

## 5.1 Aesthetics, Light & Glare

This section describes the applicable laws and policies relating to aesthetic resources, the existing visual environment in and around the Project area, and assesses the potential for aesthetic and visual character impacts from Project implementation. Photographic documentation of the Project site and visual simulations of proposed site conditions are used to supplement the visual analysis and fulfill California Environmental Quality Act (CEQA) requirements. In accordance with the CEQA Guidelines, the analysis focuses on public views rather than private views.<sup>1</sup>

### 5.1.1 Regulatory Framework

#### Federal

There are no federal ordinances, regulations, or standards related to aesthetics applicable to the Project.

#### State

##### **California Coastal Act**

The California Coastal Act (PRC Section 30000 et seq.) contains specific policies pertaining to development within the coastal zone. The California Coastal Commission (CCC) has authority for ensuring that coastal development complies with the California Coastal Act. As stated in Coastal Act Section 30251, a primary objective of the CCC is to protect the scenic and visual character of the California coast. This objective is implemented primarily through the coastal development permit (CDP) process. The California Coastal Act encourages the adoption of Local Coastal Programs (LCPs) that delegate authority for CDP approvals to the local jurisdiction. The CCC retains authority to approve LCPs. Approvals made through the LCP are appealable ultimately to the CCC if they are controversial. The CCC approved the City of El Segundo's LCP in 1982.

##### **Caltrans Scenic Highway Program**

California's Scenic Highway Program was enacted in 1963 by state legislature to preserve and enhance the natural scenic beauty of the state's highways and corridors. The Scenic Highway Program is governed by Streets and Highways Code Sections 260 through 263. Highways may qualify as "eligible" or "officially designated" scenic highways, where eligible scenic highways

<sup>1</sup> Note that the analysis addresses public views and not private views, since obstruction of private views is not generally regarded as a significant environmental impact. (See *Citizens for Responsible and Open Government v. City of Grand Terrace* (2008) 160 Cal.App.4th 1323, 1337-38; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492-93). CEQA case law has established that protection of public views is the appropriate EIR analysis. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App. 4th 720 [3 Cal. Rptr.2d 488], the Court held that "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general." As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: "[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general."

become officially designated scenic highways when the local governing jurisdiction adopts a Corridor Protection Program for the highway, thereby limiting land uses and their densities, controlling outdoor advertising, and implementing design requirements. The California Department of Transportation (Caltrans) identifies officially designated state scenic highways and historic parkways through the California Scenic Highway Mapping System. There are no designated scenic highways in the city of El Segundo or adjacent cities to the south and east. Highway 1 has been designated an “Eligible Scenic Highway” beginning in the city of Santa Monica and extending northward to Ventura County.

## Local

### ***City of El Segundo General Plan***

City policies pertaining to scenic vistas and visual character are contained in the *City of El Segundo General Plan* Land Use Element.

Land Use Element. The Land Use Element is intended to direct the course of growth and development in El Segundo through the goals, objectives, policies, and program statements it contains. This Element influences El Segundo’s character more than any other General Plan Element. It uses text and maps to designate the future use/reuse of El Segundo’s land. It also serves as a guide to making official decisions regarding the distribution and intensity of development and location of public facilities and open space.

**Policy LU1-5.7:** Appropriate buffers such as walls, landscaping, or open space, shall be provided between residential and non-residential uses. Development within the Corporate Office area abutting Single-Family Residential shall maintain a 100-foot building setback, including a 25-foot landscape buffer, adjacent to the Single-Family area.

**Policy LU5-1.1:** Offensive and hazardous industrial uses should be restricted to designated locations and appropriate regulations adopted to minimize hazards.

**Objective LU5-2:** Encourage the construction of high quality, well-designed industrial developments through adoption of property development standards and provisions of community services and utilities.

**Policy LU5-2.1:** New industrial developments shall provide landscaping in parking areas and around the buildings. This landscaping is to be permanently maintained.

**Policy LU5-2.2:** All outdoor storage shall be properly screened by masonry walls and landscaping.

**Policy LU5-3.1:** Revitalize and upgrade industrial areas which contain aesthetic or functional deficiencies in such areas as landscaping, off-street parking, or loading areas.

Conservation Element. Due to the regional context of resources such as water, coastal access, and oil fields, it is necessary for the City to cooperate with adjacent communities and federal, state, and regional agencies to maintain and improve the quality of these resources and the environment. Concerning the protection of biotic resources within the urban landscape, the City is required to develop programs that promote community-wide conservation. The City requires new

development to incorporate sound conservation principles and mitigate any negative environmental impacts consequential to development within or bearing upon the City.

**Policy CN5-1:** Preserve the character and quality of existing neighborhood and civic landscapes.

**Policy CN5-6:** Encourage that any new landscaped areas respect and incorporate the distinctive elements of the existing community landscape.

### ***City of Manhattan Beach General Plan***

City policies pertaining to scenic vistas and visual character are contained in the Manhattan Beach General Plan Land Use Element.

**Goal LU-3:** Achieve a strong, positive community aesthetic.

**Policy LU-3.1:** Continue to encourage quality design in all new construction.

**Goal LU-4:** Preserve the features of each community neighborhood, and develop solutions tailored to each neighborhood's unique characteristics.

**Policy LU-4.1:** Protect public access to and enjoyment of the beach while respecting the privacy of beach residents.

**Goal LU-5:** Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses.

**Policy LU-5.1:** Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.

### ***El Segundo Municipal Code***

El Segundo Municipal Code (ESMC) Section 15-2-14, *Landscaping*, is intended to ensure that adequate landscape areas and permanent irrigation facilities are provided for all new development. The area extending between a building(s) and property lines must contain both soft (plantings) and hard (rock, brick, concrete) landscape materials, except for those portions devoted to vehicular parking and loading. All new landscape areas must comply with ESMC Chapter 10-2 relating to water conservation in landscaping.

ESMC Chapter 15-3, *Zones and Uses*, establishes classes of use zones in order to regulate, restrict, and segregate the uses of lands and buildings, regulate and restrict building height/bulk, regulate the area of yards and other open spaces about buildings, and regulate population density. The location and boundaries of the various zones are delineated on El Segundo's Zoning Map (updated December 16, 2014). According to the Zoning Map, the Project site is zoned Heavy Manufacturing (M-2). According to ESMC Chapter 15-6B, Heavy Industrial (M-2) Zone, the purpose of the M-2 Zone is described as follows (ESMC Section 15-6B-1, *Purpose*):

*The purpose of this zone is to provide consistency with and implement policies related to those locations which are designated heavy industrial on the general*

*plan land use map and in the general plan text. This zone is intended to provide areas suitable for the development of heavy manufacturing, assembling, or processing activities having unusual or potentially deleterious operational characteristics, that would be detrimental if allowed to operate in other zones within the city.*

ESMC Section 15-6B-2, *Permitted Uses*, identifies the land uses that are permitted within the M-2 Zone, which include extraction of raw materials and refining uses, among others. Additionally, the permitted accessory uses include general office and laboratory uses, among others (ESMC Section 15-6B-3, *Permitted Accessory Uses*).

All uses within the M-2 Zone are required to comply with the development standards contained in ESME Section 15-6B-7, *Site Development Standards*, pertaining to lot area, building/structure height, setbacks, lot frontage, building area, and walls/fences. A minimum lot area of 20,000 square feet is required. Buildings and structures shall not exceed a height of 200 feet. Setback requirements include a 25-foot minimum front yard setback, a 15-foot minimum side yard setback, and a rear yard setback requirement of a minimum of 15 feet. A minimum frontage of 100 feet shall be provided on a dedicated street. The total net floor area of all buildings on any parcel or lot shall not exceed the total square footage of the parcel or lot area multiplied by 0.6, thereby giving a floor area ratio (FAR) of 0.6:1. A minimum 6.0-foot-high masonry wall shall be provided along property lines for those yards abutting residential or commercial zones.

In addition, the City amended the ESME on December 6, 2016, to incorporate minimum building security standards to safeguard property and public welfare as part of its Security Code (ESME Title 13). ESME Section 13-20-14, *Special Nonresidential Building Provisions*, identifies lighting standards for buildings, open parking lots, walkways, and accesses thereto (Ord. 1257, 6-18-1996).

### ***City of El Segundo Local Coastal Program***

The City has implemented and adopted the El Segundo's LCP, which is based on the guidelines identified in Chapter 6 of the California Coastal Act. The LCP is composed of two sections: Issue Identification, which identifies and summarizes the City's coastal issues, and a Coastal Zone Specific Plan, which describes land use proposals and implementing ordinances within the City's Coastal Zone. The purpose of the LCP is to provide more localized policy implementation for projects within the jurisdiction of El Segundo while maintaining compliance with the broader California Coastal Act.

The following sections of the LCP are applicable to aesthetic and visual impacts associated with the Project:

### **Section L – Visual Resources and Special Communities**

#### **1) Applicable Coastal Policies**

- a) Section 30251: 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.

2) Existing Conditions and Plan Proposals

- a) As discussed above, the coastal zone in El Segundo is almost completely developed with energy facilities. Since there will be limited new development in this area of the coast, those sections of the Coastal Act which address scenic and visual resources have only marginal applicability. Scenic and visual resources are not addressed by the Coastal Zone Specific Plan, however, as the Issue Identification section of the LCP notes, the existing City General Plan land use element contains policies which apply to industrial areas and which do address scenic and visual qualities. The City of El Segundo has indicated in the Issue Identification section of the LCP that existing City plans are fully adequate to protect scenic and visual resources in the coastal zone.

3) Evaluation

- a) All of the proposals contained in the El Segundo Coastal Zone Specific Plan are consistent with Section 30251 of the Coastal Act which addresses scenic and visual resources. Existing City plans which address scenic and visual resources are adequate to meet the objectives of Section 60251 of Chapter 3 of the Coastal Act.

## 5.1.2 Environmental Setting

### Scenic Views and Vistas

According to the California Scenic Highway Mapping System, there are no eligible or officially designated scenic highways within the Project vicinity (Caltrans 2016). Highway 1 has been designated an “Eligible Scenic Highway” beginning in the city of Santa Monica and extending northward to Ventura County (approximately 5.44 miles north of the Project site). However, existing public scenic views and vistas of the Pacific Ocean are present in the Project area.

The City of El Segundo has established policies to ensure that coastal development minimizes degradation of the City’s existing scenic and visual resources. The LCP encourages the protection of views along the scenic coastal areas. Within the Project area, recreational users along the beach areas and along the Marvin Braude Coastal Bike Trail west of the El Segundo Generating Station (ESGS) would have views of the Project site. Other viewers in the area include motorists and pedestrians traveling along 45th Street; these viewers have views of the Santa Monica Bay to the west and the Project site to the north. Private, partially obscured views of the Project site may occur within the residential area immediately to the south of the Project site in city of Manhattan Beach. Also, ocean users, including surfers along the shore and boaters further away, would have views of the site.

### Key Views

A Key View is a view of the Project site that can be seen from a particular public location. Selected Key Views represent public views from both public right-of-way (ROW) and publicly accessible areas located within the vicinity of the Project.

Five Key Views from coastal beach areas, the Marvin Braude Coastal Bike Trail, and 45th Street were photographed in 2016 for this analysis; refer to **Figure 5.1-1**. Key Views 1 through 3 were selected to depict potential impacts to scenic views and vistas as well as potential impacts to the character/quality of the Project area, whereas Key Views 4 and 5 were selected to solely consider impacts to the character/quality of the Project area. The following describes the views as seen from Key Views 1 through 3, for the purposes of considering impacts to scenic views and vistas.

Key View 1. Views from Key View 1 (approximately 15 feet above mean sea level [msl]) are afforded from coastal beach areas to the west of the northern portion of the ESGS property; refer to **Figure 5.1-2**. According to the LCP, views of the ocean and coast are considered scenic. Key View 1 represents southern coastal beach views in the Project vicinity.

