, ASR Conveyance Pipelines, ASR Pump-to-Waste Pipeline, and ASR Settling Basin

Construction activities associated with the ASR-5 and ASR-6 Wells, ASR Conveyance Pipelines, ASR Pump-to-Waste Pipeline, and ASR Settling Basin would be visible from General Jim Moore Boulevard and from nearby residences. The aesthetic resource value of the area is moderate. The construction phase for the ASR-5 and ASR-6 Wells and ASR Settling Basin would be expected to last for approximately 12 months. Construction of the ASR Conveyance Pipelines and ASR Pump-to-Waste Pipeline would take 3 months. Construction activity would occur immediately adjacent to General Jim Moore Boulevard's north-bound travel lanes. During this period, area residents, motorists, cyclists, and pedestrians traveling along General Jim Moore Boulevard would be exposed to views of construction equipment, construction debris, and exposed earth, against a background of vegetated open space and wooded suburban residential development. The conspicuousness of the work would result in a moderate impact severity. Installation of the above-listed ASR facilities would alter the visual character of the area during the construction phase. However, because the disturbance would be temporary and, as discussed in Chapter 3, Project Description, the work areas would be restored to their approximate pre-construction condition upon completion of construction, the visual character impacts would be less than significant.

As indicated in Section 4.14.2, Setting, there are no designated scenic roadways or scenic viewpoints from which this work could be seen. Therefore, the ASR-5 and ASR-6 Wells, ASR Conveyance Pipelines, ASR Pump-to-Waste Pipeline, and ASR Settling Basin would have no impact on scenic resources.

Terminal Reservoir and ASR Pump Station

The Terminal Reservoir and ASR Pump Station site would be located approximately 1 mile east of General Jim Moore Boulevard. As discussed in Section 4.14.2, Setting, the area has a moderate aesthetic resource value. Because of the 1 mile distance and due to the intervening rolling and vegetated topography, the site would be minimally visible to motorists, bicyclists, and pedestrians traveling on General Jim Moore Boulevard, and from nearby residences. Construction would occur over a period of approximately 18 months. During this period, construction equipment would be present; the area would be cleared of vegetation; and the Terminal Reservoir and ASR Pump Station would be installed. Given its location and surrounding topography, these construction activities would not be expected to substantially disrupt the aesthetic character of the area, as viewed from the public vantage points. While the proposed project area is located near the Fort Ord National Monument, the portion of the Monument nearest the work area is closed to the public due to potential hazards from unexploded ordinance. The nearest publicly accessible portions of the Fort Ord National Monument are located between 2 and 3 miles to the north or east of the project site. The visual impact severity would, therefore, be low. For these reasons, construction of the Terminal Reservoir and ASR Pump Station would be expected to have a less than significant impact with respect to aesthetic resources.

The Terminal Reservoir and ASR Pump Station would not be visible from designated scenic roadways or scenic viewpoints. As a result, there would be no impact on scenic resources.

Valley Greens Pump Station

As described in Section 4.14.2, Setting, both proposed site options for the Valley Greens Pump Station are within the Urban and Built-up landscape. While located in an area mapped by the County as visually sensitive (Monterey County, 2010), the sites of the proposed facilities are disturbed and within existing developed areas. As a result, the aesthetic resource value of each area is considered low. Construction activities associated with Valley Greens Pump Station site Option 1 would not be visible by motorists traveling along Carmel Valley Road. Construction activities associated with site Option 2 would be visible by motorists along Carmel Valley Road and by visitors of the Carmel Rancho Shopping Center. The construction phase for these facilities would be expected to occur over a period of approximately 2 months and would not substantially contrast with or detract from the area's aesthetic character. The visual impact severity would therefore be low, and the overall impact on the visual character of the surrounding area would be less than significant. Because no scenic resources would be affected by these activities, no impact on scenic resources would result.

