CHAPTER 3
Environmental Setting, Impacts, and Mitigation Measures

3.1 Aesthetic Resources

This section addresses the aesthetic and visual quality of the region and potential impacts associated with the implementation of the Enhanced Watershed Management Program (EWMP). It includes a description of existing visual conditions and an evaluation of potential effects on aesthetic resources.

3.1.1 Environmental Setting

Regional Setting

Visual resources consist of natural landscapes and scenic views, including landforms, vegetation, and water features, as well as unique elements of the built environment. The proposed program would be located in various watershed areas in the County of Los Angeles (County). Although much of the County is densely populated, the region also has a significant amount of scenic resources, from the coastline to the mountain vistas, including hillsides, scenic viewsheds, and ridgelines. The San Gabriel Mountains, Sierra Pelona Mountains, Verduga Hills, Santa Susana Mountains, Simi Hills, Santa Monica Mountains, and Puente Hills help shape the region physically, and also provide aesthetic, environmental, and recreational benefits to residents. The majority of native plants and animals reside in the hillside terrain, which indicates the biological and aesthetic importance of these areas (Los Angeles County Draft General Plan, 2014). Ridgelines or mountain edges with steep drops on either side, located in the Los Angeles region provide dramatic views and are protected and preserved by individual communities. Significant ridgelines are dispersed throughout the County, but are generally located in the Angeles National Forest and the Santa Monica Mountains. The urban landscape varies, and includes low-lying residential, industrial, and commercial buildings along with high-density, high-rise residential and commercial buildings in downtown areas.

Program Area

Each Watershed Management Area, and EWMP group, associated with the proposed program has its own unique aesthetic resources depending on its location within the County. For example, the coastal watersheds will have significantly different aesthetic resources than the inland watersheds near the mountains. Specific locations of projects have not been established at this point; therefore, the discussion remains at a broader watershed-area level. Existing aesthetic resources within each Watershed Management Area group are summarized in this section.

Santa Monica Bay Watershed Management Area

The Santa Monica Bay Watershed Management Area includes the Malibu Creek Watershed EWMP, North Santa Monica Bay EWMP, Santa Monica Bay Jurisdictions 2 and 3 EWMP, Marina del Rey EWMP, Ballona Creek EWMP, and a portion of Beach Cities EWMP and Palos Verdes Peninsula EWMP groups.

The Santa Monica Bay Watershed Management Area, which encompasses an area of 414 square miles, is quite diverse. Its borders reach from the crest of the Santa Monica Mountains on the north and from the Ventura–Los Angeles County line to downtown Los Angeles. From there it extends south and west across the Los Angeles plain to include the area east of Ballona Creek and north of the Baldwin Hills. The Santa Monica Bay Watershed Management Area includes several watersheds, the two largest being Malibu Creek to the north and Ballona Creek to the south. The Malibu Creek area contains mostly undeveloped mountain areas, large-acreage residential properties, and many natural streams, while Ballona Creek is predominantly channelized and highly developed with both residential and commercial properties (LARWQCB, 2011).

There are large industrial centers in El Segundo, Manhattan Beach, Redondo Beach, and Torrance, which serve as a base for aerospace and other high-tech manufacturing. Other concentrated commercial/industrial areas in the watershed include Westchester–Los Angeles Airport (LAX)–Playa del Rey (commercial), Santa Monica–West Los Angeles–Century City (commercial and light industry), Culver City (entertainment industry), Los Angeles Civic Center, and the Highway 101 corridor in Thousand Oaks–Westlake Village (light industry and commercial) (LARWQCB, 2011).

Of the Santa Monica Bay's 414-square-mile watershed, 121 square miles (29 percent) are developed or impervious. The Ballona Creek subwatershed accounts for most of the impervious area, with 72 square miles of impervious surface. The Malibu Creek watershed, with its large expanse of open area, has nearly 14 square miles of impervious surface (LARWQCB, 2011).

The Ballona Creek Wetlands are currently located within the area identified as the Ballona Wetlands Ecological Reserve, which is located at the mouth of Ballona Creek. The Ballona Creek Wetlands encompass approximately 600 acres and is the last remaining major coastal wetland in the Santa Monica Bay. The Ballona Creek Wetlands comprise salt marsh and freshwater wetlands, coastal bluffs, dunes, and upland habitats. The Ballona Creek Wetlands supports several state- and federally-listed species of concern. Developed urban areas surrounding the wetlands, as well as many other human activities, have significantly impacted the wetlands (USEPA, 2012).