Key View 2. Views from Key View 2 (approximately 13 feet above msl) are afforded from coastal beach areas to the southwest of the southern portion of the ESGS property; refer to **Figure 5.1-3**. Key View 2 represents northern coastal beach views in the Project vicinity.

Key View 3. Views from Key View 3 (approximately 78 feet above msl) are afforded from 45th Street; refer to **Figure 5.1-4**. According to the LCP, views to the ocean are considered scenic. Key View 3 represents western ocean views in the Project vicinity, as seen from 45th Street.

## Existing Visual Character Quality

The Project includes two proposed locations for the ocean water desalination facility, the ESGS North Site and the ESGS South Site, as shown on Figure 3-3. The ESGS South Site is an approximate 13-acre area at the southernmost portion of the site where two large above-ground fuel oil tanks were previously located. The South Site is located adjacent to the El Porto Community within the city of Manhattan Beach. The ESGS North Site is an approximate 8-acre area located in the middle of the ESGS property, which was the previous site for Units 3 and 4 that were recently decommissioned (December 2015) but are still existing on-site.

The overall ocean water desalination facility site's existing visual character is industrial, given the proximity of the ESGS. Industrial uses at the Project site include the existing ESGS, which is characterized by the existing operating Units 5, 6, 7, and 8, two decommissioned Units 3 and 4, and associated auxiliary facilities.

The surrounding land uses to the north and east include other heavy manufacturing uses (such as the Chevron Marine Terminal and Chevron El Segundo Oil Refinery). Residential uses (the El Porto community) are present south of 45th Street and adjacent to the ESGS South Site and recreational uses associated with Santa Monica Bay and the Marvin Braude Coastal Bike Trail are present to the west of both the ESGS South Site and North Site. The Marvin Braude Coastal Bike Trail trends parallel to the Santa Monica Bay coastline, directly west of the ESGS North and South Sites. The ESGS South Site would be approximately 130 feet north of the neighboring residential area to the south; whereas the ESGS North Site would be approximately 750 feet north with the intervening property remaining undeveloped.

Existing perimeter landscaping surrounds the ESGS property and a landscaped berm is present along the southern boundary to buffer the ESGS from the El Porto community. An existing 1,700-foot-long, 8-foot-tall decorative seawall is also present along ESGS's western property boundary, along the Marvin Braude Coastal Bike Trail.

Currently, partial views to the Project site are afforded to motorists traveling along 45th Street, El Porto community residents to the south, and recreational users at the beach areas and bike trail to the north, south, and west of the ESGS site. As previously noted, the selected Key Views represent views from certain publicly accessible locations. The following describes the existing character of the site and its surroundings from Key Views 1 through 4.

Key View 1. Views from Key View 1 (approximately 15 feet above msl) are afforded from coastal beach areas to the west of the northern portion of the ESGS property; refer to Figure 5.1-2. Coastal beach areas are visible throughout this view. The existing Units 5 through 8 and the decommissioned Units 3 and 4 are visible in foreground views. The existing perimeter seawall is also present along the Marvin Braude Coastal Bike Trail throughout this view.

Key View 2. Views from Key View 2 (approximately 13 feet above msl) are afforded from coastal beach areas to the southwest of the southern portion of the ESGS property; refer to Figure 5.1-3. Coastal beach areas and associated sloped rock rip-rap, residential uses, and large aboveground tank features are visible within foreground views. Existing vacant land and associated vegetated slopes are visible at the southern portion of the ESGS. The existing Units 5 through 8 and the decommissioned Units 3 and 4 are visible in middleground views. Other vertical elements include overhead power lines with associated standards. Background views are not afforded as a result of topographic conditions.

Key View 3. Views from Key View 3 (approximately 78 feet above msl) are afforded from 45th Street; refer to Figure 5.1-4. Existing roadway ROW and associated utilities are visible in foreground views. Chain-link fencing with razor wire and overhead power lines and associated pole features are also afforded. Middleground views of an existing surface parking lot and aboveground storage tank are present. Background views of the open ocean are afforded.

Key View 4. Views from Key View 4 (approximately 23 feet above msl) are from the Marvin Braude Coastal Bike Trail; refer to **Figure 5.1-5**. These views represent typical southern views of the Project site, as seen from trail users. Foreground views of the existing seawall, chain link fencing and associated razor wire, lighting standards, ESGS access roads, and ornamental landscaping are visible. Middleground views of an aboveground tank feature are also afforded. No background views are present as a result of existing topographic conditions.

Key View 5. Views from Key View 5 are from an eastern perspective above the Pacific Ocean; refer to **Figure 5.1-18**. Coastal beach areas and associated sloped rock rip-rap are visible in foreground views. Existing Units 7 and 8 and decommissioned Units 3 and 4, residential uses, and large aboveground tank features are visible in middleground views. Background views of the Chevron Oil Refinery are present. Key View 5 is not a view available to the public but is provided to show perspective of the entire site and surroundings (that is not available from public vantage points).

## Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (e.g., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and, if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely composed of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Minimal daytime glare and nighttime lighting are currently present within the ESGS boundaries for operations of the existing Units 5 through 8, as well as for security purposes. Similar daytime glare and nighttime lighting associated with the surrounding industrial land uses are also present north and east of the ESGS. These existing industrial uses include some nighttime operations and security lighting features, similar in character to the existing ESGS property. Residential uses to the south and the Chevron service station and convenience mart to the east of the Project site also emit limited amounts of nighttime lighting. Street lighting and vehicle headlights from motorists traveling along 45th Street and Vista Del Mar are also emitted in the Project vicinity.

### 5.1.3 Significance Thresholds and Criteria

CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions pertaining to aesthetic resources. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project would have a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact AES 5.1-1).
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to Impact AES 5.1-2).

- Substantially degrade the existing visual character or quality of the site and its surroundings (refer to Impact AES 5.1-3).
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (refer to Impact AES 5.1-4).

## Potentially Significant Impacts

The environmental factors determined to be potentially affected by the Project, identified in the Notice of Preparation (see Appendix 1A), are analyzed below. Feasible mitigation measures are recommended, where warranted, to avoid or minimize the Project's significant adverse impacts.

### 5.1.4 Impacts and Mitigation Measures

#### Scenic Views and Vistas

##### **Impact AES 5.1-1: Would the Project have a substantial adverse effect on a scenic vista?**

Views of the ocean and coast are considered scenic by the El Segundo's General Plan and LCP. Within the Project area, recreational users along the beach areas and along the Marvin Braude Coastal Bike Trail would have views of both coastal areas and Project features. Other public viewers in the area include motorists and pedestrians traveling along 45th Street and Vista Del Mar, which would have views to both the ocean (Santa Monica Bay) and Project features.

The following analysis evaluates potential impacts associated with constructing and operating each of the three primary elements of the Project, including offshore, coastal, and inland Project components for both the Local and Regional Projects. **Table 5.1-1** summarizes the impact significance conclusions.

**TABLE 5.1-1  
SUMMARY OF IMPACT AES 5.1-1 SCENIC VIEWS AND VISTAS**

	Ocean Water Desalination Facility	Offshore Intake and Discharge Facilities	Inland Conveyance Facilities
<b>Impact AES 5.1-1: Impacts on scenic views and vistas.</b>			
<b>Local Project</b>			
Construction	LTSM	LTS	LTS
Operation	LTSM	NI	NI
<b>Regional Project</b>			
Construction	LTSM	LTS	LTS
Operation	LTSM	NI	NI
NOTES: NI = No Impact, no mitigation proposed LTS = Less than Significant, no mitigation proposed LTSM = Less than Significant impact with mitigation			

### **Local Project**

#### **Construction-Related Impacts**

##### **Ocean Water Desalination Facility**

Construction-related activities would temporarily affect scenic views near the Project site. During construction, the various construction activities would be intermittently visible. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the Project site. Construction equipment would include excavators, loaders, haul trucks, graders, compaction equipment, water trucks, dewatering systems, cranes, shoring systems, paving machines, and typical equipment required for forming and placing concrete structures, including (possibly) an on-site concrete plant and concrete pump truck, constructing aboveground structures, and installing mechanical and electrical equipment. The duration and intensity of construction would vary with each stage and would affect scenic vistas slightly differently at the ESGS South Site and ESGS North Site, as described in the sections below.

##### *ESGS South Site*

Construction of the facility on the ESGS South Site would occur over a 60-month period. Construction activities for each phase of construction would include the use of earth-moving equipment, large cranes, haul trucks, cement trucks, and other construction vehicles. On-site concrete batch plants may also be temporarily installed on-site. Potential off-site laydown/staging areas are shown in Figure 3-21. These off-site staging areas would be located within industrial sites that do not possess or affect scenic views.

Construction activities at the ESGS South Site would be visible from the public coastal areas, Marvin Braude Coastal Bike Trail, 45th Street, and Vista Del Mar. The existing 45th Street berm would be retained and re-landscaped to minimize exposure to local land uses and public views. Sheet piles would likely be used to protect the berm while deep excavations occur north of the berm. For the entire ESGS South Site construction period, construction views from 45th Street would be screened by use of temporary construction screening and the existing berm.

Construction activities could adversely affect local public views with the introduction of construction equipment. Construction activities would be visible from certain viewpoints. Implementation of **Mitigation Measures AES-1 through AES-4** would ensure screening of construction activities to the maximum extent practicable. As these impacts are temporary and would cease upon Project completion, construction-related impacts to scenic views would be reduced to less than significant with implementation of Mitigation Measures AES-1 through AES-4.

#### *ESGS North Site*

Construction on the ESGS North Site, which would include demolition of the existing Units 3 and 4, would occur over a 53-month period. Activities for each construction phase would include the use of earth-moving equipment, large cranes, haul trucks, cement trucks, and other construction vehicles. On-site concrete batch plants, steel cutting units, demolition equipment, and crushing units may also be temporarily installed on-site. Construction staging would occur at the ESGS South Site. Construction-related activities at the ESGS North Site would be visible from the public coastal areas, Marvin Braude Coastal Bike Trail, and Vista Del Mar. Views of construction activities from 45<sup>th</sup> Street would be partially blocked by the existing berm on the southern edge of the property. Implementation of Mitigation Measures AES-1 through AES-4 would ensure that construction activities are screened from scenic views to the maximum extent practicable. As these impacts are temporary and would cease upon Project completion, construction-related impacts to scenic views would be reduced to less than significant with implementation of Mitigation Measures AES-1 through AES-4.

#### Screened Ocean Intake and Concentrate Discharge

Ocean intake and discharge construction would occur offshore in the open ocean. Construction equipment would include boats, barges, tug boats, and/or dive boats. Construction would occur over 24 months, during normal working hours, 5 days per week, except during special marine construction operations, which may require up to 72 hours of continuous marine construction activity during desirable calm sea conditions. Construction of the offshore facilities would be conducted concurrent with onshore construction activities.

Boats, barges, tug boats, and/or dive boats used for offshore construction activities would be visible from beach areas and local roadways in the area. However, these boats would be similar in character to the existing boats that use nearby harbors and marinas. Temporary mooring of barges would be visible for months at a time, but would not adversely affect sweeping vistas of the Santa Monica Bay from any of the elevated or sea-level views. Furthermore, the temporary activities would cease upon Project completion. Impacts to scenic vistas would be less than significant.

#### Desalinated Water Conveyance Components

Construction of the conveyance components would occur over approximately 24 months, but would remain in any one location for only a few weeks as trenches are opened, pipelines installed, and trenches repaved. Construction equipment would include excavators, loaders, haul trucks, compaction equipment, water trucks, cranes, soil sorting and screening equipment, shoring systems, paving equipment, and welding equipment.

Construction-related activities would be visible from adjacent roadways and nearby residences, but would not affect scenic vistas. Only one proposed pipeline alignment (a 54-inch desalination water pipeline) in Vista del Mar has existing scenic views of the open ocean. Proposed pipeline improvements would be conducted within the existing roadway ROW. Temporary construction activities would not block views of the open ocean. Therefore, impacts would be less than significant.