Pipelines South of Reservation Road

Construction activities for the majority of pipeline components south of Reservation Road would mainly occur within the Urban and Built-up landscape unit, and generally within road rights-of-way or existing utility easements. For such pipelines, including the Transmission Main (except the segment along Fort Ord Dunes State Beach, discussed below), Transfer Pipeline, Monterey Pipeline (except segment along Monterey State Beach, discussed below), and Main System-Hidden Hills Interconnection Improvements, the visual impacts would be similar to those described for the Desalinated Water Pipeline, above. As a result, the aesthetic resource value of the lands in the vicinity of these pipeline segments is considered moderate to low. Given the limited extent and temporary nature of pipeline construction impacts along these alignments, the visual impact severity would be moderate to low. The aesthetic character impacts resulting from construction of these facilities would, therefore, be less than significant. Because no scenic resources would be affected by these activities, no impact on scenic resources would result.

Portions of the Transmission Main and Monterey Pipeline would be installed along the coast and in areas of high aesthetic resource value. Construction activities associated with the proposed Transmission Main segment along Fort Ord Dunes State Park would be visible to motorists traveling along Highway 1 and cyclists and pedestrians traveling along the Monterey Peninsula Recreational Trail. Construction of this segment would occur against a backdrop of mostly undeveloped coastal dunes and the Monterey Bay. Similarly, construction of the Monterey Pipeline segment along Monterey State Beach would be highly visible from Del Monte Boulevard and the Monterey Peninsula Recreational Trail. Construction of this segment would occur against a backdrop of Monterey State Beach and Monterey Bay. Given the limited duration of construction, combined with the close proximity of these segments to public viewpoints, the visual impact severity would be moderate. However, because the disturbance would be temporary and, as discussed in Chapter 3, Project Description, the work areas would be restored to their approximate pre-construction condition upon completion of construction, the impact to scenic resources and visual character would be less than significant.

Construction activities near the northwestern terminus of the Ryan Ranch–Bishop Interconnection Improvements would be visible from Highway 68 (a state-designated scenic highway). This area is considered to have a high aesthetic resource value. As with most other pipeline segments south of Reservation Road, the Ryan Ranch-Bishop Interconnection Improvements would be constructed within the road right-of-way. From its intersection with Highway 68, Ragsdale Drive extends to the east and south along a narrow gap between steep hillsides. As a result, views to Ragsdale Drive from Highway 68 are highly constrained – limited to approximately 200 feet from the intersection – and fleeting for most motorists passing through the intersection at 55 miles per hour. For these reasons, and considering the duration of the construction period (1 month) the visual impact severity of the Ryan Ranch-Bishop Interconnection Improvements would be low. Accordingly, the associated construction-period aesthetic character and scenic resources impacts would be less than significant.

Although not required to reduce the above-described aesthetic resources impacts to a less-than-significant level, implementation of **Improvement Measure 4.14-1 (Maintain Clean and Orderly Construction Sites)** is recommended to address some of these short-term effects. The improvement measure would require basic daily site maintenance (such as storing construction materials and equipment away from public view and removing construction debris promptly at regular intervals) and construction area screening where appropriate.

Impact Conclusion

Construction equipment and machinery, spoils stockpiles, vegetation removal, and exposed earth associated with the implementation of many project components would be temporarily visible to motorists, bicyclists, pedestrians, and other observers such as nearby residents. Some of these construction activities would be visible from Highways 1 and 68, which are eligible for designation and officially designated as State Scenic Highways, respectively. These construction activities could disrupt the visual character of the surrounding areas. However, due to the temporary nature of these impacts, and because work areas would be restored to their approximate pre-construction condition upon completion of construction, such impacts would be less than significant. Although mitigation is not required, this EIR recommends implementation of **Improvement Measure 4.14-1 (Maintain Clean and Orderly Construction Sites)**.

Recommended Improvement Measure

Improvement Measure 4.14-1 applies to all MPWSP construction areas.

> **Improvement Measure 4.14-1: Maintain Clean and Orderly Construction Sites.**
>
> As part of contract specifications, CalAm shall include a requirement that the construction contractor(s) keep construction areas as clean and inconspicuous as practicable by storing construction materials and equipment at the proposed construction staging areas or in areas that are generally away from public view when not in use, and by removing construction debris promptly at regular intervals. If necessary, additional appropriate screening (e.g., temporary opaque fencing) shall be used at construction sites to buffer views of construction equipment and material, where the use of such screening materials would not further degrade the visual character or further obstruct views of scenic resources or vistas in the area. Screening is not required for pipeline construction areas.