Riparian habitat exists along each natural watercourse flowing to the ocean and around the lakes of the watershed. Riparian corridors include those found throughout the Ballona Creek Wetlands, Malibu Creek watershed, in other Santa Monica Mountain watersheds such as Arroyo Sequit and Solstice Creek, and adjacent to lakes such as Westlake Lake, Lake Sherwood, and Malibu Lake. The land in the Santa Monica Mountains to the north by contrast is still mostly open space and remains in a somewhat natural state, mostly free of alteration or development but impacted by

invasive species and mostly bacteria- and nutrient-related water quality issues (LARWQCB, 2011).

There are approximately 22 "scenic resources" in the City of Malibu and surrounding areas identified in the Malibu Local Coastal Program. There are numerous vista points in the Malibu area. There are five areas in and adjacent to Malibu that display characteristics which make them suitable as vista points. Significant ridgelines also constitute a scenic resource of the coastal zone because of their high visibility from many vantage points. Ridgelines are typically defined as the line separating drainage basins. Significant ridgelines are those whose ridges silhouette the sky or the ocean, and are clearly visible from scenic roads. These ridgelines are located throughout Malibu and the Santa Monica Mountains (City of Malibu, 1995).

Agoura Hills is known as the "Gateway to the Santa Monica Mountains National Recreation Area." The hills of the Santa Monica Mountains provide panoramic vistas, majestic oak trees, and dramatic backdrops of picturesque canyons and hillsides. Four road segments are valuable scenic resources in Agoura Hills that provide scenic views of the Santa Monica Mountains. Important scenic resources include Strawberry Hill, Morrison Ranch Hills, Palo Comado Hills, and the higher more distant Simi Hills that border the city on the north (City of Agoura Hills, 2010).

Dominguez Channel Watershed Management Area

The Dominguez Channel Watershed Management Area includes the Dominguez Channel EWMP group and a portion of the Beach Cities EWMP and Palos Verdes Peninsula EWMP groups.

Approximately 81 percent of the watershed or 93 percent of the land is developed. Residential development covers nearly 40 percent of the watershed, and another 41 percent comprises industrial, commercial, and transportation uses. It is estimated that 62 percent of the land is covered with impervious surfaces (e.g., asphalt, concrete), which represents the highest percentage for any watershed area in Los Angeles County. Parkland and open space are in short supply and generally are deficient in meeting the goal ratio of 0.4 hectare (1 acre) of park per each 1,000 population. Vacant land and open space areas account for 16 percent of the entire watershed. The largest "natural" habitat is associated with the Los Angeles and Long Beach Harbors, which cover 3,289 hectares (8,128 acres), or approximately 9.5 percent of the watershed. The Dominguez Watershed has an extensive transportation system consisting of streets, major highways, and freeways; rail service; three airports; and commercial shipping (Los Angeles County, 2004).

The cities with the largest amount of land in the watershed are Los Angeles (22 percent), Carson (14 percent), and Torrance (13 percent). These communities are dominated by high density and multi-family residential land use types, with a fair amount of active redevelopment. The watershed is also home to several smaller, upscale communities, including Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, and Rolling Hills Estates, which are characterized by low density residential and equestrian land uses (Los Angeles County, 2004).

Approximately 50.6 square kilometers (19.5 square miles) of the Dominguez watershed, including Lomita and portions of Rolling Hills, Rolling Hills Estates, Torrance, and the City of

Los Angeles, drains to Machado Lake near the intersection of Vermont Avenue and Anaheim Street in the City of Los Angeles. Much of the Machado Lake subwatershed consists of the hilly regions of Rolling Hills and Rolling Hills Estates. This portion of the watershed is unique for Dominguez by consisting of relatively steep hills with drainage ways in canyons. These drainage ways flow generally northwest from the hills toward Machado Lake (Los Angeles County, 2004). Machado Lake (16 hectares, 40 acres) and the Machado Lake wetlands (25 hectares, 64 acres) are located within the Ken Malloy Harbor Regional Park, in the southeastern corner of the Machado Lake subwatershed. Both Machado Lake and the Machado Lake wetlands serve as flood retention basins for the Machado Lake subwatershed. Machado Lake receives urban and stormwater runoff from a complex network of storm drain systems. Machado Lake discharges at the southern end by overflowing a concrete dam into the Machado Lake wetlands. Water discharges from the wetland through the Harbor Outflow structure and into the West Basin of the Los Angeles Harbor (Los Angeles County, 2004).