#### Mitigation Measures:

Implement Mitigation Measures AES-1 through AES-4 for construction-related impacts to the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

### Operational Impacts

#### Ocean Water Desalination Facility

##### *ESGS South Site*

Once constructed, the facility would be visible from the neighboring areas including from the beach areas and from the Marvin Braude Coastal Bike Trail, and from motorists and pedestrians on 45<sup>th</sup> Street, although 45<sup>th</sup> Street is not equipped with sidewalks. The structures housing the treatment processes and administrative offices would be the tallest structures, with roof elevations up to 65 feet above existing ground surface (85 feet above msl). The existing cutter tank that will remain in place is 100 feet above msl and Vista Del Mar is over 90 feet above msl at this location. The new buildings would resemble a typical warehouse or light industrial structure. Ancillary facilities and large-diameter pipelines connecting on-site buildings would be visible from off-site. In addition, electrical power lines and a substation would be located on-site, but would be shielded from off-site views with perimeter walls. The area around the buildings would be landscaped to comply with the LCP landscaping requirements.

Photo simulations were prepared for selected Key View locations to demonstrate the degree of change that would result from Project implementation. The photo simulations have been used to depict the proposed facility at a conceptual level of detail. **Figures 5.1-6 through 5.1-10, 5.1-16, and 5.1-19 through 5.1-20** provide photo simulations of the Local Project. These simulations are subject to further refinement and are intended to provide the reader with information on the form, size, and scale of the proposed grading and structures.

The new facility would be visible to pedestrians and motorists along 45<sup>th</sup> Street and Vista Del Mar, but would be setback from the street and would not block views of the ocean from the street. Furthermore, there are no sidewalks on 45<sup>th</sup> Street or Vista del Mar in this location. See Figures 5.1-4, 5.1-8, and **Figure 5.1-13** showing the existing condition and simulations of the Proposed Project condition from 45<sup>th</sup> Street.



Potential impacts to scenic vistas would be lessened through implementation of Mitigation Measures AES-2 and AES-3 that would screen rooftop equipment and provide architectural treatments of exterior walls and fencing to soften impacts to the local views. The facility would be constructed within an existing industrial property; and localized landscaping would be provided to enhance visual quality from public vantage points outside of the ESGS site. The Project design would retain the visual buffer benefit of the existing 45th Street berm (Mitigation Measure AES-4). Landscaping would use drought tolerant shrubs and native plants, providing visual screening while limiting use of tree species that could form a taller visual barrier. For the ESGS South Site alternative, proposed visual changes to the existing scenic views in the Project vicinity are considered less than significant with mitigation.

Consistency with Coastal Act. Coastal Act Section 30251 states that “[t]he 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.”

Consistency with local policies and regulations is analyzed in Section 5.10, *Land Use*. Policies related to aesthetic resources and visual impacts are summarized here. The Project would be consistent with the *El Segundo Local Coastal Zone Specific Plan* under Coastal Act Section 30255.<sup>2</sup> In addition, the Local Project ocean water desalination facility would be consistent with the site’s M-2 Zone development standards contained in ESMC Section 15-6B-7, *Site Development Standards*, as they relate to lot area, building/structure height, setbacks, lot frontage, building area, and walls/fences. Specifically, the proposed 65-foot-tall structures would comply with the ESMC Site Development Standards of being under 200 feet. Retention of the 45th Street berm, architectural design requirements, and localized landscaping would soften impacts to local views of the ocean. The new development proposed at the ESGS South Site is considered consistent with the LCP and Coastal Act since it would: (1) not block views of the scenic coastal areas, (2) minimize the alteration of natural land forms, (3) be visually compatible with the character of surrounding industrial areas (north and east), and (4) include landscaping to enhance visual quality in visually degraded areas. This issue is discussed in greater detail within Section 5.10, *Land Use and Planning*.

#### *ESGS North Site*

The ESGS North Site would largely be obscured from views from 45<sup>th</sup> Street due to the existing berm along the southern property boundary and by the intervening distance. There is no pedestrian sidewalk along Vista Del Mar in this location, but motorists traveling along Vista Del Mar may be able to see the new facility. Views of the Santa Monica Bay would not be obstructed. The site would also be visible from the beach areas and from the Marvin Braude Coastal Bike Trail.

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<sup>2</sup> Note that the City and Coastal Commission would have the final determination on Coastal Act consistency.

The proposed ESGS North Site facility would result in less than significant impacts on existing scenic views of the Pacific Ocean and coastal areas, as experienced from beach areas (Key Views 1 and 2) and would possibly only nominally be visible from 45th Street (Key View 3). Figures 5.1-9, 5.1-10, and 5.1-20 (an aerial photograph) provide visual simulations of the proposed facility.

Building heights for the ESGS North Site would be up to 65 feet above existing ground surface and would be approximately 85 feet above msl. The height above msl would be similar to the ESGS South Site due to that site's use of subterranean buildings (see Figures 3-11 and 3-13). The new facility would replace the existing heavy industrial energy generators and tall stacks, improving the overall aesthetics of the site. Mitigation Measures AES-2 and AES-3 would reduce the potential for viewshed impacts. Thus, impacts would be less than significant.

Consistency with Coastal Act. As discussed above, the ESGS North Site would not block views along beach areas and would result in only nominal view blockage to public open ocean views from motorists on Vista Del Mar. The Local Project ocean water desalination facility would be consistent with the *El Segundo Local Coastal Zone Specific Plan* as it represents a "use of greater than local importance" and a coastal-dependent use, which has a high priority under Coastal Act section 30255. See Section 5.10, *Land Use*, for more information. In addition, the ocean water desalination facility would be consistent with the site's M-2 Zone development standards contained in ESMC Section 15-6B-7, *Site Development Standards*, as they relate to lot area, building/structure height, setbacks, lot frontage, building area, and walls/fences. The new development proposed at the ESGS North Site is considered consistent with the LCP and Coastal Act since it would: (1) not block views of the scenic coastal areas, (2) minimize the alteration of natural land forms, (3) be visually compatible with the character of surrounding areas (north, east and south), and (4) include landscaping to enhance visual quality in visually degraded areas. Thus, proposed ocean water desalination facility at the ESGS North Site would be consistent with the Coastal Act.

#### Screened Ocean Intake and Concentrate Discharge

Once installed, the ocean intake and discharge facilities would not be visible and would not impact scenic views. Therefore, no impact would occur.

#### Desalinated Water Conveyance Components

Once installed, the desalinated water conveyance components would be below ground and would not impact scenic views. Above-ground pump stations and appurtenances would be sited in developed areas, and would be consistent with the urban setting and El Segundo zoning requirements. Therefore, no impact would occur.

#### Mitigation Measures:

Implement Mitigation Measures AES-2, AES-3, and AES-4 for operation-related impacts to the ESGS South Site. Implement Mitigation Measures AES-2 and AES-3 for operation-related impacts to the ESGS North Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

## ***Regional Project***

### **Construction-Related Impacts**

#### **Ocean Water Desalination Facility**

The Regional Project would involve expanding the Local Project with construction activities occurring over approximately 36 months. The Local Project facilities would be expanded to accommodate larger production. Construction activities would be similar to the Local Project. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Construction equipment would include excavators, loaders, haul trucks, graders, compaction equipment, water trucks, dewatering system, cranes, shoring systems, paving machines, and typical equipment required for constructing aboveground structures, installing mechanical and electrical equipment, and forming and placing concrete structures, including (possibly) an on-site concrete plant and concrete pump truck.

#### ***ESGS South Site***

Views of the construction activities at the ESGS South Site would be similar to the Local Project. Implementation of Mitigation Measures AES-1 through AES-4 would ensure that construction activities are screened from scenic views to the maximum extent practicable. Impacts to scenic vistas from construction equipment would be temporary. Similar to the Local Project, construction-related impacts to scenic views would be reduced to less than significant with implementation of Mitigation Measures AES-1 through AES-4.

#### ***ESGS North Site***

Views of the construction activities at the ESGS North Site would be similar to the Local Project. Implementation of Mitigation Measures AES-1 through AES-4 would ensure that construction activities are screened from scenic views to the maximum extent practicable. Impacts to scenic vistas from construction equipment would be temporary. Similar to the Local Project, construction-related impacts to scenic views would be reduced to less than significant with implementation of Mitigation Measure AES-1 through AES-4.

#### **Screened Ocean Intake and Concentrate Discharge**

The Regional Project would require additional screens and discharge vents to be installed on the ocean floor. Impacts to scenic vistas from the beach and higher-elevation views would be similar to those described for the Local Project. Temporary placement of boats, barges, tug boats, and/or dive boats would be visible from the shore. Since majority of underwater infrastructure required to operate the Regional Project would be installed during construction of the Local Project, the Regional Project's offshore components would be installed over a much shorter duration. Similar to the Local Project, impacts from installing the Regional Project would be temporary and would cease upon construction completion. Impacts to scenic views would be less than significant with no need for mitigation.

### Desalinated Water Conveyance Components

Impacts to scenic vistas from the installation of additional water conveyance pipelines for the Regional Project would be similar to the impacts identified for the Local Project. Construction activities would vary along the routes and would remain in one location for a period of weeks before moving along the alignment. Construction equipment would include excavators, loaders, haul trucks, compaction equipment, water trucks, cranes, soil sorting and screening equipment, shoring systems, paving equipment, and welding equipment.

Construction would occur within existing roadway ROW and although construction activities may be visible from adjacent roadways, proposed construction activities would not block scenic views. Further, construction impacts would be temporary and would only affect views from specific existing view locations for a relatively short period (as the pipeline installation would proceed steadily along Vista Del Mar), and conveyance facility construction activities would cease upon Project completion. Therefore, impacts would be less than significant.

#### Mitigation Measures:

Implement Mitigation Measures AES-1 through AES-4 for construction-related impacts to the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Regional Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

### Operational Impacts

The following analysis assumes the Local Project has been constructed and is operational.

#### Ocean Water Desalination Facility

Once constructed, the Regional Project would be visible from local Key View points. Motorists and pedestrians traveling along Vista Del Mar would be able to see the new expanded facilities.

#### *ESGS South Site*

The expanded ocean water desalination facility at the ESGS South Site would affect scenic views of the Pacific Ocean and coastal areas, as experienced from beach areas (Key Views 1 and 2) and 45th Street (Key View 3). **Figures 5.1-11 through 5.1-13, 5.1-17** (view from bike path) and **5.1-21** (aerial photograph) describe impacts to these views.

The proposed Regional Project structures would be located closer to the beach than the Local Project structures. Although the proposed structures would alter the appearance of the ESGS South Site, they would not be incompatible or visually unexpected when viewed in the context of the ESGS's industrial setting and Local Project facilities and similar industrial facilities visible in the background.

Although the Regional Project buildings would be the same height as the Local Project, and similarly screened with the re-landscaped existing berm, the Regional Project Membrane

Filtration building would extend along a longer section of 45th Street, closer to the public beach and bike trail. This visual encroachment would be greater than the Local Project structures, but would not block views of the ocean. Mitigation Measures AES-1 through AES-4 would remain applicable to the Regional Project and would minimize impacts to public views of the ocean. The industrial nature of the existing site and surrounding uses (north and east) provides context for the proposed Project, and in general the proposed Project is considered compatible with existing and historic uses on the site and expected to result in less than significant impacts to views with incorporation of mitigation measures.

Consistency with Coastal Act. As explained in Section 5.10, *Land Use*, the Regional Project would be consistent with the *El Segundo Local Coastal Zone Specific Plan* as it represents a “use of greater than local importance” and a coastal-dependent use, which has a high priority under Coastal Act section 30255. In addition, the Regional Project ocean water desalination facility would be consistent with the site’s M-2 Zone development standards contained in ESMC Section 15-6B-7, *Site Development Standards*, as they relate to lot area, building/structure height, setbacks, lot frontage, building area, and walls/fences. Similar to the Local Project, the expanded development proposed at the ESGS South Site is considered consistent with the LCP and Coastal Act since it would: (1) not block views of the scenic coastal areas, (2) minimize the alteration of natural land forms, (3) be visually compatible with the character of surrounding areas (north and east), and (4) include landscaping to enhance visual quality in visually degraded areas and to buffer the community to the south. The Regional Project would be consistent with the Coastal Act.