Impact 4.14-2: Temporary sources of substantial light or glare during construction. (*Less than Significant with Mitigation*)

Temporary, nighttime construction activities would require temporary construction lighting, which could introduce substantial light or glare into the project area. As discussed in Chapter 3, Project Description, Section 3.5, Project Construction, the majority of construction activities would occur during the daytime and would not cause light or glare effects. However, extended work hours into the night could be necessary during construction of certain project components, including the subsurface slant wells along the coast, the proposed ASR injection/extraction wells (ASR-5 and ASR-6 Wells), and the MPWSP Desalination Plant.

Subsurface Slant Wells

As discussed in Section 4.14.2.2, Landscape Units, the subsurface slant wells would be located in the Beaches and Coastal Dunes landscape unit. This portion of the project area is generally dark, with sources of nighttime lighting originating primarily from within the CEMEX sand mining facility and from vehicle headlights along Highway 1. Construction activities associated with the subsurface slant wells would occur in 6-month increments and require construction 24 hours a day and 7 days a week, for a total of 18 months (but could occur anytime over the 30-month overall construction period). Nighttime construction activities would involve the use of high output lamps, such as halogen, mercury vapor, or high-pressure sodium lamps, which would introduce a new substantial source of light into the area. The drilling site would be approximately 1,900 feet seaward of Highway 1 and approximately 0.5 mile north of the nearest residences. Despite the distance and intervening vegetation and dune topography, increased lighting could adversely affect nighttime views of this mostly-undeveloped stretch of coastline from the viewpoint of Highway 1 motorists and coastal Marina residents. The impact would be significant. **Mitigation Measure 4.14-2 (Site-Specific Construction Lighting Measures)** requires CalAm to implement site-specific nighttime construction lighting measures, including the use of light shields, directing lights downward, and using the minimum wattage necessary. With implementation of these measures, the temporary light and glare impacts associated with nighttime construction of subsurface slant wells would be reduced to less-than-significant levels.

MPWSP Desalination Plant

The MPWSP Desalination Plant would be constructed on a vacant parcel that currently does not contain substantial sources of light or glare. Nearby sources of light include vehicle headlights along Charles Benson Road and nighttime security lighting in adjacent agricultural areas and at the Monterey Regional Environmental Park. Construction activities and lighting requirements would be similar to those discussed above for the subsurface slant wells. The MPWSP Desalination Plant construction activities could occur for up to 24 hours a day, 7 days a week, for approximately 25 months, creating a new substantial source of temporary lighting. The only potentially affected receptors would be motorists traveling along Charles Benson Road at night. However, the site is screened from view along Charles Benson Road by a row of mature eucalyptus and Monterey Cypress trees. As a result, any nighttime lighting impacts on area motorists would be negligible. Beyond Charles Benson Road, the road nearest the site is Del Monte Boulevard, located more than 0.5 mile to the west. There are no homes in the area. As a

result, the temporary lighting and glare impacts associated with nighttime construction at the MPWSP Desalination Plant would be less than significant.

Pipelines and Other Conveyance Facilities North of Reservation Road

The proposed pipelines and other conveyance facilities proposed for areas north of Reservation Road would be constructed in settings similar to those described above for the subsurface slant wells and the MPWSP Desalination Plant. Pipeline construction would typically take place within the work time limits specified in the applicable noise ordinances, with the exception of nighttime construction, which might be necessary to meet the project construction schedule. Pipelines and conveyance facilities north of Reservation Road that would be expected to require nighttime construction include the Source Water Pipeline, Desalinated Water Pipeline, Brine Discharge Pipeline, and the Salinas Valley Return Pipeline. Nighttime construction activities would require the use of lighting similar to or the same as that required for the subsurface slant wells and MPWSP Desalination Plant. Such construction lighting would introduce substantial sources of light into areas that presently have little nighttime lighting. This light would affect nighttime views from and could temporarily affect nighttime motorists' vision along Highway 1, Lapis Road, Charles Benson Road, and Del Monte Boulevard. Such impacts would be significant. **Mitigation Measure 4.14-2 (Site-Specific Construction Lighting Measures)** requires CalAm to implement site-specific nighttime construction lighting measures, including the use of light shields, directing lights downward, and using the minimum wattage necessary. With implementation of these measures, the temporary light and glare impacts associated with nighttime construction of pipelines north of Reservation Road would be reduced to less-than-significant levels.