Several types of habitats occur within the Dominguez watershed; the largest is urban land that supports few natural resources. To a lesser extent, biological resources use several small, disturbed pocket wetlands scattered throughout the watershed and retention and detention basins located in the City of Torrance. These biological resources within the Dominguez watershed are highly fragmented and are impacted by a variety of problems directly related to the surrounding urban environment. Several stresses also affect habitats within the Dominguez Channel. The most notable impact to biological resources is the channelization of drainages throughout the system, many of which are concrete-lined (Los Angeles County, 2004).

Los Angeles River Watershed Management Area

The Los Angeles River Watershed Management Area includes the Upper Los Angeles River EWMP and a portion of the Rio Hondo/San Gabriel River Quality Group EWMP.

The Los Angeles River Watershed is one of the largest in the region. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed are covered by forest or open space land, including the area near the headwaters that originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is highly developed (LARWQCB, 2006).

The river flows through the San Fernando Valley past heavily developed residential and commercial areas. From the Arroyo Seco, north of downtown Los Angeles, to the confluence with the Rio Hondo, the river flows through industrial and commercial areas and is bordered by rail yards, freeways, and major commercial and government buildings. From the Rio Hondo to the Pacific Ocean, the river flows through industrial, residential, and commercial areas, including major refineries and petroleum products storage facilities, major freeways, rail lines, and rail yards serving the Ports of Los Angeles and Long Beach (LARWQCB, 2006).

Also in various parks in the watershed are a number of lakes, including Peck Road Park, Belvedere Park, Hollenbeck Park, Lincoln Park, and Echo Park Lakes as well as Lake Calabasas. These lakes are heavily used for recreational purposes (LARWQCB, 2006).

San Gabriel River Watershed Management Area

The San Gabriel River Watershed Management Area includes a portion of the Rio Hondo/San Gabriel River Quality Group EWMP and the Upper San Gabriel River EWMP.

The entire San Gabriel River watershed covers more than 640 square miles and includes portions of 37 cities in Los Angeles and Orange Counties, as well as communities in unincorporated Los Angeles County. More than one-third of the upper watershed falls within the Angeles National Forest, including significant portions of the San Gabriel Mountains. The watershed also contains the Merced and San Jose Hills, and the Puente-Chino Hills, as well as the major urban populations of the San Gabriel and Pomona Valleys and the coastal plain of the Los Angeles Basin (Los Angeles County, 2006).

About 26 percent of the watershed's total area is developed with urban and related land uses. The San Gabriel River consists of 22 creeks, washes, and streams, including four major tributaries or subwatersheds, which join to form the overall watershed (Los Angeles County, 2006).

The river environment changes dramatically during the 58-mile course. The river is divided into seven reaches; each reach is defined by distinct landscape, cultural, geological, and hydrological features, which naturally change as the river flows from the mountains through the valley, into the coastal plain, and eventually out to sea (Los Angeles County, 2006).

Santa Clara River Watershed Management Area

The Santa Clara River Watershed Management Area includes the Upper Santa Clara River EMWP.

The Santa Clara River watershed encompasses approximately 1,030 square miles. The Upper Santa Clara River Watershed is approximately 786 square miles within County of Los Angeles limits with approximately 243 square miles within Ventura County and 1 square mile within Kern County. The Santa Clara River Watershed Management Area is dominated by vacant land, which comprises 88 percent of the total land use. Much of the watershed is in mountainous terrain within either the Angeles or Los Padres National Forests (LARWQCB, 2006). Only small portions of agriculture (4 percent) and urban land (6 percent) exist. Much of the residential area (3 percent) is located near the City of Santa Clarita in the center of the watershed. The Santa Clara River Watershed Management Area is the least developed and urbanized of the watershed management areas in Los Angeles County (Weston, 2005).

