4.2 AESTHETICS

4.2.1 Introduction

This section describes the existing visual character of the Proposed Project area and evaluates how the components would affect scenic views and resources. Visual resources information in this section was compiled from site photographs and site surveys conducted by DD&A. Information on proposed structures, including dimensions and architectural details, was provided by MRWPCA and its consultants.

Public and agency comments received during the public scoping period in response to the Notice of Preparation are summarized in **Appendix A, Scoping Report**. No comments were received with regard to aesthetics or visual impacts.

4.2.1.1 Concepts and Terminology

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the visual character and quality of the environment, a visual or aesthetic impact may occur. Visual quality, visual character and visual sensitivity, affected viewers and exposure sensitivity and visual study area are the terms used throughout the analysis, and are defined below.

Visual Quality

Visual quality is defined as the overall visual impression or attractiveness of a site or locale as determined by its aesthetic qualities (such as color, variety, vividness, coherence, uniqueness, harmony, and pattern). Natural and built features combine to form perspectives with varying degrees of visual quality, which are rated in this analysis as low, moderate, and high, as follows:

- **Low.** The location is lacking in natural or cultural visual resource amenities typical of the region. A site with low visual quality will have aesthetic elements that are relatively unappealing and perceptibly uncharacteristic of the surrounding area.
- **Moderate.** The location is typical or characteristic of the region's natural or cultural visual amenities. A site with moderate visual quality maintains the visual character of the surrounding area, with aesthetic elements that do not stand out as either contributing to, or detracting from, the visual character of an area.

- **High.** The location has visual resources that are unique or exemplary of the region's natural or cultural scenic amenities. A site with high visual quality is likely to stand out as particularly appealing and makes a notable positive contribution to the visual character of an area.

Visual Character

Visual character is a general description of the visual attributes of a particular land use setting and the unique set of landscape features. The purpose of defining the visual character of an area is to provide the context within which the visual quality of a particular site or locale is most likely to be perceived by the viewing public. For urban areas, visual character is typically described on the neighborhood level or in terms of areas with common land use, intensity of development, and/or landscaping and urban design features. For natural and open space settings, visual character is most commonly described in terms of areas with common landscape attributes (such as landform, vegetation, or water features).

Affected Viewers and Exposure Sensitivity

Affected viewers and exposure sensitivity conditions address the variables that affect viewers and their visual exposure to the project component sites. The identification of viewer types and volumes describes the type and quantity of potentially affected viewers within the visual study area. Land uses that derive value from the quality of their settings are considered potentially sensitive to changes in visual conditions. Sensitive viewers are those who generally would be considered to have a strong stake or interest in the quality of the landscape when viewing a site from a public vantage point. Examples of viewers with elevated concern for visual quality include travelers on designated scenic routes, and park visitors and other recreationists in public recreational areas.

Viewer exposure considers some or all of the following factors: landscape visibility (the ability to see the landscape); viewing distance (the proximity of viewers to the component sites); viewing angle (whether the component sites would be viewed from a superior, inferior, or level line of sight); extent of visibility (whether the line of sight is open and panoramic to the facility sites or restricted by terrain, vegetation, and/or structures); and duration of view. Generally, viewer sensitivity relates to the level of interest or concern the public has for a particular aesthetic resource.

Visual Sensitivity

Visual sensitivity is the overall measure of a site's susceptibility to adverse visual changes. Visual sensitivity is rated as high, moderate or low and is determined based on the combined factors of visual quality, viewer types and volumes, and visual exposure to the Proposed Project as described above. A setting's overall visual sensitivity is the measure of its susceptibility to significant visual impacts as a result of project-caused visual change. Thus, significant adverse impacts are typically unlikely in a setting with low overall sensitivity.

4.2.1.2 Visual Study Area

For the purpose of this analysis, the visual study area for each component site is what would be visible to the public. The Proposed Project sites are located in both developed and open space settings. In some locations, trees, shrubs, and buildings restrict or block views of component sites as viewers move away from these sites; consequently, these elements limit the visual study area in most places to publicly accessible locations immediately

surrounding Proposed Project sites. In other locations, however, favorable topographic relationships or the lack of intervening features extends the distance from which a viewer would be able to observe features of the proposed sites.