ASR-5 and ASR-6 Wells

The primary source of lighting in the vicinity of the proposed ASR-5 and ASR-6 Wells is street lighting along General Jim Moore Boulevard; however, other sources of light and glare in the area include automobile headlights along General Jim Moore Boulevard, golf course facilities, and residential development. Construction of the ASR-5 and ASR-6 Wells would normally occur during the daytime; however, continuous 24-hour construction would be necessary for up to 4 weeks during well completion and testing. Construction lighting would introduce a new substantial source of light and glare to the area. A significant impact would result if this lighting were to adversely affect nighttime views in the area, including by impairing motorists' ability to see the road or oncoming traffic, or disrupting residents of the nearby Fitch Park Military Housing area (e.g., prevented them from sleeping). **Mitigation Measure 4.14-2 (Site-Specific Construction Lighting Measures)** requires implementation of site-specific construction lighting control measures, as described above. With these measures implemented, temporary nighttime construction lighting impacts would be reduced to a less-than-significant level.

Terminal Reservoir/ASR Pump Station

The Terminal Reservoir and ASR Pump Station would be constructed during daylight hours. No impact related to lighting or glare during construction would result.

Pipelines and Other Conveyance Facilities South of Reservation Road

The proposed pipelines and other conveyance facilities proposed for areas south of Reservation Road would generally be constructed within or near roadways in commercial areas, residential neighborhoods, and in lesser-developed suburban portions of the project area. In addition, the Transmission Main and Monterey Pipeline alignments are proposed along the Monterey Peninsula Recreational Trail. Ambient nighttime lighting varies throughout the project area south of Reservation Road. Due to the prevalence of overhead street lights, shopping centers, hotels, and retail establishments, nighttime lighting is generally most prevalent along the Del Monte Boulevard commercial corridor extending between Seaside and Sand City. To a lesser extent, such lighting is also prevalent within the city of Monterey's downtown and Marina's Del Monte Boulevard. Within the Seaside neighborhoods east of Del Monte Boulevard and west of the city of Monterey's downtown area, sources of nighttime lighting are generally limited to overhead street lights and residential exterior lighting; however, institutional building security lighting also exists in these areas. Sources of nighttime lighting are more diverse, fewer, and more dispersed west of Highway 1 in Marina and Seaside, along General Jim Moore Boulevard, and in the vicinities of Lower Ragsdale Drive and Tierra Grande Drive; these areas tend to be the darkest within the planning area.

As noted previously, pipeline construction would typically take place during daytime hours although nighttime construction might be necessary along certain segments to meet the project construction schedule. This EIR assumes construction of the Transfer Pipeline, ASR Conveyance Pipelines, ASR Pump-to-Waste Pipeline, Ryan Ranch- Bishop Interconnection Improvements, Main System-Hidden Hills Interconnection Improvements, and Valley Greens Pump Station (both site options) would occur during daytime hours. As a result, no construction-related light and glare impacts would result during installation of these facilities.

Nighttime construction may be necessary for certain segments of the Transmission Main and Monterey Pipeline. Nighttime construction lighting would introduce substantial sources of new light into areas that presently have little nighttime lighting and increase ambient nighttime lighting within other areas. This light would affect nighttime views and could temporarily affect nighttime motorists' vision along Highway 1 and other roadways along which nighttime pipeline construction would occur. The impact related to temporary sources of light and glare during construction is considered significant. However, implementation of **Mitigation Measure 4.14-2 (Site-Specific Construction Lighting Measures)**, which requires that CalAm implement site-specific nighttime construction lighting measures, including using light shields and directing lights downward, would reduce the impact to a less-than-significant level.

Impact Conclusion

Project construction activities have the potential to introduce temporary sources of substantial light or glare into the project area. This impact would be significant but mitigable for the subsurface slant wells, Source Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Desalinated Water Pipeline, Transmission Main, Monterey Pipeline, and the ASR-5 and ASR-6 Wells. Implementation of **Mitigation Measure 4.14-2 (Site-Specific Construction Lighting Measures)**, which requires site-specific construction lighting controls, would reduce the potential impacts of nighttime construction lighting to a less-than-significant level.