The Santa Clara River watershed's impervious area is estimated to be 7 percent based on assumptions on impervious areas in each land use type. This is the lowest ratio of impervious land area in the Watershed Management Areas of Los Angeles County (Weston, 2005). The Santa Clara River is the largest river system in Southern California remaining in a relatively natural state (LARWQCB, 2006). Extensive patches of high-quality riparian habitat are present along the length of the river and its tributaries (LARWQCB, 2006).

One of the largest of the Santa Clara River's tributaries, Sespe Creek, is designated a wild trout stream by the State of California and supports significant spawning and rearing habitat. The Sespe Creek is also designated a wild and scenic river (LARWQCB, 2006).

State Scenic Highways

There are several Designated State Scenic Highways, Eligible State Scenic Highways, and Historic Parkways with the EWMP areas. Refer to **Figure 3.1-1**, Scenic Highways. Santa Monica Bay, Los Angeles River, and San Gabriel River watersheds contain both officially designated County scenic highways and Eligible State Scenic Highways not officially designated (State Route 1 and Highway 101) (see Figure 4.1-1). In addition, the Los Angeles River watershed also includes historic parkways and the Santa Clara River watershed includes Eligible State Scenic Highways. Many roads in Malibu are considered scenic, but only the Pacific Coast Highway has been officially designated as an eligible scenic highway by the California Department of Transportation (Caltrans) (City of Malibu, 1996).

Light and Glare

There are two types of light intrusion: the first source emanates from the interior of structures and passes through windows, while the second type emanates from exterior sources such as parking lot lighting and street lamp lighting. Glare is the result of sunlight or an artificial light source being reflected on a flat surface or reflective exterior coatings. Light and glare can disturb wildlife in natural habitat areas and act as a nuisance to adjacent residential areas and motorists.

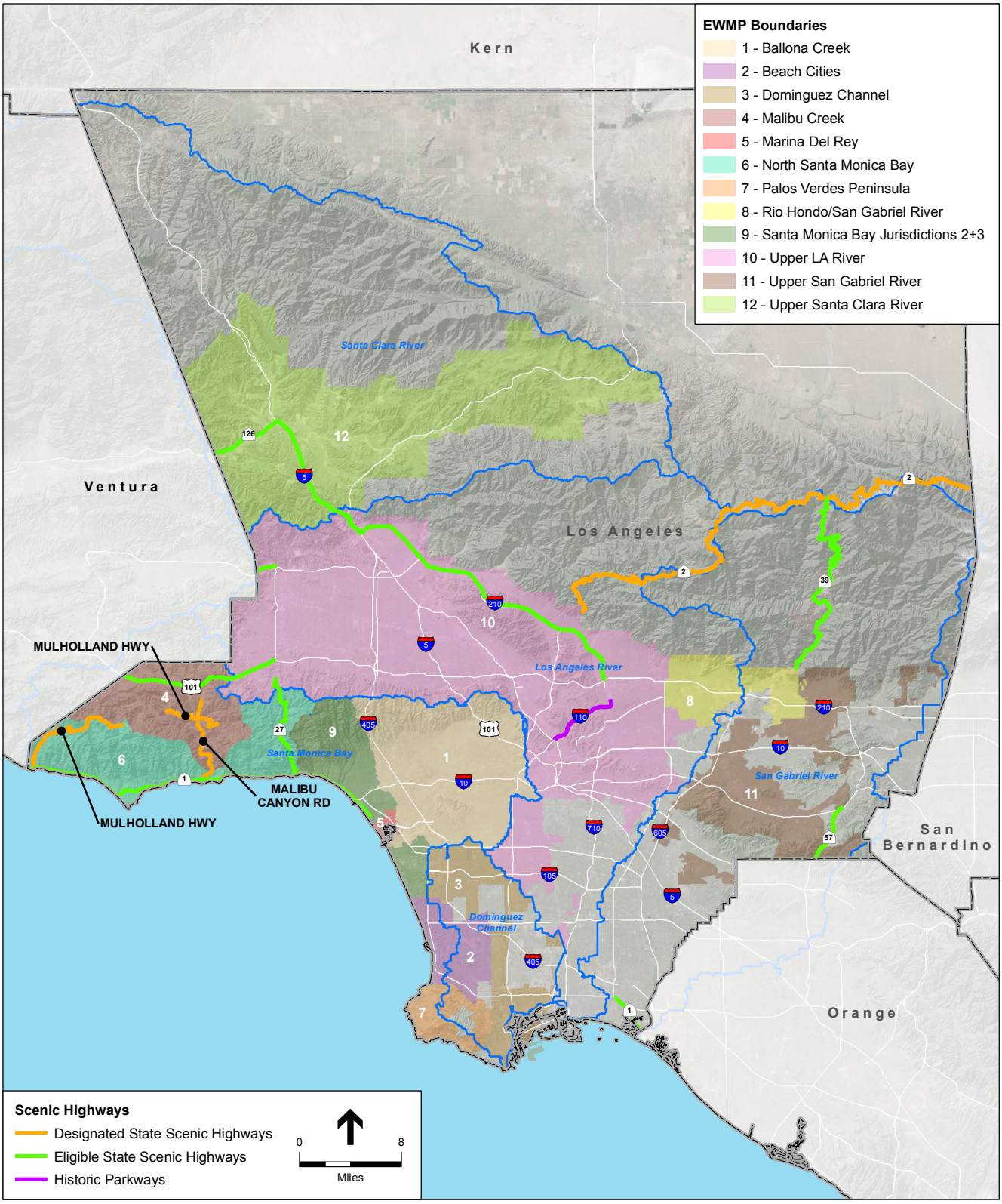
Light and glare are typical features of urbanized settings, such as the EWMP project areas. The primary sources of light within the project areas are associated with transportation, including car headlights associated with vehicular traffic and commercial and residential land uses.