#### *ESGS North Site*

The expanded ocean water desalination facility at the ESGS North Site would affect scenic views of the Pacific Ocean and coastal areas, as experienced from beach areas (Key Views 1 and 2) and possibly nominally from Vista Del Mar. **Figures 5.1-14, 5.1-15, and 5.1-22** (aerial) describe impacts to these views. The proposed Regional Project structures would be located closer to the beach than the Local Project structures. Although the proposed structures would alter the appearance of the ESGS North Site, they would not be incompatible or visually unexpected when viewed in the context of the ESGS’s industrial setting and Local Project facilities and similar industrial facilities visible in the background of views from the beach and along the bike path. The ESGS North Site is lower in elevation and would result in less of an impact to views. Impacts at the ESGS North Site would be less than significant with mitigation.

Consistency with Coastal Act. The Regional Project would be consistent with the *El Segundo Local Coastal Zone Specific Plan* as it represents a “use of greater than local importance” and a coastal-dependent use which has a high priority under Coastal Act section 30255. In addition, the Regional Project would be consistent with the site’s M-2 Zone development standards contained in ESMC Section 15-6B-7, *Site Development Standards*, as they relate to lot area, building/structure height, setbacks, lot frontage, building area, and walls/fences. Further, the new structures would appear similar to the existing ESGS facility and Local Project desalination facility. Similar to the Local Project, the new development proposed at the ESGS South Site is considered consistent with the LCP and Coastal Act since it would: (1) not block views of the scenic coastal areas, (2) minimize the alteration of natural land forms, (3) be visually compatible

with the character of surrounding areas (north, east and south), and (4) includes landscaping to enhance visual quality in visually degraded areas. The Regional Project would be consistent with the Coastal Act.

#### Screened Ocean Intake and Concentrate Discharge

Once installed, the components of the Regional Project offshore would be below the water surface and not visible. Therefore, no impact would occur.

#### Desalinated Water Conveyance Components

Once installed, the water conveyance pipelines for the Regional Project would be below ground, and would not be visible. Above-ground pump stations and appurtenances would be sited in developed areas consistent with local zoning. Thus, no impact would occur.

#### Mitigation Measures:

Implement Mitigation Measures AES-1 through AES-4 for the ESGS North and South Sites.

#### Significance Determination

Less than Significant Impact with Mitigation Incorporated.

#### Mitigation Measures:

The following mitigation measures apply to both the Local and Regional Projects, unless otherwise noted.

**AES-1:** Prior to the start of construction, West Basin shall prepare a Construction Management Plan. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, areas for stockpiling of materials, temporary opaque fencing material, and haul route(s). Staging areas shall be sited and/or screened to minimize public views to the maximum extent practicable. Construction haul routes shall minimize impacts to sensitive uses, including residents in the city of Manhattan Beach.

**AES-2:** Prior to the start of construction, West Basin shall confirm that rooftop mechanical and electrical equipment are screened or placed in areas that are not highly visible or screened from residential and public areas, where possible. Screening shall be architecturally compatible with the building materials and colors.

**AES-3:** Prior to the start of construction, West Basin shall confirm that wall features/fencing and outdoor enclosures that are visible from off-site areas are compatible in material, color, and design to adjacent structures, including the existing ESGS seawall, as well as the residential (El Porto) community to the south.

**AES-4:** Prior to the start of construction, West Basin shall develop a landscape plan that includes non-invasive, drought-tolerant or native species. Proposed landscaping shall be designed to screen proposed facilities and lighting features from residential uses and public beach areas, while maximizing open ocean views from 45th Street. Use of trees shall be limited to those with mature heights below building heights. The existing berm shall be re-landscaped to provide visual screening. Vegetated walls and rooftops shall be considered to blend the structures in with natural coastal bluff ecological values.

## Scenic Resources

**Impact AES 5.1-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The following analysis evaluates potential impacts associated with constructing and operating each of the three primary elements of the Project, including offshore, coastal, and inland Project components for both the Local and Regional Projects. **Table 5.1-2** summarizes the impact significance conclusions.

**TABLE 5.1-2  
SUMMARY OF IMPACT AES 5.1-2 SCENIC RESOURCES**

	Ocean Water Desalination Facility	Offshore Intake and Discharge Facilities	Inland Conveyance Facilities
<b>Impact AES 5.1-2: Impacts on scenic resources</b>			
<b>Local Project</b>			
Construction	NI	NI	NI
Operation	NI	NI	NI
<b>Regional Project</b>			
Construction	NI	NI	NI
Operation	NI	NI	NI
NOTES: NI = No Impact, no mitigation proposed			

### *Local and Regional Projects*

#### **Construction-Related and Operational Impacts**

##### All Project Components

The Project components are not proposed in the vicinity of a state scenic highway. Additionally, there are no trees, rock outcroppings, or historic buildings located on the Project site. Therefore, Project construction and operations would not impact or damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. As such, no impact would occur.

##### Mitigation Measures:

None Required.

##### Local and Regional Project Significance Determination:

No Impact.

## Visual Character/Quality

### Impact AES 5.1-3: Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

The following analysis evaluates potential impacts associated with constructing and operating each of the three primary elements of the Project, including offshore, coastal, and inland Project components for both the Local and Regional Projects. **Table 5.1-3** summarizes the impact significance conclusions.

**TABLE 5.1-3  
SUMMARY OF IMPACT AES 5.1-3 VISUAL CHARACTER/QUALITY**

	Ocean Water Desalination Facility	Offshore Intake and Discharge Facilities	Inland Conveyance Facilities
<b>Impact AES 5.1-3: Impacts on visual character/ quality</b>			
<b>Local Project</b>			
Construction	LTSM	LTS	LTS
Operation	LTSM	NI	NI
<b>Regional Project</b>			
Construction	LTSM	LTS	LTS
Operation	LTSM	NI	NI
NOTES: NI = No Impact, no mitigation proposed LTS = Less than Significant, no mitigation proposed LTSM = Less than Significant impact with mitigation			

### **Local Project**

#### **Construction-Related Impacts**

Construction-related activities would temporarily influence the visible character/quality of the Project site and its surroundings. During construction, the various construction activities would be intermittently visible. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the Project site. The duration and intensity of construction would vary with each stage.

#### **Ocean Water Desalination Facility**

##### **ESGS South Site**

The existing site is an industrial-zoned parcel that supports the ESGS operations. The site is across the street from the Chevron facility on the east and residential neighborhoods to the south. Construction-related activities on the ESGS South Site would be visible from the surrounding area. Construction views from 45th Street would be screened by use of temporary construction screening and regrading of the existing berm. Implementation of Mitigation Measure AES-1 would minimize the potential for degradation of character/quality during construction via



appropriate screening measures. Impacts to visual character would be reduced to less than significant with implementation of Mitigation Measure AES-1.

#### *ESGS North Site*

Similar to the ESGS South Site, the new facility would be located within an existing industrial zoned parcel. Currently, energy generating Units 3 and 4 occupy the site. Construction equipment and activities associated with the demolition of the Units 3 and 4 would be visible from the surrounding area. The new desalination facility, once constructed, would look less industrial than the existing condition. Construction staging would occur at the ESGS South Site. Implementation of Mitigation Measure AES-1 would minimize the potential for degradation of character/quality during construction via required screening measures. Impacts to character/quality would be reduced to less than significant with implementation of Mitigation Measure AES-1.

#### Screened Ocean Intake and Concentrate Discharge

Boats, barges, tug boats, and/or dive boats associated with offshore construction would be visible from beach areas and possibly 45th Street. However, these boats would be similar in character to the existing boats that use nearby harbors and marinas, as these ports are typically more industrial in character. As these construction impacts are temporary and would cease upon completion, the construction-related impacts to potential visual character/quality would be less than significant.

#### Desalinated Water Conveyance Components

Construction of the desalinated water conveyance components would be visible from several roadways and nearby residences. Construction of the underground pipeline would not alter the visual character or quality of the public ROWs. Construction would be temporary in any one location, moving along as the pipelines are installed. Impacts to visual character/quality would be less than significant.

#### Mitigation Measures:

Implement Mitigation Measures AES-1 for construction-related impacts to the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

### **Operational Impacts**

#### Ocean Water Desalination Facility

The visual character of the site is industrial, given its proposed location at the existing ESGS. The Project area's visual character north of 45th Street is predominantly industrial, while the area's visual character south of 45th Street is predominantly residential. Installation of the ocean water desalination facility would alter the Project site's character/quality, appearing less industrial than under existing conditions. The new facilities would resemble large warehouses with appurtenant pipelines and structures. The following analysis discusses impacts to visual character/quality once installed.

### *ESGS South Site*

Figures 5.1-6, 5.1-7, 5.1-8, 5.1-16, and 5.1-19 (aerial view) provide views of the site from neighboring locations. The new ocean water desalination facility would replace the existing on-site surface parking and landscaped areas with new structures and a concrete wall. The existing vacant character (surface parking lot) of the southern portion of the ESGS site would be replaced with a low-intensity development consistent with site zoning. The Local Project ocean water desalination facility structures and new wall feature would increase the ESGS Site's hardscape appearance.

The visual character of the ESGS South Site and the area north of 45th Street is predominantly industrial. While Project implementation would alter the ESGS South Site's visual character, it would not be altered such that it would become visually incompatible or visually unexpected when viewed in the context of the ESGS and adjacent Chevron facility to the east. As concluded in Section 5.10, *Land Use and Planning*, the ocean water desalination facility would be consistent with the property's intended use and would comply with the ESMC Section 15-6B-7, *Site Development Standards*, pertaining to lot area, building/structure height, setbacks, lot frontage, building area, walls/fences, landscaping, lighting, and signage. The Project would also be subject to compliance with ESMC Section 15-2-14, *Landscaping*, which would ensure adequate landscape areas and permanent irrigation facilities are provided on-site, and that areas extending between a building(s) and property lines contain both soft (plantings) and hard (rock, brick, concrete) landscape materials.

The visual character of the area south of 45th Street is predominantly multi-family residential. The desalination facility structures would appear as a low-intensity use consistent with site zoning, and thus could result in greater compatibility with nearby residential uses than ESGS industrial facilities. The Project's visual compatibility with the surrounding areas would be increased through implementation of the recommended mitigation measures. The Local Project facility operations would be subject to compliance with Mitigation Measure AES-2, which requires screening rooftop equipment from residential and public areas. Wall features/fencing and outdoor enclosures that could be visible from off-site areas would be required to be compatible in material, color, and design to adjacent structures, including the existing ESGS seawall, as well as the structures in the nearby residential community (El Porto community) (Mitigation Measure AES-3). The Local Project ocean water desalination facility would be required to install landscaping with non-invasive, drought-tolerant species (Mitigation Measure AES-4). The landscaping would be required to further screen proposed facilities and lighting features from residential uses and public beach areas, while maintaining open ocean views, to the extent feasible, from 45th Street. Overall, Local Project facility operations at the ESGS South Site would alter the character/quality of the ESGS site; however, with mitigation, it would not substantially degrade the visual character/quality of the ESGS site or its surroundings (including the adjacent residential community). A less than significant impact would occur with mitigation incorporated.