Mitigation Measures

Mitigation Measure 4.14-2 applies to all project components where nighttime construction is required, including the Subsurface Slant Wells, Source Water Pipeline, Brine Discharge Pipeline, Salinas Valley Return Pipeline, Desalinated Water Pipeline, Transmission Main, Monterey Pipeline, and the ASR-5 and ASR-6 Wells.

Mitigation Measure 4.14-2: Site-Specific Construction Lighting Measures.

As part of its contract specifications, CalAm shall require its construction contractors to implement site-specific nighttime construction lighting measures for nighttime construction. At a minimum, lighting shall be shielded and directed downward onto work areas to minimize light spillover. CalAm shall ensure these measures are implemented at all times during nighttime construction and for the duration of all required nighttime construction activity.

4.14.4.5 Operational Impacts and Mitigation Measures

Impact 4.14-3: Permanent impacts on scenic resources (vistas, roadways, and designated scenic areas) or the visual character of the project area and its surroundings. (*Less than Significant with Mitigation*)

Permanent new aboveground facilities, if visible from public vantage points, could affect scenic resources or substantially degrade the existing character of the project area and its surroundings. This discussion of permanent new facilities is limited to aboveground project components and the ASR Settling Basin, which would be an open basin. Once constructed, the proposed pipelines would be underground and thus would have no permanent impacts on scenic resources or the visual character of the area.

Subsurface Slant Wells

As discussed in Section 4.14.2, Setting, the proposed location of the subsurface slant wells has a moderate aesthetic resource value. The wellheads of the subsurface slant wells would be encased in a concrete vault and buried 1 to 2 feet below grade. Since the vaults would not be visible from the surface, no permanent impact on scenic resources or visual character would result.

The electrical controls for the slant wells would be housed in an aboveground electrical control panel located approximately 50 to 60 feet east of the wellhead vaults and in an electrical control building located on the south side of the CEMEX access road near the eastern entrance to the CEMEX property, approximately 750 feet west of Highway 1 and 2,300 feet west of Lapis Road, the nearest publicly accessible roadway. The aboveground electrical control panel would be 4 feet long, 2 feet wide, and 6 feet tall. The electrical control building would be 4 feet wide, 12 feet long, and 6 feet tall. The electrical control panel and electrical control building would not be visible from offsite locations. Therefore, the impact on scenic resources and visual character would be less than significant.

MPWSP Desalination Plant

The MPWSP Desalination Plant would be constructed on the upper terrace (approximately 25 acres) of a 46-acre parcel, adjacent to the Monterey Regional Environmental Park. As discussed in Section 4.14.2, Setting, the site has a low aesthetic resource value. Facilities proposed at the MPWSP Desalination Plant site include: source water equalization tanks (up to 35-foot-tall, 60-foot-diameter cylindrical tanks), a pretreatment system, a reverse osmosis system, a post-treatment system (three 4,800-square-foot calcite beds), 3-million-gallon brine storage and disposal facilities, and an administration building and laboratory facility (see **Figure 3-5**). The scale and appearance of the proposed facilities would be consistent with the character of the existing industrial facilities at the adjacent Monterey Regional Environmental Park and MRWPCA Regional Wastewater Treatment Plant. A row of mature eucalyptus and Monterey cypress trees along Charles Benson Road would screen or block views to the MPWSP Desalination Plant site from the south and west (including from Highway 1), and the river terrace in this area would partially obstruct views of the MPWSP Desalination Plant site from areas farther east. **Figure 4.14-4** shows the site of the proposed MPWSP Desalination Plant as viewed from Highway 1. As shown in the photograph, considering the distance to the Monterey Regional Environmental Park and its existing industrial character, the facilities proposed at the MPWSP Desalination Plant site would not be particularly discernible from Highway 1.

The visual impact severity of the MPWSP Desalination Plant would be low for the following reasons: views of the site from regional roadways would be distant and fleeting; the site is largely obscured by vegetation and topography; and the proposed facilities would be consistent with surrounding structures and buildings. Therefore, permanent impacts on scenic resources and visual character associated with implementation of the MPWSP Desalination Plant would be less than significant.