3.1.2 Regulatory Setting

State

State Scenic Highway Program

In 1963, the California legislature created the Scenic Highway Program to protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. The state regulations and guidelines governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. A highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a city or county nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent to and visible to a motorist on the highway.



SOURCE: ESRI; Los Angeles County GIS, 2014.

LA County PEIR EWMP . 140474

Figure 3.1-1

Scenic Highways

Local

Los Angeles County Existing General Plan, Adopted 1980

The following policy from the Conservation and Open Space Element of the Existing General Plan is relevant to the proposed program:

Policy C/OS 16: Protect the visual quality of scenic areas including ridge-lines and scenic views from public roads, trails and key vantage points.

Los Angeles County 2014 Draft General Plan 2035

The following policies from the Conservation and Natural Resources Element of the Draft General Plan are relevant to the proposed program:

Goal C/NR 13: Protected visual and scenic resources

Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts.

Policy C/NR 13.2: Protect ridgelines from incompatible development that diminishes their scenic value.

Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources.

City Land Use Regulations and Ordinances

Local regulations and ordinances vary widely in the EWMP project areas. Aesthetic-related policies included in General Plans typically concern protecting valuable scenic resources. Some local jurisdictions incorporate restrictions to their General Plans that pertain to protection of scenic resources and trees in their jurisdictional areas.

3.1.3 Impact Assessment

Thresholds of Significance

For the purposes of this Project Environmental Impact Report (PEIR) and consistency with Appendix G of the CEQA Guidelines, the project would have a significant impact on aesthetic resources if it would:

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

Program Impact Discussion

Scenic Vistas

Impact 3.1-1: The proposed program could create a substantial adverse effect on a scenic vista.

Structural (Regional, Centralized, and Distributed) BMPs

A scenic vista can be described as an expansive view of a highly valued landscape for the benefit of the general public. There are portions of the EWMP project areas that could be characterized as having scenic vistas, including undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to the urban environment of the Los Angeles Basin. Impacts to scenic vistas can occur when the visible scenic landscape itself is altered or when a new contrasting object is introduced that blocks or obstructs a scenic vista from a particular public vantage point.

The construction of structural Best Management Practices (BMPs) for the proposed program would require temporary ground disturbance, primarily on existing sidewalks, streets, parks, and city-owned lands. The presence of construction equipment and materials would be visible from public vantage points but would not affect any scenic views or vistas for longer than the temporary construction periods. Construction of aboveground structures, such as pump stations, would involve excavation, pump station construction, pump and motor installation, and final site completion. Similar to structural BMPs construction, site disturbance and the presence of construction equipment and materials during construction of pump stations could temporarily introduce contrasting elements into scenic views and vistas. However, given the predominantly urban character of potential pump station sites and the temporary nature of construction, impacts would be considered less than significant.