4.2.2 Environmental Setting

4.2.2.1 Visual Character of the Project Area

The coastal landscape of northern Monterey County is aesthetically rich and visually diverse, and some areas, such as the Monterey Peninsula, are widely recognized and highly regarded for their aesthetic quality. To summarize the visual setting in northern Monterey County, landscape units were digitized in GIS using aerial photos and observation of the area during site visits. The landscape units are based on combinations of physical and cultural features that result in similar visual quality. While biological groups (e.g., "oak woodland") are sometimes used to describe certain landscape units, these units are strictly aesthetic delineations based on multiple factors including land use, position in the landscape, degree of urbanization, and boundaries of vegetation communities, among others. The landscape units used to describe the project area where Proposed Project sites are located include: urban and developed, hillside residential, agricultural, beaches and coastal dunes, grass and rangeland, riparian, coastal shrub, oak woodland, and forested hills.

Urban and Developed

This landscape unit includes the cities of Salinas, Monterey, Marina, Seaside and Pacific Grove. In addition, this landscape unit includes areas outside these cities that are considerably developed. This landscape unit consists almost entirely of developed features and the aesthetic quality of any particular scene depends on land uses, building style/architecture, condition, height, mass and density, infrastructure improvements, adjacent scenery, and visible background views. Proposed Project components that would be within or adjacent to the Urban and Developed landscape unit include the Reclamation Ditch Diversion, portions of the Blanco Drain Diversion, the Lake El Estero Diversion, the Treatment Facilities at the Regional Treatment Plant, portions of the RUWAP Pipeline Alignment Option, the RUWAP Booster Pump Station Option, portions of the Coastal Pipeline Alignment Option, the Coastal Booster Pump Station Option, and the CalAm Distribution Pipelines(Transfer and Monterey Pipelines).

Hillside Residential

This landscape unit consists of single family residential units on large lots in and around hillside areas. It is distinguished from the urban and developed landscape unit by the significant amount of open space that exists between dwellings. The hillsides are both wooded and open, and often offer expansive views. The visual quality of this landscape unit is moderate to high because of its distinctive relief, and semi-natural state. Hillside residential areas are one of the dominant views from Proposed Project areas in the Monterey Peninsula and around Salinas. The Proposed Project does not include any new or existing components that would be within this landscape unit.

Agricultural

The Salinas Valley is known for its rural and agricultural aesthetic, popularized to a great extent by the novels of John Steinbeck. That quintessential rural landscape brings to mind

vast agricultural fields, dairies, farmhouses, water towers, mills and small dusty towns. Though the years have modernized and urbanized much of the Salinas Valley, many areas still retain a rural and agricultural aesthetic. The visual quality of this landscape unit generally varies from moderate to high, depending on the degree to which other modifications (utilities, industry, highways, etc.) either contribute to or detract from its earlier feel. Some modified areas within this landscape unit have a low visual quality, for example, where industrial-type uses have been constructed. Proposed Project components that would be within or adjacent to the Agricultural landscape unit include the Salinas Pump Station Diversion, the Salinas Treatment Facility, the Tembladero Slough Diversion and portions of the Blanco Drain Diversion.

Beaches and Coastal Dunes

The coastal dunes and beaches of Monterey Bay may be one of the most distinctive and visually pleasing landscape units in the project area. In the project area, the coastal dunes can reach 100 feet in height with moderate to steep slopes, and colonized to varying degrees by scattered patches of dune scrub. This scene, adjacent to the waters of Monterey Bay, displays soft forms, curved lines and distinctive natural color contrasts that are visually appealing. The beaches in this landscape unit are gently sloped, broad, white sand beaches that extend along an increasingly curved arc from Moss Landing to Monterey. This landscape unit occurs west of Highway 1 from Moss Landing, south to the Seaside/Monterey boundary. Portions of this landscape unit are within the view corridor of Highway 1 (State Route 1), which is eligible for listing as a California State Scenic Highway in the project area. Portions of the Proposed Project Product Water Conveyance pipeline (coastal option) would be within this landscape unit.

Grass and Rangeland

This landscape unit consists of undulating hills of grass that have historically been logged or grazed, or consist of natural grassland habitat. This unit occurs north of Marina as well as in various hilly areas between Monterey and Salinas. The visual quality of this landscape would be moderate to high because it consists of open space and may or may not be degraded by human activity (grazing, soil disturbance, power lines, etc.) Portions of the Blanco Drain Diversion, portions of the RUWAP Pipeline Alignment Option, and portions of the Coastal Pipeline Alignment Option would be within the landscape unit.

Riparian and Aquatic

This landscape unit consists of wetlands, marshes, sloughs and stream corridors. These areas are often flat and consist of wetland vegetation and riparian trees, including cottonwood, sycamores and willows. The presence of water, pleasing color contrasts, and variety in vegetation gives moderate to high visual quality to this landscape. Portions of the Blanco Drain Diversion would be within the Riparian and Aquatic landscape unit.