ASR-5 and ASR-6 Wells and ASR Settling Basin

The proposed ASR injection/extraction wells (ASR-5 and ASR-6 Wells) and ASR Pump-to-Waste System would be located immediately east of General Jim Moore Boulevard and south of Ardennes Circle in the Fitch Park military housing area. Along the tree-lined General Jim Moore Boulevard are single-family residences, a golf course, and a school. There are no scenic highways in the immediate vicinity. As discussed in Section 4.14.2, Setting, these facilities would be located in an area with moderate aesthetic resource value.

Permanent aboveground structures associated with the ASR-5 and ASR-6 Wells and ASR Pump-to-Waste System include pump houses, fencing, and the ASR Settling Basin. The pump and electrical control system for each well would be housed in a 900-square-foot concrete pump house. The 4,800-square-foot, 12-foot-deep ASR Settling Basin would extend along the east side of General Jim Moore Boulevard, between the ASR-5 Well and ASR-6 Well sites. Although the settling basin would not extend aboveground, it is proposed as an open basin and would be visible from the ground surface. A 9.5-foot-tall security fence would enclose the wells and settling basin.

SOURCE: ESA, 2013

205335.01 Monterey Peninsula Water Supply Project

Figure 4.14-4

Existing Views of MPWSP Desalination Plant Site from Highway 1

These facilities would be noticeable from General Jim Moore Boulevard and nearby residences. The aboveground facilities would be small relative to existing structures and buildings in the area and would not block any views of scenic resources. As other ASR facilities and other utility infrastructure exists along General Jim Moore Boulevard, including the ASR Phase I project located 1 mile to the south, the proposed ASR facilities would not contrast with the visual character of the surrounding area. The visual impact severity of these ASR system improvements would, therefore, be low, and the overall impact on the visual character of the area would be less than significant.

Terminal Reservoir and ASR Pump Station

The Terminal Reservoir and ASR Pump Station would be co-located on a 1.8-acre concrete pad in an undeveloped area of the former Fort Ord military base. The site is surrounded by gently sloping hillsides that are covered in low-growing coastal scrub vegetation. As discussed in Section 4.14.2, Setting, the site of the proposed Terminal Reservoir has a moderate aesthetic resource value.

The Terminal Reservoir would consist of two 3-million-gallon tanks; each tank would be 33 feet tall and 130 feet in diameter. The pump station would be enclosed in a single-story, 2,000-square-foot concrete pump house. Security fencing would enclose a 7-acre area around the Terminal Reservoir and ASR Pump Station. **Figure 4.14-5** shows a simulated view of the Terminal Reservoir from General Jim Moore Boulevard. As indicated in the figure, the ASR Pump Station would not be visible from General Jim Moore Boulevard because of intervening topography and vegetation. However, the mostly undeveloped area surrounding the reservoir is devoid of trees or other massive structures, and the large tanks of the Terminal Reservoir would be a prominent feature in the landscape, even when viewed from a distance. Therefore, the Terminal Reservoir would be out of character with the surrounding area and would likely be noticed by a casual observer. Viewed from General Jim Moore Boulevard, the Terminal Reservoir tanks would be noticeable along the horizon. These facilities would not be noticeable from the publicly accessible portions of the Fort Ord National Monument, which are located approximately 3 miles northeast of the Terminal Reservoir project site. Nevertheless, because of impacts on scenic views from General Jim Moore Boulevard, the visual impact severity of the Terminal Reservoir would be high, and the overall impact on scenic resources and visual character would be significant. **Mitigation Measures 4.14-3a (Facility Design)** and **4.14-3b (Facility Screening)** require that CalAm design the facilities to avoid or minimize contrast with the surrounding setting and screen them from public view to the extent feasible. With implementation of these measures, the aesthetic resources impacts would be reduced to a less-than-significant level.