It is anticipated that the majority of structural BMPs would be located underground and not visible once construction is complete. Therefore, construction and operation of the majority of structural BMP improvements would not permanently affect views or scenic vistas. Although the exact locations of pump stations have not been determined, based on their proposed function and exterior design, they would not significantly affect views or scenic vistas from publically accessible vantage points. Aboveground structures such as pump station components of projects associated with structural BMPs typically would be single-story buildings; the project areas where pump stations may be located are generally characterized by urban development. As such, aboveground structures would be designed to be similar to and compatible with surrounding architecture and neighborhood character. However, impacts to scenic vistas from individual projects could be significant if inappropriately designed or located. With implementation of **Mitigation Measure AES-1**, aboveground structures would be designed to avoid obstructing scenic vistas or views from public vantage points. Impacts would be less than significant with mitigation.

Mitigation Measure:

AES-1: Aboveground structures shall be designed to be consistent with local zoning codes and applicable design guidelines and to minimize features that contrast with neighboring development.

Significance Determination: Less than significant with mitigation. (The application of these mitigation measures to specific BMP types and categories are identified in Table 3.1-1.)

Non-Structural (Institutional) BMPs

Non-structural BMPs consist of policies, actions, and activities aimed at preventing pollutants from entering stormwater runoff; there would not be a physical impact to the environment. The non-structural BMPs associated with the proposed program would not create a substantial adverse effect on a scenic vista.

Mitigation Measures: None

Significance Determination: No impact

State Scenic Highway

Impact 3.1-2: The proposed program could substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Structural (Regional, Centralized, and Distributed) BMPs

State scenic highways within the EWMP areas include portions of State Route 1 or Pacific Coast Highway, State Route 101, State Route 27, State Route 57, State Route 39, State Route 2, State Route 126, and portions of Interstate 5, Interstate 110, and Interstate 210, as shown in Figure 3.1-1. In addition, there are designated scenic roadways, including Mulholland Highway and Malibu Canyon Roadway. Some of the proposed program could be visible from any of these designated scenic highways or other locally designated scenic roadways. The proposed program would not likely involve damage to rock outcroppings or historic buildings because it is anticipated that the majority of structural BMPs would be located underground and would not be visible once construction is complete. Construction of the proposed program would involve the removal of vegetation, including possibly the removal of native and non-native trees from the individual project sites. Aboveground structures may be constructed as part of the structural BMPs. Small aboveground pump stations and supporting ancillary facilities would not substantially damage scenic resources of the area. Larger structures, such as single-story housing for pump stations and treatment facilities, would be compatible with existing visual character with implementation of **Mitigation Measure AES-1**. Therefore, construction and operation of the majority of structural BMPs would not permanently affect scenic resources within a state scenic highway with implementation of **Mitigation Measure AES-1**.

Mitigation Measure: Implementation of **Mitigation Measure AES-1**

Significance Determination: Less than significant with mitigation. (The application of these mitigation measures to specific BMP types and categories are identified in Table 3.1-1.)

Non-Structural (Institutional) BMPs

Non-structural BMPs consist of policies, actions, and activities aimed at preventing pollutants from entering stormwater runoff; there would not be a physical impact to the environment. The non-structural BMPs associated with the proposed program would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

Mitigation Measures: None

Significance Determination: No impact

Visual Character

Impact 3.1-3: The proposed program could substantially degrade the existing visual character or quality of the site and its surroundings.

Structural (Regional, Centralized, and Distributed) BMPs

Construction activities associated with all structural BMP projects would require the use of construction equipment and storage of materials on-site, thus introducing contrasting features into the visual landscape that would affect the visual quality of project sites and/or their surroundings. Contrasting features would include demolition materials, excavated areas, stockpiled soils, and other materials generated and stored on-site during construction. However, adverse effects to visual character associated with project construction would be temporary and are considered less than significant.

The purpose of the EWMPs is to improve upon the Permittee's structural BMPs and it includes the following elements, or BMPs: replacing existing impervious surfaces with pervious surfaces such as bioinfiltration cells, bioswales, porous pavement, and filter strips. Centralized BMPs also include diversion- and treatment-type BMPs that use similar technologies for these types of BMPs under distributed BMPs, but they can be implemented on a much larger scale for collecting, diverting, and treating urban runoff (dry weather flows) or limited stormwater flows from multiple parcels and large drainage areas. Therefore, centralized structural BMPs require greater footprints for construction and implementation. Centralized BMPs include two unique BMP types, treatment wetlands and stream/creek restoration projects. Unlike the other structural BMP types described, these BMPs use natural systems to filter and clean the water. Treatment wetlands are typically off-line treatment systems that are not in the receiving waters, but may have habitat benefits through the establishment of more native plants and ecosystems. Creek, river, and estuary restoration projects provide a unique opportunity to restore natural cleansing processes, reestablish habitats, and address impacts from hydromodification and urban runoff.