Coastal Scrub

This landscape unit occupies non-urbanized areas within well-stabilized sand dunes in and around Marina, Seaside and former Fort Ord. The topography of this landscape is characterized by gently rolling hills that achieve heights of up to 400 feet, and is mantled with vegetation such as coyote brush, manzanita, sticky monkey flower, wild lilac and poison oak. The visual quality of this landscape would be moderate to high because it consists of open space and may or may not be negatively influenced by human activity (adjacent land

uses, soil disturbance, power lines, etc.). Project components within this landscape unit would include the Injection Well Facilities Site.

Oak Woodland

Within older, more stable soils are patches of coast live oak woodland. The oak woodland is in and around former Fort Ord and consists of a dense to moderately open shrub canopy with a sparse herbaceous understory. The topography of the landscape consists of hills with gentle to moderate slopes. The Oak Woodland creates a savannah-like to more densely wooded appearance, depending on canopy cover, which ranges from 20% to 60% of the ground surface. The visual quality of this landscape would be moderate to high because it consists of open space and may or may not be negatively influenced by human activity (adjacent land uses, soil disturbance, power lines, etc.). A portion of the RUWAP Pipeline Alignment Option would be within this landscape unit.

Forested Hills

This landscape unit primarily occurs in the mountains between the Pacific Ocean and the Salinas Valley. This landscape unit consists almost entirely of large evergreen trees on moderate to steep slopes. Roads may crisscross the landscape, but it is generally remote and absent of homes or other structures. The visual quality of this landscape is moderate to high, depending on steepness of topography and degree of forest cover. There are no proposed or existing project components within this landscape unit.

4.2.2.2 Scenic Views and Scenic Resources

Scenic Roads

Two state highways in the Monterey region have been designated as scenic highways by the California Department of Transportation (Caltrans), or are deemed eligible for such designation. Designated scenic roadways and eligible scenic roadways in the project area include portions of Highway 1and Highway 68 as described below.

- **Highway 1.** The portion of Highway 1 between Highway 68 and the San Luis Obispo County line is a designated scenic highway. Highway 1 is eligible for designation as a scenic highway between Highway 68 and the Santa Cruz County line.
- **Highway 68.** The segment of Highway 68, also known as the Monterey-Salinas Highway, which extends from Highway 1 in the City of Monterey to the Salinas River, is a state-designated scenic highway; the segment of Highway 68 extending from the Salinas River to the City of Salinas is eligible for designation as a scenic highway.

There are no locally designated scenic roads in the project area. The City of Monterey General Plan identifies Del Monte Boulevard adjacent to Lake El Estero as a “proposed scenic road,” and also states that “all major roads leading to Monterey are scenic corridors.”

Monterey County identifies Reservation Road east of Marina city limits as a proposed scenic route in the Greater Monterey Peninsula Area Plan.

Scenic Views and Resources

The following areas have been identified in local General Plans as being important scenic areas, resources or views:

- **Monterey County.** The Greater Monterey Peninsula Area Plan states that The Greater Monterey Peninsula Visual Sensitivity Map shall be used to designate visually "sensitive" and "highly sensitive" areas generally visible from scenic routes. The map designates the coastline west of Highway 1 as “highly sensitive” (excluding lands within the city limits of Seaside and Marina), and lands east of Highway 1 between Marina city limits and the Salinas River as “sensitive.” Visually “sensitive” areas are also designated along Highway 68.
- **City of Marina.** Marina’s General Plan identifies that ocean views from Highway 1 shall be maintained to the greatest extent possible, development on the primary ridgeline of the Marina dunes shall be avoided, and new development should be sited and designed to retain scenic views of inland hills from Highway 1, Reservation Road, and Blanco Road.
- **City of Monterey.** According to the City’s General Plan, Lake El Estero along with several other water bodies (Washerwoman’s Pond, Del Monte Lake at the Naval Postgraduate School, and Laguna Grande to the east of Monterey) are significant visual resources. The following additional scenic views and resources are identified in the City’s Local Coastal Program (LCP):
    - Del Monte Avenue as local entry view, the Recreation Trail/Transportation Corridor, views from northbound Highway 1 (proposed scenic highway), and viewpoints from public streets and city and state beaches (Del Monte Beach LCP).
    - Coastal overviews from Canyon Del Rey to Laguna Grande (Laguna Grande/Roberts Lake LCP).
- **City of Seaside.** The City of Seaside General Plan identifies views of significant natural features and unique public views visible from the Highway 1 between Fremont Boulevard and the northern boundary of the City as visual resources to be protected or preserved. The City indicates that the scenic and visual qualities of lakes and coastal areas, including Roberts Lake, Laguna Grande, the coastal sand dunes, and Monterey Bay/Pacific Ocean, including from State Highway 1, shall be considered visual resources of public importance.
- **City of Salinas.** The City of Salinas General Plan (City of Salinas, 2002a) does not identify significant view corridors in the vicinity of Project components, although some areas along Highway 101 outside of Project sites are identified as important gateways to the City.