Valley Greens Pump Station

Although specific details regarding the design of the Valley Greens Pump Station have not been developed, this small-scale facility (600 square feet) would be sited among other similarly sized structures in the Urban and Built-up landscape unit. As discussed in Section 4.14.2, Setting, the site has a low aesthetic resource value. Because the Valley Greens Pump Station would be comparable in scale with surrounding development, it is expected to have a low visual impact severity. The resulting visual impact on scenic resources and the visual character of the area would be less than significant.

Existing View

Simulated View

SOURCE: ESA, 2013

205335.01 Monterey Peninsula Water Supply Project

Figure 4.14-5

Visual Simulation of Terminal Reservoir from General Jim Moore Boulevard

All Pipelines

All proposed pipelines would be installed below ground and would not be visible. Therefore, no permanent impact to visual resources would result.

Land Use Plans & Policies Consistency

In addition to the physical impacts described above, as noted in **Table 4.14-2**, MPWSP construction could conflict with applicable land use plans, policies, or ordinances related to protection of the city's aesthetic character that were adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the Terminal Reservoir and ASR Pump Station could conflict with Seaside General Plan Policies UD-1.1 and UD-3.1, which were established to ensure new development is compatible with the region's natural setting and that private views of significant natural features are protected. As discussed in the preceding paragraphs, **Mitigation Measures 4.14-3a (Facility Design)** and **4.14-3b (Facility Screening)** require that CalAm design the facilities to avoid or minimize ASR Pump Station contrast with the surrounding natural setting and screen these facilities from public view. Therefore, with these measures implemented, the MPWSP would be brought into conformance with the above-noted policy and construction and operation of the ASR Pump Station would not be inconsistent with Seaside General Plan Policies UD-1.1 and UD-3.1.

Impact Conclusion

Permanent aboveground facilities proposed for the MPWSP could have an adverse impact on scenic resources or the existing visual character of the project areas. This impact would be significant but mitigable for the Terminal Reservoir and ASR Pump Station. This impact would be reduced to a less-than-significant level with implementation of **Mitigation Measures 4.14-3a (Facility Design)** and **4.14-3b (Facility Screening)**, which require that CalAm design the facilities to avoid or minimize contrast with the surrounding setting and ensure the facilities are screened from public views to the extent feasible.

Mitigation Measures

Mitigation Measures 4.14-3a and 4.14-3b applies to the Terminal Reservoir and ASR Pump Station.

Mitigation Measure 4.14-3a: Facility Design.

CalAm shall avoid reflective exterior finishes and treat visible structures with earth-tone finishes to reduce contrast with the ground surface and increase compatibility with the visual setting. Primary structures shall be treated with complementary colors in the brown, tan, gray, or green color spectrum, or with other natural colors. Choose paint and exterior finishes to ensure that structures blend into the surrounding landscape.

Mitigation Measure 4.14-3b: Facility Screening.

CalAm shall ensure that fencing is designed to be minimally intrusive and to complement the architectural character of the proposed facility and the community. Fencing design shall be coordinated with nearby landscaping and MPWSP facility design to ensure all project components blend with the surrounding community and/or natural setting. Native plants, trees, or shrubs shall be used whenever practicable to screen views of the proposed aboveground facilities. Facility screening shall be in keeping with the character of the site

and setting, and walled perimeters shall be avoided in natural settings to minimize the dominance of structures.

Impact 4.14-4: Permanent new sources of light or glare. (*Less than Significant with Mitigation*)

New sources of light and glare emanating from or reflecting off of the proposed facilities could disrupt the lighting environment of the project area as viewed from public vantage points and adjacent lands. An area's existing level of ambient light is a factor in determining project impacts, as the incremental effects of new lighting tends to be less pronounced in well-lit areas. This impact pertains to those project components that propose permanent exterior nighttime lighting. Project components that do not propose exterior lighting, including all pipelines, would not result in impacts with respect to introducing permanent sources of light or glare. None of the proposed facilities would have reflective finishes.

Subsurface Slant Wells

The subsurface slant wells and the electrical control building and electrical control panel for the wells would not require additional exterior lighting. Therefore, this project component would not cause impacts related to new sources of light or glare.