Once constructed, the proposed EWMP facilities would be located predominantly in urban areas. Underground facilities, such as storm drains, are not expected to have a permanent effect on visual character of an area. Implementation of the structural BMPs is anticipated to have an

overall positive impact on the aesthetic environment. For example, there is anticipated to be more green space areas and less impermeable surfaces from pavement and concrete, thereby enhancing the level of greenness in the watersheds. Greenness includes "green spaces" that have well-defined boundaries that do not contain residential, commercial, or industrial structures or vehicular access or "green areas," which are within the street grid and are landscape design features such as street trees, bioswales, green or vegetated roofs, or other vegetated small areas integrated into the built environment. These BMPs contribute to the natural open space character compared to the more built environment that it is replacing.

Aboveground structures within urban areas would be constructed on or adjacent to existing developed and built-up landscapes. Small aboveground pump stations and supporting ancillary facilities would have no significant effect on the visual character of the area. Larger structures, such as single-story housing for pump stations and treatment facilities, would be compatible with existing visual character with implementation of **Mitigation Measure AES-1**.

BMP maintenance is also important when considering long-term impacts on aesthetics. Poorly maintained BMPs, such as wet ponds or constructed wetlands, may be unsightly as a result of excess algal growth or public littering. Wet ponds and constructed wetlands can also become mosquito-breeding grounds. However, mosquito problems can usually be reduced or eliminated through proper design and/or organic controls such as mosquito-eating fish. Successful design avoids shallow or stagnant water and reduces large areas of periodic drying, which can occur in a dry detention basin. In addition, all BMPs need to have trash and debris removed periodically to prevent odor and preserve aesthetic values. With proper maintenance of all implemented BMPs as required in **Mitigation Measure AES-2**, impacts would be less than significant.

Mitigation Measures: Implementation of **Mitigation Measure AES-1**

AES-2: Implementing agencies shall develop BMP maintenance plans that are approved concurrently with each structural BMP approval. The maintenance plans must include measures to ensure functionality of the structural BMPs for the life of the BMP. These plans may include general maintenance guidelines that apply to a number of smaller distributed BMPs.

Significance Determination: Less than significant with mitigation. (The application of these mitigation measures to specific BMP types and categories are identified in Table 3.1-1.)

Non-Structural (Institutional) BMPs

Non-structural BMPs consist of policies, actions, and activities aimed at preventing pollutants from entering stormwater runoff; there would not be a physical impact to the environment. The non-structural BMPs associated with the proposed program would not degrade the existing visual character or quality of the site and its surroundings.

Mitigation Measures: None

Significance Determination: No Impact

Light and Glare

Impact 3.1-4: The proposed program could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Structural (Regional, Centralized, and Distributed) BMPs

Security lighting used during the construction of all structural BMP projects, if necessary, may introduce new sources of light and glare to the immediate project areas; however, nighttime construction is not anticipated. If security lighting is needed, it can be shielded and directed away from surrounding light-sensitive land uses, consistent with implementing agency design standards. Temporary impacts associated with light and glare during construction activities would be less than significant.

It is not anticipated that the structural BMP projects would involve the installation of permanent new outdoor lighting for the distributed, centralized, and regional structural watershed control measures. The goal of the BMPs in the EWMP projects is to reduce the impact of stormwater and non-stormwater on receiving water quality. Whether distributed, centralized, or regional, the major structural BMP functions are infiltration, treatment, and storage; these may be used individually or in combination. Distributed BMPs are most likely to be implemented in high-density urban, commercial, industrial, and transportation areas where currently there are no BMPs. These types of BMPs are generally "retrofit"-type projects that replace existing impervious surfaces with pervious surfaces such as bioinfiltration cells, bioswales, porous pavement, and filter strips that tie into existing stormwater management systems as part of the MS4. These projects may also augment the existing MS4 with additional inlet screens, filter media systems, sediment removal systems, and diversions to sanitary sewer lines. In addition, many of the proposed EWMP programs would include underground storm drain facilities. Because these types of BMPs would not require lighting, they would not create a new source of light or glare that would adversely affect day or nighttime views in the area.