### *ESGS North Site*

Installation of the facility at the ESGS North Site would replace ESGS decommissioned Units 3 and 4 with Local Project ocean water desalination facility structures. Although the new facilities would alter the ESGS North Site's visual character, it would not be altered such that it would become visually incompatible or visually unexpected when viewed in the context of the ESGS and adjacent Chevron facility to the east. The facility could be a visual enhancement over what is currently located on the site, shifting from rusted, aging heavy industrial to newer light industrial. Units 3 and 4, which have a top-of-exhaust height of 215 feet, would be replaced with the ocean water desalination facility and its appurtenant structures with a height above grade of 65 feet. The facility at the ESGS North Site would be subject to compliance with Mitigation Measures AES-2, AES-3, and AES-4 pertaining to architectural treatment and replacement landscaping. Overall, the facility at the ESGS North Site, with mitigation, would alter the character/quality of the ESGS site, but would not substantially degrade the visual character/quality or its surroundings. A less than significant impact would occur with mitigation incorporated.

### Screened Ocean Intake and Concentrate Discharge

The ocean intake and discharge facilities would occur below the water surface and would not alter the visual character of the surroundings area. Therefore, no impact would occur.

### Desalinated Water Conveyance Components

The desalinated water conveyance components would occur below ground and would not alter visual character of the surroundings area. Therefore, no impact would occur.

### Mitigation Measures:

Implement Mitigation Measures AES-2, AES-3, and AES-4 for operation of the ESGS North Site and South Site. No mitigation measures are required for operation-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

### Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

## ***Regional Project***

### **Construction-Related Impacts**

#### Ocean Water Desalination Facility

##### *ESGS South Site*

Construction activities required for the Regional Project would be similar to the Local Project with respect to visual character. Impacts would be less than significant with implementation of Mitigation Measure AES-1.

##### *ESGS North Site*

Construction activities required for the Regional Project would be similar to the Local Project with respect to visual character. Impacts would be less than significant with implementation of Mitigation Measure AES-1.

### Screened Ocean Intake and Concentrate Discharge

Construction activities required for the Regional Project would be similar to the Local Project with respect to visual character. Impacts would be less than significant.

### Desalinated Water Conveyance Components

Construction activities required for the Regional Project would be similar to the Local Project with respect to visual character. Impacts would be less than significant.

### Mitigation Measures:

Implement Mitigation Measures AES-1 for construction of the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

### Regional Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

## Operational Impacts

### Ocean Water Desalination Facility

#### *ESGS South Site*

Once constructed, the Regional Project would affect visual character/quality in a similar manner to the Local Project. Figures 5.1-11 through 5.1-13, 5.1-17, and 5.1-21 (an aerial view) provide views of the site from neighboring locations and above. Once constructed, the Regional Project at the ESGS South Site would expand the facilities built for the Local Project. Proposed building massing would appear greater than the Local Project ocean water desalination facility. The proposed Regional Project structures and new wall feature would increase the hardscape appearance of the ESGS South Site to a greater extent than the Local Project ocean water desalination facility.

The visual character of the site would not be altered such that it would become visually incompatible or visually unexpected when viewed in the context of the ESGS, the Chevron facility, and the Local Project. As with the Local Project, the Regional Project structures would appear similar to low-intensity light industrial land uses, affording a greater compatibility with the nearby residential community than the existing ESGS industrial facilities. Further, the Project's visual compatibility with the surrounding areas would be increased through implementation of the recommended mitigation measures. Regional Project operations would be subject to compliance with Mitigation Measures AES-2, AES-3, and AES-4. With mitigation, the Regional Project not degrade the visual character/quality of the ESGS site or its surroundings (including the adjacent residential community). A less than significant impact would occur with mitigation incorporated.

### *ESGS North Site*

Once constructed, the Regional Project would affect visual character/quality in a similar manner to the Local Project. Figures 5.1-14, 5.1-15, and 5.1-22 (aerial view) provide views of the site from neighboring locations and above. The Regional Project would affect visual character at the ESGS North Site similar to the ESGS South Site. A less than significant impact would occur with mitigation.

### Screened Ocean Intake and Concentrate Discharge

Once installed the Regional Project ocean intake and discharge facilities would be below the water surface. Therefore, no impact would occur.

### Desalinated Water Conveyance Components

Once installed, the Regional Project desalinated water conveyance components would be below ground. Therefore, no impact would occur.

### Mitigation Measures:

Implement Mitigation Measures AES-2, AES-3, and AES-4 for operation of the ESGS North Site and South Site. No mitigation measures are required for operation-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

### Regional Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

## **Light or Glare**

### **Impact AES 5.1-4: Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?**

Minimal daytime glare and nighttime lighting are currently present within the Project boundaries for operation of the existing ESGS Units 5 through 8 as well as for security purposes. Similar daytime glare and nighttime lighting are also present to the north and east in association of surrounding industrial land uses. Existing industrial uses to the north and east of the ESGS site (Hyperion Wastewater Treatment Plant and Chevron facility) include some nighttime operations and security lighting features, similar in character to the existing ESGS property. Residential uses to the south and the Chevron service station and convenience mart to the east of the South Site include nighttime lighting as well. Street lighting and vehicle headlights from motorists traveling along 45th Street and Vista Del Mar are also emitted in the Project vicinity.

The following analysis evaluates potential impacts associated with constructing and operating each of the three primary elements of the Project, including offshore, coastal, and inland Project components for both the Local and Regional Projects. **Table 5.1-4** summarizes the impact significance conclusions.

**TABLE 5.1-4  
SUMMARY OF IMPACT AES 5.1-4 LIGHT OR GLARE**

	Ocean Water Desalination Facility	Offshore Intake and Discharge Facilities	Inland Conveyance Facilities
<b>Impact AES 5.1-4: Impacts on light or glare.</b>			
<b>Local Project</b>			
Construction	LTSM	LTS	NI
Operation	LTSM	NI	NI
<b>Regional Project</b>			
Construction	LTSM	LTS	NI
Operation	LTSM	NI	LTSM
NOTES: NI = No Impact, no mitigation proposed LTS = Less than Significant, no mitigation proposed LTSM = Less than Significant impact with mitigation			

## **Local Project**

### **Construction-Related Impacts**

#### **Ocean Water Desalination Facility – ESGS North and South Sites**

Construction would generally not occur during the nighttime; however, security lighting would be required. Particularly for the ESGS North Site, some demolition and materials removal or import may need to occur during the night for oversized loads, pursuant to City of El Segundo and Caltrans requirements, in order to minimize traffic disruption. This limited nighttime activity would use the existing ESGS access driveway on Vista Del Mar, and would follow the planned haul route through commercial/industrial areas between ESGS and Imperial Highway. To ensure that light spillover onto adjacent property does not occur, compliance with **Mitigation Measure AES-5** requires preparation of a Construction Safety Lighting Plan that demonstrates that all construction-related lighting is located and aimed away from adjacent residential and public beach areas and consists of the minimal wattage necessary to provide safety at the construction site. Demolition and construction-related impacts would be temporary, and would not introduce a new source of substantial light or glare. With mitigation incorporated, the facility construction would not create a new source of substantial light or glare that would adversely affect nighttime views. A less than significant impact with mitigation incorporated would occur.

#### **Screened Ocean Intake and Concentrate Discharge**

Screened ocean intake and concentrate discharge involve offshore construction activities, which may occur during nighttime hours (for up to 3 days at a time). Lighting activities would include necessary security lighting on boats. Construction activities for the screened ocean intake and concentrate discharge would not result in substantial new lighting, as seen from beach areas or beyond, as these activities would occur within a designated area approximately 2,300 and 1,800 feet from the shoreline, respectively; refer to Figure 3-15. At this distance, screened ocean intake and concentrate discharge construction would not impact residential uses. Additionally, these activities would be temporary and cease upon completion of Project construction. Thus, less than significant impacts would occur.

### Desalinated Water Conveyance Components

Local Project desalinated water conveyance components construction would not occur during the nighttime. Additionally, Local desalinated water conveyance components construction-related impacts would be temporary, and would not introduce a new source of substantial light or glare. Thus, no impact would occur.

#### Mitigation Measures:

Implement Mitigation Measure AES-5 for construction of the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

### Operational Impacts

#### Ocean Water Desalination Facility – ESGS North and South Sites

The Local Project facility would operate 24 hours a day, 365 days a year, and would be staffed around the clock. However, routine deliveries of chemicals to the site and hauling of residual materials from the site would be conducted during normal day-shift working hours during the traditional work week. Thus, nighttime lighting sources would include security lighting, which would appear similar in character to what is present at the existing ESGS site. To ensure light spillover onto adjacent property does not occur, an Outdoor Lighting Plan would be required (**Mitigation Measure AES-6**). The Outdoor Lighting Plan is required to include a foot-candle map illustrating the amount of light from the Project site at adjacent residential uses. All exterior light fixtures would be required to be shielded or directed away from adjoining uses. Landscape lighting levels are required to respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements are also required to be addressed. With implementation of the recommended Mitigation Measure AES-6, Local Project ocean water desalination operational impacts involving light and glare would be reduced to less than significant.

The Local Project ocean water desalination buildings would be constructed of materials designed to blend in with the surroundings and avoid the potential for glare. Thus, the desalination facility would involve primarily non-reflective façade treatments and would not include unrelieved glass surfaces. **Mitigation Measure AES-7** requires the use of non-reflective building materials and/or finishes to ensure that exterior finishes minimize visual intrusion and contrast by blending with the landscape and avoiding glare. Compliance with Mitigation Measure AES-7 would ensure the Local Project ocean water treatment facility would not create a new source of substantial glare, which would adversely affect daytime views in the area. A less than significant impact would occur.

#### Screened Ocean Intake and Concentrate Discharge

Screened ocean intake and discharge would occur below the water surface, and therefore would not introduce new light sources of light or glare. No impact would occur.

### Desalinated Water Conveyance Components

Desalinated water conveyance components operations would occur below ground, and therefore would not introduce new sources of light or glare. No impact would occur.

#### Mitigation Measures:

Implement Mitigation Measures AES-6 and AES-7 for operation of the ESGS North Site and South Site. No mitigation measures are required for operation-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Local Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

## ***Regional Project***

### **Construction-Related Impacts**

#### Ocean Water Desalination Facility – ESGS North and South Sites

Construction of the Regional Project would be similar to the Local Project. Implementation of Mitigation Measure AES-5 would be required. With mitigation incorporated, construction would not create a new source of substantial light or glare which would adversely affect nighttime views. A less than significant impact with mitigation incorporated would occur.

#### Screened Ocean Intake and Concentrate Discharge

Construction of the Regional Project ocean water desalination facility would be similar to the Local Project. Less than significant impacts would occur.

#### Desalinated Water Conveyance Components

Construction of the Regional Project desalinated water conveyance components would be similar to the Local Project. No impact would occur.

#### Mitigation Measures:

Implement Mitigation Measure AES-5 for construction of the ESGS North Site and South Site. No mitigation measures are required for construction-related impacts to the screened ocean intake and concentrate discharge or desalinated water conveyance components.

#### Regional Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

### **Operational Impacts**

#### Ocean Water Desalination Facility – ESGS North and South Sites

Operation of the Regional Project would be similar to the Local Project. With the implementation of the recommended Mitigation Measures AES-6 and AES-7, long-term (operational) light glare impacts from the Project would be reduced to less than significant.



### Screened Ocean Intake and Concentrate Discharge

Screened ocean intake and concentrate discharge operations would occur below ground. No impact would occur.

### Desalinated Water Conveyance Components

Operation of the Regional Project would require construction of a pump station that may require nighttime lighting. To ensure that light spillover onto adjacent property does not occur, compliance with Mitigation Measure AES-6 would be required. With mitigation, a less than significant impact would occur.

#### Mitigation Measures:

Implement Mitigation Measures AES-6 and AES-7 for operation of the ESGS North Site and South Site. Implement Mitigation Measure AES-6 for operation of the desalinated water conveyance components. No mitigation measures are required for operation-related impacts to the screened ocean intake.

#### Regional Project Significance Determination:

Less than Significant Impact with Mitigation Incorporated.

#### Mitigation Measures:

The following mitigation measures apply to both the Local and Regional Projects, unless otherwise noted.