4.2.2.3 Visual Character and Sensitivity of Project Sites

This section describes the overall visual character and sensitivity of each Proposed Project component site including its visual quality, potentially affected viewers and exposure conditions. **Table 4.2-1, Summary of Visual Sensitivity Conditions** summarizes these attributes, which are described in more detail in the remainder of this section. **Figures 4.2-1A through 4.2-2** include photographs showing existing visual conditions at the project component sites.

Table 4.2-1
Summary of Visual Sensitivity Conditions

Facility Site	Landscape Unit	Visual Quality	Affected Viewers and Exposure Conditions	Visual Sensitivity
Salinas Pump Diversion	Agricultural	Low	Low	Low
Salinas Treatment Facility	Agricultural	Low	Low	Low
Reclamation Ditch Diversion	Urban and Developed	Low	Low	Low
Tembladero Slough Diversion	Agricultural	Moderate	High	High
Blanco Drain Diversion	Agricultural, Riparian and Aquatic, Grass and Rangeland, Urban and Developed	Low	Low	Low
Lake El Estero Diversion	Urban and Developed	High	High	High
Treatment Facilities at Regional Treatment Plant	Urban and Developed	Low	Low	Low
RUWAP Pipeline Alignment Option	Urban and Developed, Grass and Rangeland, Oak Woodland, Coastal Shrub	Moderate	Low	Moderate
RUWAP Booster Pump Station Option	Urban and Developed	Low	Low	Low
Coastal Pipeline Alignment Option	Urban and Developed, Grass and Rangeland, Beaches and Coastal Dunes, Coastal Shrub	Moderate	Moderate	Moderate
Coastal Booster Pump Station Option	Urban and Developed	Moderate	Low	Low
Injection Well Facilities	Coastal Scrub	Moderate	Moderate	Moderate
CalAm Transfer Pipeline	Urban and Developed	Low	Low	Low
CalAm Monterey Pipeline	Urban and Developed	Moderate	Moderate	Moderate

Source Water Diversion Sites

Salinas Pump Station Diversion

The Salinas Pump Station Diversion Site, which contains existing public utility/facility uses, is located in the Agricultural landscape unit. Adjacent lands are actively cultivated agricultural fields. Rural residential uses are located approximately one-third mile to the north along the north side of Blanco Road, and about one-half mile to the east, and are separated from the Salinas Pump Station by actively-farmed agricultural land. The Salinas River is the primary natural feature located in the project component site vicinity, which is located approximately 1.5 miles to the southwest. The City of Salinas Industrial Wastewater Treatment Facility is approximately one mile to the south of the Salinas Pump Station. **Figure 2-18, Proposed Project Facilities Overview**, shows the location of the existing Salinas Pump Station.

- **Visual Quality.** The site is not located within a designated scenic vista or a scenic corridor as defined by the Monterey County General Plan. The site's existing visual features are characterized by the existing industrial-looking development located on the site, including the existing pump station structure, warehouses, tanks, animal shelter and other agricultural equipment and material storage areas. Nearby areas are predominantly characterized by agricultural lands. The site lacks notable natural or cultural features that would make its visual or aesthetic conditions unique or appealing. The conditions at the site are not representative of the open space and agricultural aesthetic that characterizes the surrounding agricultural landscape. The site does not have aesthetic elements that are visually notable or appealing as found in the surrounding area. Therefore, the visual quality of the site is considered low.
- **Affected Viewers and Exposure Conditions.** East Blanco Road, approximately 1/3 mile to the north of the site, is the closest heavily-traveled public roadway to the Salinas Pump Station site. Existing views of the site are dominated by agricultural fields, and the Salinas Pump Station site is not prominently visible due to the distance of over 1/3 mile from East Blanco Road. In addition, numerous large structures to the west and south of the site screen views of the site from the nearby public roadways. Similarly, the site is not highly visible from Davis Road, which is approximately ¼ miles west of the site. Due to the distance from scenic Highway 68 of 1 ¼ miles, the site is not visible from this road. Thus, the visual exposure of the site is considered low.
- **Visual Sensitivity.** Due to the existing low visual quality of the Salinas Pump Station site and low exposure of the site, the overall visual sensitivity of the site is considered low.