Aboveground pump stations and treatment facilities associated with potential structural BMP projects may require new exterior daytime and nighttime lighting for operational and security purposes. If security lighting is needed for these facilities, they would be shielded to avoid glare impacts to local areas, consistent with implementing agency design standards. Operational impacts associated with light and glare would be less than significant.

Mitigation Measures: None required

Significance Determination: Less than significant

Non-Structural (Institutional) BMPs

Non-structural BMPs consist of policies, actions, and activities aimed at preventing pollutants from entering stormwater runoff; there would not be a physical impact to the environment. The non-structural BMPs associated with the proposed program would not create a new source of light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures: None

Significance Determination: No impact

Cumulative Impact Discussion

Structural (Regional, Centralized, and Distributed) BMPs

Cumulative projects located in the Los Angeles County region would have the potential to result in a cumulative impact to aesthetic resources if in combination they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, state scenic highway, or localized area, such as a landmark (designated), historic resource, trees, or rock outcropping. Changes in land use are not included in the proposed program and the structural BMPs are generally limited to portions of the EWMP areas that feature existing urban development. The introduction of structural BMPs in these areas would result in minor changes to the community character and visual appearance of the applicable EWMP areas. In addition, many of the structural BMPs are anticipated to result in more open space areas and less pavement and concrete, thereby enhancing the level of greenness in the watersheds. These BMPs contribute to the natural open space character compared to the more built environment that these BMPs are replacing. Overall, implementation of the structural BMPs is anticipated to have a positive impact on the aesthetic environment. Implementation of **Mitigation Measures AES-1** and **AES-2** would minimize cumulative impacts to aesthetic resources.

Mitigation Measures: Implementation of **Mitigation Measure AES-1** and **AES-2**

Significance Determination: Less than significant with mitigation. (The application of these mitigation measures to specific BMP types and categories are identified in Table 3.1-1.)

Non-Structural (Institutional) BMPs

Non-structural BMPs consist of policies, actions, and activities aimed at preventing pollutants from entering stormwater runoff; there would not be physical impact to the environment. Non-structural BMPs would not include any direct impacts to aesthetic resources; therefore, there would be no cumulative impacts to aesthetic resources.

Mitigation Measures: None required

Significance Determination: No impact

3.1.3 Summary of Impact Assessment

Table 3.1-1 shows a summary of the structural BMPs requiring mitigation.

TABLE 3.1-1
SUMMARY OF AESTHETICS IMPACTS REQUIRING MITIGATION MEASURES

	Thresholds of Significance				
Structural BMPs	**Scenic Vistas**	**Scenic Highways**	**Visual Character**	**Light and Glare**	**Cumulative Impacts**
Applicable Mitigation Measures:	**AES-1**	**AES-1**	**AES-1; AES-2**	**None Required**	**AES-1; AES-2**
Regional BMPs					
Regional Retention and Infiltration	Yes	No	Yes	No	Yes
Regional Capture, Detention, and Use	Yes	No	Yes	No	Yes
Centralized BMP					
Biofiltration	Yes	No	Yes	No	Yes
Constructed Wetlands	No	No	Yes	No	Yes
Treatment/Low-Flow Diversions	Yes	No	Yes	No	Yes
Creek, River, Estuary Restoration	No	No	Yes	No	Yes
Distributed BMPs					
Site Scale Detention	Yes	No	Yes	No	Yes
LID – Infiltration/Filtration BMPs – Porous Pavement, Green Streets, Bioswale/Filter Strips, Downspout Disconnects	Yes	No	Yes	No	Yes
LID – Green Infrastructure – Capture and Use – Cisterns, Rain Barrels, Green roofs, Planter Boxes	Yes	No	Yes	No	Yes
Flow-through Treatment BMPs	Yes	No	Yes	No	Yes
Source Control Treatment BMPs (catch basin inserts/screens, hydrodynamic separators, gross solids removal devices)	Yes	No	Yes	No	Yes
Low-Flow Diversions	Yes	Yes	Yes	No	Yes

NOTE: These conclusions are based on typical size and function of BMPs.