**AES-5:** Prior to the start of construction, West Basin shall prepare a Construction Safety Lighting Plan. The plan shall demonstrate that all construction-related lighting is located and aimed away from adjacent residential and public beach areas and consists of the minimal wattage necessary to provide safety at the construction site.

**AES-6:** West Basin shall prepare an Outdoor Lighting Plan to ensure that any exterior lighting does not spill over onto the adjacent residential uses. All exterior light fixtures shall be shielded or directed away from adjoining uses. Landscape lighting levels shall respond to the type, intensity, and location of use accounting for safety and security for pedestrians and vehicles.

**AES-7:** Prior to the start of operation, West Basin shall paint or treat ocean water desalination facility structures visible to the public, such that their colors minimize visual intrusion and contrast by blending with the landscape; their surfaces do not create glare; and they are consistent with local laws, ordinances, regulations, and standards.

## 5.1.5 Cumulative Impacts

For purposes of the aesthetic impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see Table 4-1, *Cumulative Projects List*.

As described in Section 4, there are no known future cumulative development projects located along the El Segundo coastline. Cumulative aesthetic impacts are primarily analyzed in terms of impacts within El Segundo and immediately surrounding cities, as aesthetic impacts are confined

to local areas. The Project area, including the El Segundo and Manhattan Beach coastline, is urbanized and built-out in nature.

The proposed Project would contribute to ongoing development of lands within the city, as buildout is achieved in the future. The Project would be constructed on land that is currently developed and supports the existing ESGS power plant. The new facilities would be consistent with the LCP's visual resources policies. The Project site is not natural, and the Project would not convert undeveloped or open space lands to a developed condition, thereby permanently altering the visual character of such lands. The ocean water desalination facility would be of similar height and character to surrounding industrial land uses, including the ESGS itself (not including the towers), the Hyperion Wastewater Treatment Plant located 1 mile to the north, and adjacent the Chevron facility located to the north and east. The Local Project would not have any unavoidable significant impacts taking in to account the mitigation measures. Similarly, the Regional Project, would not significantly impact scenic views.

As designed, implementation of the Project would not substantially degrade the existing visual character or quality of the ESGS site and its surroundings. Implementation of both the Local and Regional Projects at the ESGS North Site could be considered an improvement over the existing visual character at the ESGS, as the ocean water desalination facility would replace aging ESGS Units 3 and 4 with less intensive, newer structures that would appear less industrial.

The Local and Regional Project would also be consistent with the ESGS site's intended use and would comply with the ESMC Section 15-6B-7, *Site Development Standards*, pertaining to lot area, building/structure height, setbacks, lot frontage, building area, walls/fences, landscaping, lighting, and signage. The Project would also comply with ESMC Section 15-2-14, *Landscaping*, which would ensure adequate landscape areas and permanent irrigation facilities are provided on-site, and that areas extending between a building(s) and property lines contain both soft (plantings) and hard (rock, brick, concrete) landscape materials. In addition, the Project would incorporate Mitigation Measures AES-1 through AES-7 to further reduce the Project's potential for cumulative impacts. Therefore, with adherence to ESMC standards as well as implementation of AES-1 through AES-7, Project effects on visual character would be less than significant and less than cumulatively considerable.

Similarly, future cumulative development with the potential to impact aesthetics would be required to demonstrate compliance with applicable federal and state regulatory requirements intended to reduce and/or avoid potential adverse environmental effects. As such, cumulative impacts to aesthetics are anticipated to be reduced on a project-by-project basis, and in accordance with the established regulatory framework, through the established regulatory review process.

## 5.1.6 Significant Unavoidable Impacts

Overall, compliance with the recommended Mitigation Measures would ensure the Project's aesthetic impacts would be less than significant. The ocean water desalination facility would be consistent with the LCP's policies on visual resources as a result of required mitigation measures.

### 5.1.7 Sources Cited

California Department of Transportation California Scenic Highway Mapping System, *Officially Designated State Scenic Highways and Historic Parkways*, Los Angeles County, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed April 14, 2016.

City of El Segundo, *City of El Segundo General Plan* (1992, updated 2009), Land Use Element. Accessed September 11, 2015.

City of El Segundo, *City of El Segundo Municipal Code*, passed November 1, 2011, Codified through Ordinance No. 1466.

City of El Segundo, *City of El Segundo Local Coastal Program*, Certified July 1980.

City of El Segundo, *City of El Segundo Zoning Map*, dated December 16, 2014.



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 Aerial photo source: Aerial photo source:Google Earth Pro Aerial, July 2016

SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-1**  
Key View Locations Map







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SOURCE: Michael Baker International, 2016

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**Figure 5.1-2**  
Key View 1 – Existing Condition



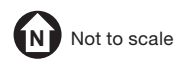
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SOURCE: Michael Baker International, 2016

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**Figure 5.1-3**  
Key View 2 – Existing Condition







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SOURCE: Michael Baker International, 2016

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**Figure 5.1-4**  
Key View 3 – Existing Condition





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SOURCE: Michael Baker International, 2016

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**Figure 5.1-5**  
Key View 4 – Existing Condition



## Local Project ESGS South Site – Affects to Scenic Views

Key View 1. The proposed new ocean water desalination facility at the ESGS South Site would not result in any significant view blockage of beach areas or ocean views; refer to **Figure 5.1-6**. The proposed structures would appear to encroach closer to beach areas, compared to the existing condition. Although the proposed structures would alter the appearance of the ESGS South Site (i.e., replacing a surface parking lot with the desalination facility), they would not be incompatible or visually unexpected when viewed in the context of the existing ESGS's industrial setting and similar industrial facilities visible in the background.

Key View 2. The proposed new ocean water desalination facility at the ESGS South Site would not result in any significant view blockage of beach areas or ocean views; refer to **Figure 5.1-7**. Views to some landscaped slopes would be replaced with Local Project ocean water desalination facility structures. The proposed structures would appear to encroach closer to beach areas when compared to the existing condition.

Key View 3. The proposed new ocean water desalination facility at the ESGS South Site would be visible from the street level on 45th Street; refer to **Figure 5.1-8**. Existing views to the on-site surface parking lot (the former ESGS Tank Farm site) would be replaced with Local Project ocean water desalination facility structures, which would extend above the visible horizon. Note that the rendering in Figure 5.1-8 is from street-level views on 45th Street. The desalination facilities along 45th Street would be limited to the substation area at the lower end of 45th Street (elevation 41 feet above msl, approximately 16 feet above existing grade). The majority of the 45th Street frontage would be screened by the re-landscaped berm. The new building proposed in the southeastern corner of the site along the higher elevation site frontage along 45th Street would be approximately 80 feet above msl (the existing cutter tank is at 100 feet above msl and Vista Del Mar is above 90 feet above msl).

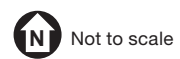
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**Figure 5.1-6**  
Key View 1 – Proposed ESG South Site Local Project Condition

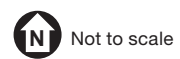


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**Figure 5.1-7**  
Key View 2 – Proposed ESGs South Site Local Project Condition





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**Figure 5.1-8**  
Key View 3 – Proposed ESGS South Site Local Project Condition



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## Local Project ESGS North Site – Affects to Scenic Views

Key View 1. Local Project ocean water desalination facility operations at the ESGS North Site would not result in any view blockage of beach areas or ocean views; refer to **Figure 5.1-9**. The decommissioned Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures. The new structures would result in a similar developed appearance as the existing ESGS structures.

Key View 2. Local Project ocean water desalination facility operations at the ESGS North Site would not result in any view blockage of beach areas or ocean views; refer to **Figure 5.1-10**. The decommissioned Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures. Existing vegetated slopes would remain visible in middleground views.

Key View 3. Local Project ocean water desalination facility operations at the ESGS North Site is not represented in visual simulations from Key View 3, as it would likely not be visible from that vantage point; it could be nominally visible from other locations along 45th Street due to existing and proposed topographic conditions. Existing views to the on-site surface parking lot would remain.

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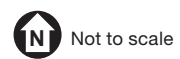
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**Figure 5.1-9**  
Key View 1 – Proposed ESGS North Site Local Project Condition





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**Figure 5.1-10**  
Key View 2 – Proposed ESGS North Site Local Project Condition



## Regional Project ESGS South Site – Affects to Scenic Views

Key View 1. Installation of the Regional Project facility at the ESGS South Site would not significantly block scenic views of the beach or ocean; refer to **Figure 5.1-11**. The proposed structures would encroach closer to the beach than the Local Project structures.

Key View 2. Installation of the Regional Project facility at the ESGS South Site would not significantly block views of the beach or ocean; refer to **Figure 5.1-12**. Similar to the Local Project, views to some landscaped slopes would be replaced with new structures. The proposed structures would encroach closer to the beach than the Local Project.

Key View 3. Installation of the Regional Project facility at the ESGS South Site would be visible from 45th Street; refer to **Figure 5.1-13**. The expanded facility would extend above the visible horizon. Similar to the Local Project discussion above, the Regional Project would affect views along 45th Street. Although the Regional Project substation and High-Rate Granular Media Filters buildings would be the same height as the Local Project, and similarly screened with the re-landscaped existing berm, the Regional Project Membrane Filtration building would extend along a longer section of 45th Street, closer to the public beach and bike trail.

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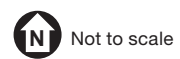


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**Figure 5.1-10**  
Key View 2 – Proposed ESGS North Site Local Project Condition





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**Figure 5.1-11**  
Key View 1 – Proposed ESG South Site Regional Project Condition



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**Figure 5.1-12**  
Key View 2 – Proposed ESGs South Site Regional Project Condition

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## Regional Project ESGS North Site – Affects to Scenic Views

Key View 1. Installation of the Regional Project facility at the ESGS North Site would not block views of the beach or ocean; refer to **Figure 5.1-14**. The Regional Project would have a greater massing than the Local Project structures.

Key View 2. Installation of the Regional Project facility at the ESGS North Site would not block views of the beach or ocean; refer to **Figure 5.1-15**. The regional Project would have a greater massing than the Local Project structures. Similar to the Local Project, existing vegetated slopes would remain visible in middleground views.

Key View 3. Installation of the Regional Project facility at the ESGS North Site is not represented in visual simulations from Key View 3, as it would likely not be visible from that vantage point; it could be nominally visible from other locations along 45th Street due to existing and proposed topographic conditions. Existing views to the on-site surface parking lot would remain.

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**Figure 5.1-13**  
Key View 3 – Proposed ESGS South Site Regional Project Condition



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SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-14**  
Key View 1 – Proposed ESGS North Site Regional Project Condition

## Local Project ESGS South Site – Affects to Site Character

Key View 1. Once constructed the ocean water desalination facility at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-6. Coastal beach areas would remain visible throughout this view. ESGS Units 5, 6, 7, and 8 and decommissioned Units 3 and 4 would be visible in foreground views. The existing surface parking lot located within the southern portion of the ESGS property would be replaced with new structures and nominal background views to coastal development would be screened from view. The existing perimeter seawall would remain present throughout this view. The character of the site would change from energy production heavy industrial to a more contained light industrial appearance.

Key View 2. Once constructed, the ocean water desalination facility would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-7. Coastal beach areas and associated sloped rock rip-rap, residential uses, and large aboveground tank features would remain visible within foreground views. Middleground views of landscaped berm areas would be partially replaced with new structures, and a new wall feature would be introduced along a portion of the Marvin Braude Coastal Bike Trail. ESGS Units 5, 6, 7, 8, 3 and 4 would remain visible in middleground views. The character of the site would change from energy production heavy industrial to a more contained light industrial appearance.

Key View 3. Once constructed, the ocean water desalination facility would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-8. Existing roadway ROW and associated utilities are visible in foreground views. Chain link fencing with razor wire and overhead powerlines and associated pole features are also visible. Middleground views of the existing surface parking lot would be replaced with new structures. The existing aboveground storage tank feature remains visible. Background views of the open ocean would remain visible. The character of the site would change from energy production heavy industrial to a more contained light industrial appearance.