MPWSP Desalination Plant

Lighting proposed at the MPWSP Desalination Plant site would be only that which is necessary for safety and security; it would be similar to existing light sources in the vicinity and would not be out of character with lighting at the adjacent Monterey Regional Environmental Park and MRWPCA Regional Wastewater Treatment Plant. Existing trees would screen site security lighting from direct view along Charles Benson Road, and there are no residential properties in the area that would be affected by nighttime lighting at the site. As a result, increased nighttime lighting at the MPWSP Desalination Plant would have a less-than-significant impact with respect to adverse effects on nighttime views.

All Pipelines

Pipelines and other conveyance facilities would be located below ground and therefore would not result in light or glare impacts.

Improvements to ASR System

It might be necessary to install minimal nighttime lighting at the proposed ASR injection/extraction wells for site safety and security. If not properly contained, light spillover and glare from these proposed fixtures would have a significant impact if they obstructed motorists' ability to see the road or disturbed nearby residents. However, with implementation of **Mitigation Measure 4.14-4 (Outdoor and Security Lighting)**, the impact would be reduced to a less-than-significant level. The measure would reduce nighttime light and glare impacts by requiring use of low-intensity lighting, if feasible, and that lights be shielded or directed downward to prevent light spillage into

adjoining areas. All other ASR facilities and improvements would not result in light or glare impacts.

Terminal Reservoir and ASR Pump Station

The Terminal Reservoir and ASR Pump Station would require nighttime security lighting. Lighting for these facilities would be similar to that discussed above for the ASR injection/extraction wells. However, the proposed Terminal Reservoir and ASR Pump Station site is less developed and has much less ambient night lighting. Permanent lighting proposed for the Terminal Reservoir and ASR Pump Station would introduce a new source of substantial light and glare to the area. However, there are no roads or residences in the immediate vicinity of the site that would be adversely affected by this lighting. As a result, the impact would be less than significant.

Valley Greens Pump Station

Both options for the Valley Greens Pump Station would require minimal nighttime security lighting similar to that discussed previously for other MPWSP aboveground facilities. Site Option 1 is located approximately 500 feet south of Carmel Valley Road and 350 feet east of Valley Greens Drive. The area is dark at night and has few sources of nighttime lighting. New sources of lighting at Valley Greens Pump Station (Option 1) site could disturb residents approximately 100 feet south, which would be a significant impact. Implementation of **Mitigation Measure 4.14-4 (Outdoor and Security Lighting)** would reduce potential nighttime light and glare impacts to a less-than-significant level.

Site Option 2 is located in the northeast corner of the Carmel Rancho Shopping Center. The site is currently occupied by an existing CalAm pump station. If this site option is selected, the existing CalAm pump station would be demolished, and a new pump station, reconfigured to include the Valley Greens Pump Station, would be constructed in its place. Permanent lighting associated with the new pump station would be comparable to existing lighting at this site and at the surrounding shopping center. Therefore, if this site option is selected, implementation of the Valley Greens Pump Station (Option 2) would not introduce a new source of substantial light and glare, and no impact would result.

Impact Conclusion

The majority of aboveground project components would be constructed on undeveloped land where existing light sources are limited to intermittent street lights, exterior home lighting, and industrial site security lighting. New nighttime lighting would be necessary for safety and security at the proposed ASR-5 and ASR-6 Wells and Valley Greens Pump Station (Option 1). The light and glare impacts associated with these new sources of nighttime lighting would be significant, but implementation of **Mitigation Measure 4.14-4 (Outdoor and Security Lighting)** would reduce the impacts to a less-than-significant level.

Mitigation Measures

Mitigation Measure 4.14-4 applies to the ASR-5 and ASR-6 Wells and Valley Greens Pump Station (Site Option 1).

Mitigation Measure 4.14-4: Outdoor and Security Lighting.

To prevent exterior lighting from affecting nighttime views of the sky or spilling into adjacent lands, CalAm shall ensure that the following elements are included in project plans, as appropriate:

- Low-intensity street lighting and low-intensity exterior lighting, as applicable to the specific project component, shall be used to the extent feasible.
- Lighting fixtures shall be cast downward and shielded to prevent light from spilling onto adjacent offsite uses.
- Lighting fixtures shall be designed and placed to minimize glare that could affect users of adjacent properties, buildings, and roadways as well as views of the night sky.
- Fixtures and standards shall conform to state and local safety and illumination requirements.

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