Key View 4. Once constructed, the ocean water desalination facility would introduce structures at the southern portion of the ESGS site; refer to **Figure 5.1-16**. Foreground views of the landscaped slopes would be replaced with new structures. The on-site access roads would be repaved. The existing chain-link fence would be replaced with a perimeter wall, although much of the existing berm along the Marvin Braude Coastal Bike Trail would be retained. The character of the site would change from energy production heavy industrial to a more contained light industrial appearance.

Key View 5. Once constructed, the ocean water desalination facility would introduce structures at the southern portion of the ESGS site; refer to **Figure 5.1-19** for an illustration of overall context, not a view that is available to the public. Coastal beach areas would remain visible in foreground views. ESGS Units 5, 6, 7, and 8 and decommissioned Units 3 and 4 would be visible in middleground views. The existing surface parking lot located within the southern portion of the ESGS property would be replaced with new structures. The existing chain-link fence would be replaced with a perimeter wall. Background views of the Chevron Oil Refinery would remain. The character of the site would change from energy production heavy industrial to a more contained light industrial appearance.

## Local Project ESGS North Site – Affects to Site Character

Key View 1. Installation of the ocean water desalination facility at the ESGS North Site would introduce structures at ESGS decommissioned Units 3 and 4; refer to Figure 5.1-9. Coastal beach areas would remain visible throughout this view. ESGS Units 5, 6, 7, and 8 would remain visible in foreground views. Decommissioned ESGS Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures. The existing perimeter seawall would also remain visible along the Marvin Braude Coastal Bike Trail throughout this view.

Key View 2. Installation of the ocean water desalination facility at the ESGS North Site would introduce structures at ESGS decommissioned Units 3 and 4; refer to Figure 5.1-10. Coastal beach areas and associated sloped rock rip-rap, residential uses, and large aboveground tank features are visible within foreground views. Existing vacant land and associated vegetated slopes would remain visible at the southern portion of the ESGS. ESGS Units 5, 6, 7, and 8 would remain in middleground views. However, ESGS decommissioned Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures.

Key View 3. Installation of the ocean water desalination facility at the ESGS North Site would introduce structures at ESGS decommissioned Units 3 and 4; these new structures would not be visible from key View 3. Existing roadway ROW and associated utilities are visible in foreground views. Chain link fencing with razor wire and overhead powerlines and associated pole features remain present. Middleground views of an aboveground storage tank would also remain. ESGS decommissioned Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures. Background views of the open ocean are afforded.

Key View 4. Installation of the ocean water desalination facility at the ESGS North Site would replace ESGS decommissioned Units 3 and 4 with Local Project ocean water desalination facility structures. The Local Project ocean water desalination facility (ESGS North Site) would not be visible from this Key View.

Key View 5. Installation of the ocean water desalination facility at the ESGS North Site would introduce structures at the at ESGS decommissioned Units 3 and 4; refer to **Figure 5.1-20** for an illustration of overall context, not a view that is available to the public. Coastal beach areas would remain visible in foreground views. Middleground views of Units 7 and 8, an existing surface parking lot, and the aboveground storage tank would also remain. Existing vacant land and associated vegetated slopes and background views of the Chevron Oil Refinery would remain visible at the southern portion of the ESGS. ESGS Units 3 and 4 would be replaced with light industrial structures in middleground views.

## Regional Project ESGS South Site – Affects to Site Character

Key View 1. The Regional Project at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-11. Coastal beach areas would remain visible. ESGS Units 5, 6, 7, and 8 and Units 3 and 4 would remain visible in foreground views. The existing surface parking lot located within the southern portion of the ESGS property would be replaced with new structures, to a greater extent than the Local Project ocean water desalination facility. Nominal background views to coastal development would be screened from view. The existing perimeter seawall would remain present throughout this view.

Key View 2. The Regional Project at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-12. Coastal beach areas and associated sloped rock rip-rap, residential uses, and large aboveground tank features would remain visible within foreground views. Middleground views would encompass new structures and a new wall feature. Proposed building massing would appear greater than the Local Project ocean water desalination facility. ESGS Units 5, 6, 7, 8, 3, and 4 would remain visible in middleground views.

Key View 3. The Regional Project at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to Figure 5.1-13. Existing roadway ROW and associated utilities would be visible in foreground views. Chain link fencing with razor wire and overhead powerlines and associated pole features would also be afforded. Middleground views of the existing surface parking lot would be replaced with new structures. Proposed building massing would appear greater than the Local Project ocean water desalination facility. The existing aboveground storage tank feature would remain visible. Background views of the open ocean would remain.

Key View 4. The Regional Project at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to **Figure 5.1-17**. Foreground views of the landscaped slopes would be replaced with new structures. Proposed building massing would appear greater than the Local Project ocean water desalination facility. The on-site access roads would be repaved. The existing chain-link fence would be replaced with a concrete wall.

Key View 5. The Regional Project at the ESGS South Site would introduce structures at the southern portion of the ESGS site; refer to **Figure 5.1-21** for an illustration of overall context, not a view that is available to the public. Coastal beach areas would remain visible in foreground views. ESGS Units 5, 6, 7, and 8 and decommissioned Units 3 and 4 would be visible in middleground views. The existing surface parking lot located within the southern portion of the ESGS property would be replaced with new structures. The existing chain-link fence would be replaced with a concrete wall. Background views of the Chevron Oil Refinery would remain.



## Regional Project ESGS North Site – Affects to Site Character

Key View 1. The Regional Project at the ESGS North Site would introduce structures at ESGS decommissioned Units 3 and 4; refer to Figure 5.1-9. Coastal beach areas would remain visible throughout this view. ESGS Units 5, 6, 7, and 8 would remain visible in foreground views. ESGS decommissioned Units 3 and 4 would be replaced with Regional Project ocean water desalination facility structures, to a greater extent than the Local Project ocean water desalination facility. The existing perimeter seawall would also remain visible along the Marvin Braude Coastal Bike Trail throughout this view.

Key View 2. The Regional Project at the ESGS North Site would introduce structures at ESGS Units 3 and 4; refer to Figure 5.1-10. Coastal beach areas and associated sloped rock rip-rap, residential uses, and large aboveground tank features would be visible within foreground views. Existing vacant land and associated vegetated slopes would remain visible at the southern portion of the ESGS. ESGS Units 5, 6, 7, and 8 would remain in middleground views. ESGS Units 3 and 4 would be replaced with Regional Project ocean water desalination facility structures that would be larger than those associated with the Local Project ocean water desalination facility.

Key View 3. The Regional Project at the ESGS North Site would introduce structures at ESGS decommissioned Units 3 and 4; the new structures would not be visible from Key View 3.

Key View 4. The Regional Project at the ESGS North Site would replace ESGS decommissioned Units 3 and 4 with Regional Project ocean water desalination facility structures. The Regional Project ocean water desalination facility (ESGS North Site) would not be visible from this Key View.

Key View 5. The Regional Project at the ESGS North Site would introduce structures at the at ESGS decommissioned Units 3 and 4; refer to **Figure 5.1-22** for an illustration of overall context, not a view that is available to the public. Coastal beach areas would remain visible in foreground views. Middleground views of Units 7 and 8, an existing surface parking lot, and the aboveground storage tank would also remain. Existing vacant land and associated vegetated slopes would remain visible at the southern portion of the ESGS. ESGS Units 3 and 4 would be replaced with Local Project ocean water desalination facility structures in middleground views. Background views of the Chevron Oil Refinery would remain.



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SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-16**  
Key View 4 – Proposed ESGS South Site Local Project Condition





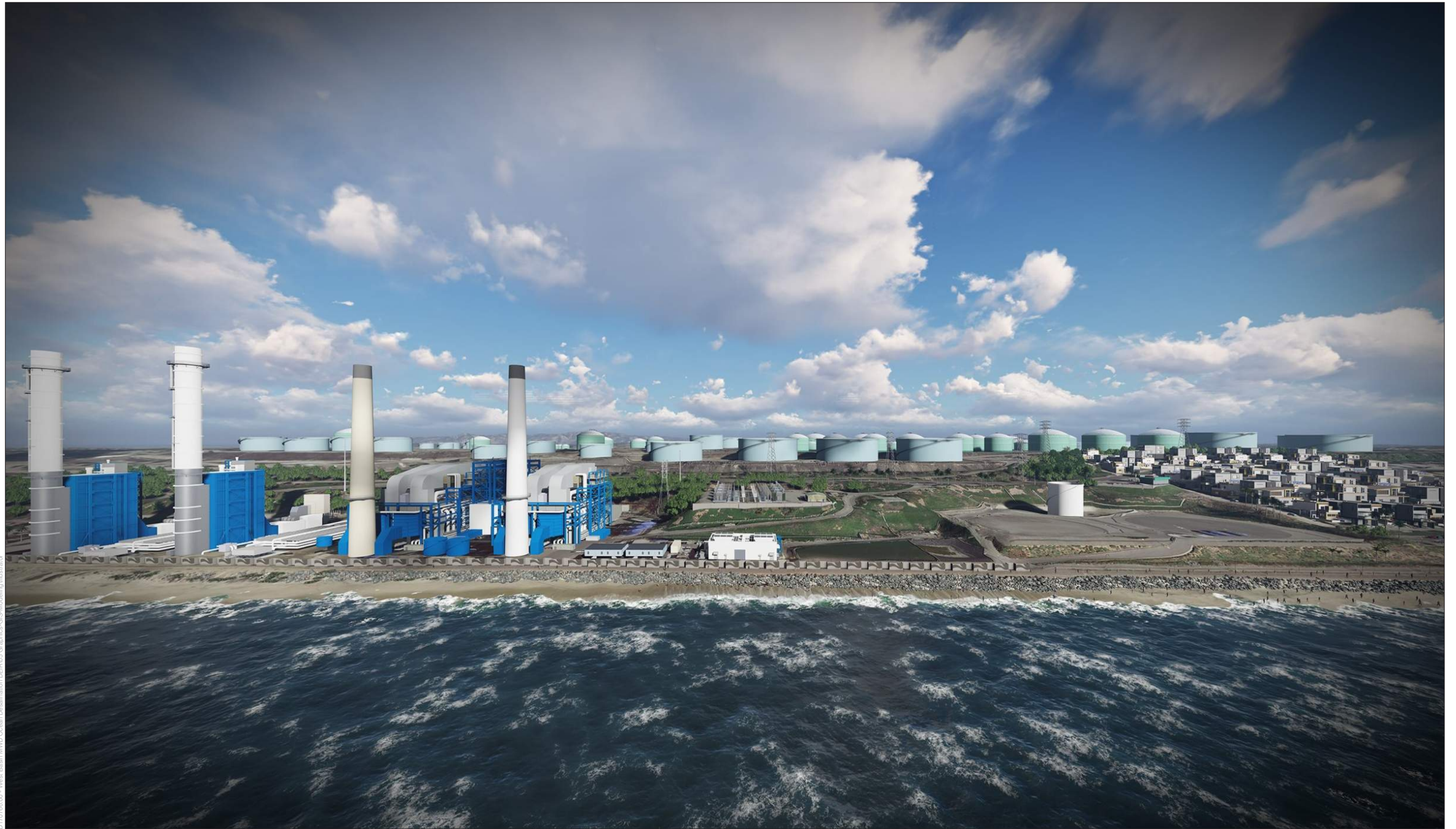
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SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-17**  
Key View 4 – Proposed ESGs South Site Regional Project Condition





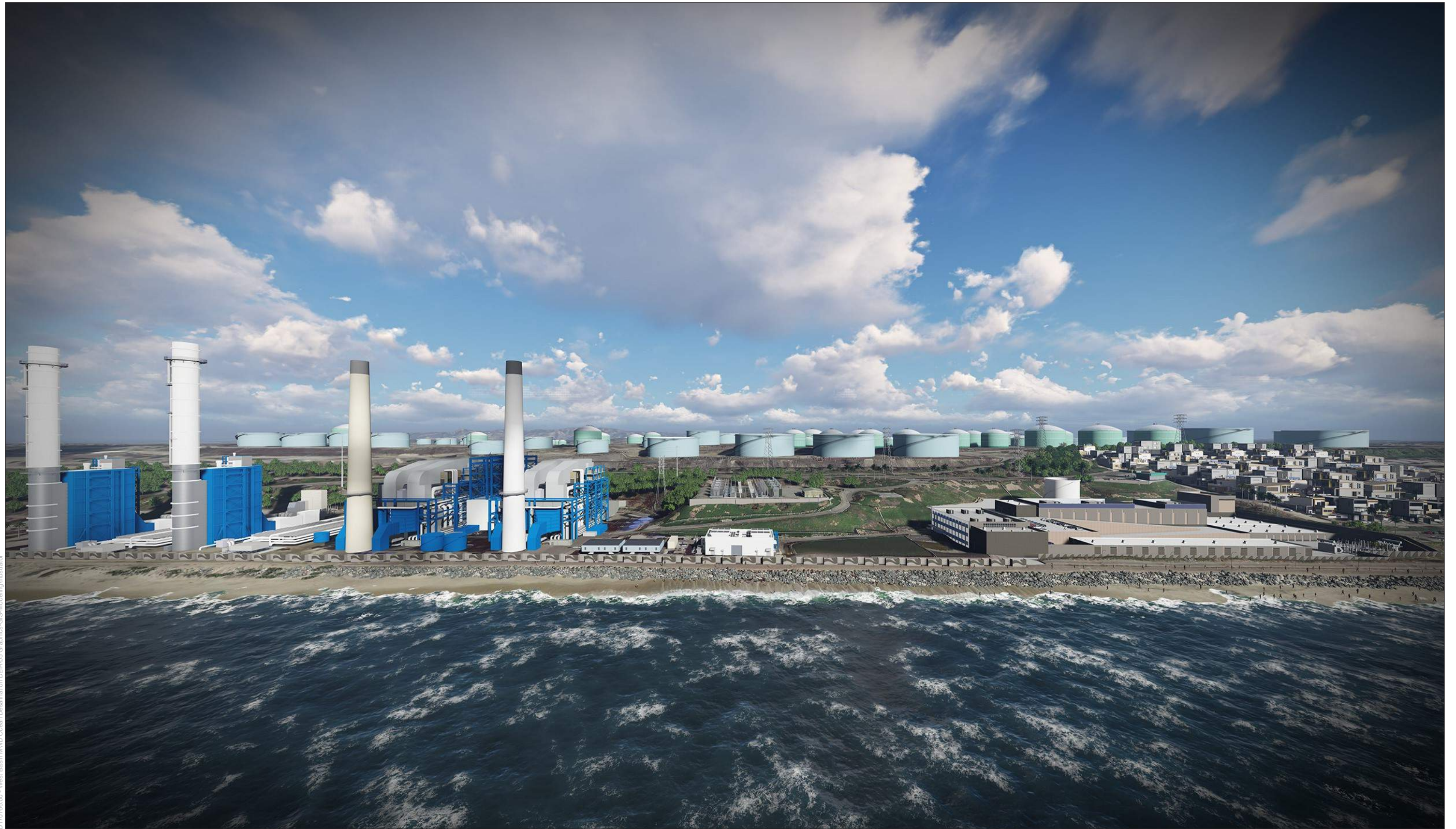
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SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-18**  
Key View 5 – Existing Condition





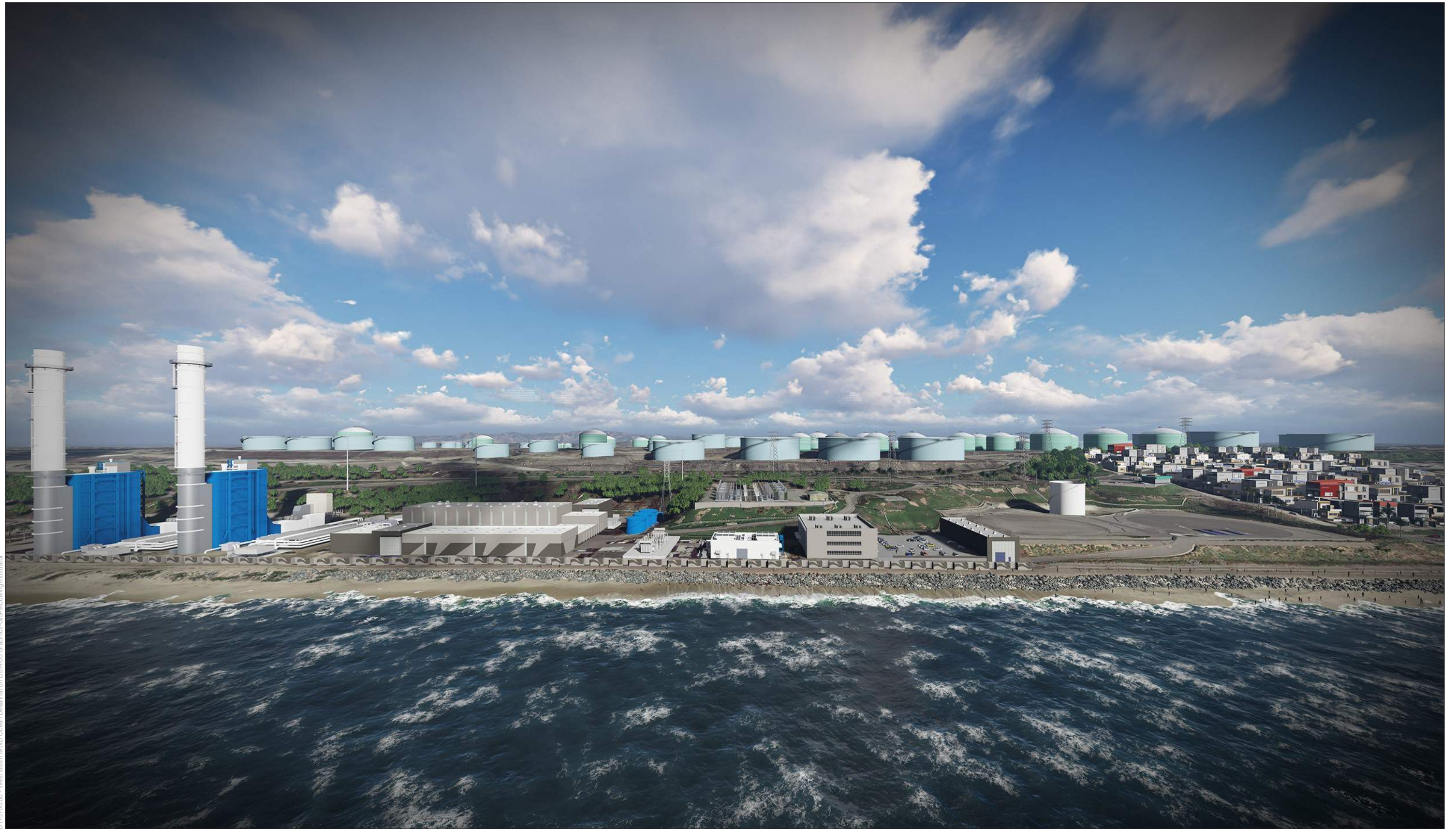
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SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-19**  
Key View 5 – Proposed ESGS South Site Local Project Condition





0170766.00 - West Basin MWD Ocean Desalination DEIR/05 Graphics-GIS-Modeling/illustrator

SOURCE: Michael Baker International, 2016

West Basin Ocean Water Desalination Project

**Figure 5.1-20**  
Key View 5 – Proposed ESGS North Site Local Project Condition



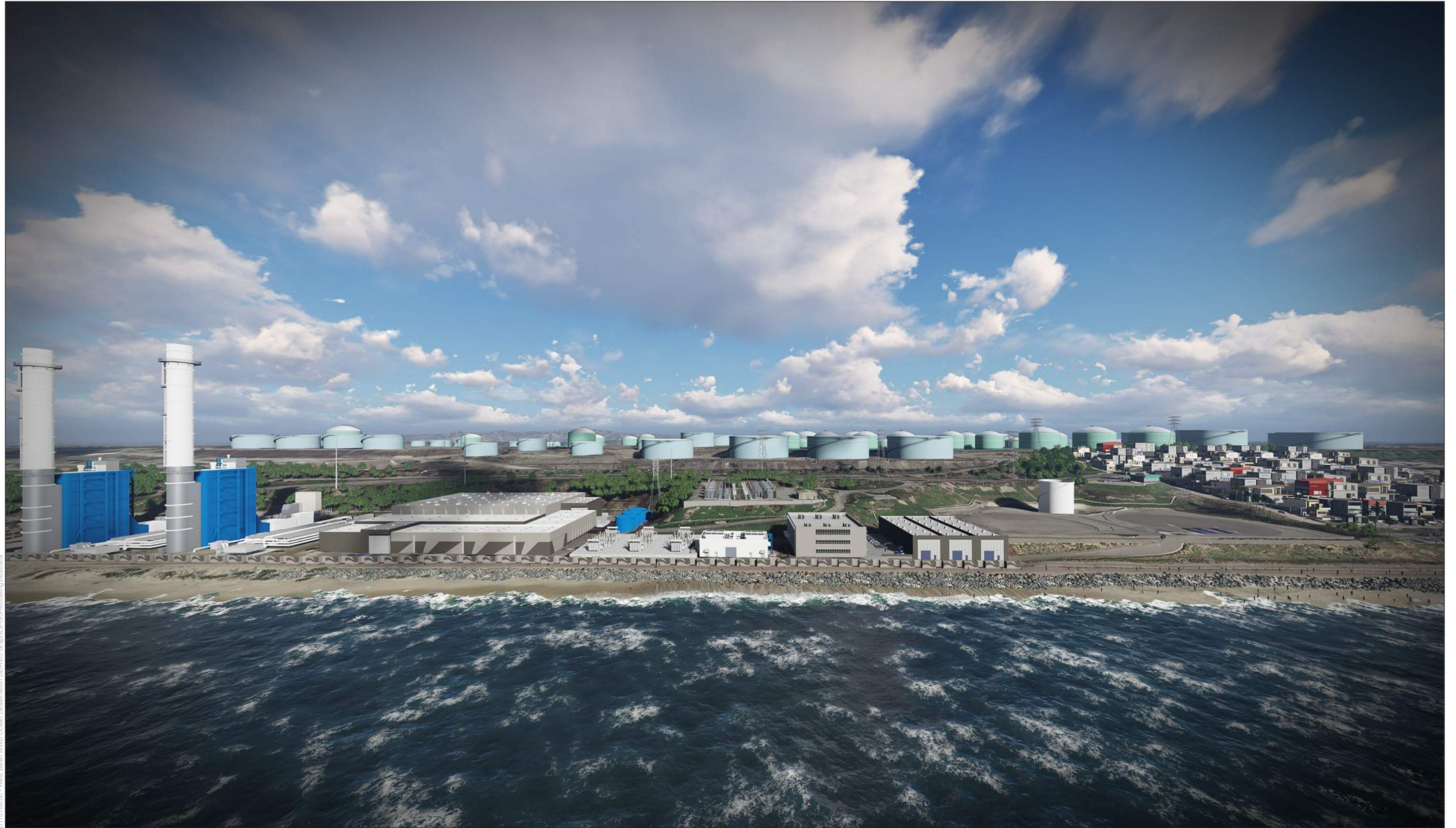


SOURCE: Michael Baker International, 2016

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**Figure 5.1-21**  
Key View 5 – Proposed ESGs South Site Regional Project Condition





0170766.00 - West Basin MWD Ocean Desalination DEIR/05 Graphics-GIS-Modeling/Illustrator

SOURCE: Michael Baker International, 2016

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**Figure 5.1-22**  
Key View 5 – Proposed ESGS North Site Regional Project Condition



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