Salinas Treatment Facility Storage and Recovery

The existing Salinas Treatment Facility is located adjacent to the Salinas River, downstream of the Davis Road crossing. The site is located in the Agricultural landscape unit. The existing facility consists of an influent pump station, aeration lagoon, percolation ponds, and rapid infiltration beds to treat, percolate and evaporate the industrial wastewater. The total area of the site is approximately 281 acres, with the majority of that area comprised of the percolation ponds. The Salinas Treatment Facility is surrounded by agricultural operations to the north, east, and west, and the Salinas River to the south. **Figure 2-18,** shows the location of the existing Salinas Treatment Plant and **Figure 4.2-1A, Site Photos of Source Water Diversion Sites from Public Viewpoints** shows a photograph of the site.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County General Plan. The site contains utility-type development as a water and wastewater treatment and conveyance site, but the site's visual appearance is largely dominated by the existing percolation ponds that have the appearance of man-made open water. Nearby areas are predominantly characterized by agricultural lands. The site lacks notable natural or cultural features that would make its visual or aesthetic conditions unique or appealing. The conditions at the site are not representative of the open space and agricultural aesthetic that characterizes the surrounding agricultural landscape. The site does not have aesthetic

elements that are notably appealing as is the case for the surrounding area, and therefore, the visual quality of the site is considered low.

- **Affected Viewers and Exposure Conditions.** The site is adjacent to Davis Road, which is a moderately heavily-traveled public roadway. Existing views are dominated by agricultural fields. The entrance to the facility is visible to motorists on Davis Road; however, the rest of the facility is screened from view due to existing vegetation and a slight change in topography. Due to the distance from scenic Highway 68 of two miles, the site is not visible from this road. Therefore, the visual exposure of the site is considered low.
- **Visual Sensitivity.** Due to the low visual quality and low exposure conditions of the site, the overall visual sensitivity is considered low.

Reclamation Ditch Diversion

The Reclamation Ditch Diversion site is located near the corner of Highway 183 (Market Street) and Davis Road, and is located in the Urban and Developed landscape unit. The site location is adjacent to the existing narrow, open ditch that is generally lacking vegetative growth. The majority of the surrounding area is industrial in nature and appearance. The diversion location is in a fenced area located beneath the overpass of North Davis Road, just north of Highway 183. **Figure 2-18, Proposed Project Facilities Overview**, shows the location of the existing Reclamation ditch.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County General Plan. Nearby areas are predominantly characterized by agricultural lands and industrial buildings. The site consists of an artificially constructed ditch surrounded by disturbed land and industrial buildings with little vegetation. The site is not considered to be aesthetically appealing as it lacks vegetation, or notable natural or cultural elements that contribute positively to its visual or aesthetic features. Therefore, the visual quality of the site is considered low.
- **Affected Viewers and Exposure Conditions.** The site is located adjacent to the Davis Road overpass over Highway 183, which is a heavily-traveled public roadway. Existing views are dominated by agricultural fields to the west and the industrial buildings in Salinas to the east. The site is visible from the Davis Road, but only for a short duration, and it is not a prominent visual feature of the surrounding area. The visual exposure of the site is considered low.
- **Visual Sensitivity.** Due to the low visual quality and the low exposure conditions of the site, the visual sensitivity is considered low.

Tembladero Slough Diversion

The Tembladero Slough Diversion is located at the existing MRWPCA Castroville Pump Station, which is located just south of the Highway 1/Highway 183 intersection. The site is located in the Agricultural landscape unit. The existing Castroville Pump Station consists of a small, low-profile building that is fenced and surrounded by agricultural lands. The area of the slough upon which the diversion would be constructed is adjacent to the building on the south. **Figure 2-18**, shows the location of the existing Tembladero Slough and **Figure 4.2-1A** shows a photograph of the site from Highway 1, the public viewpoint that is most visible.

- **Visual Quality.** The site is not located within a designated scenic vista or a scenic corridor as defined by the Monterey County General Plan. However, the site is visible along Highway 1, which Caltrans has identified as being eligible for designation as a scenic highway between Highway 68 and the Santa Cruz County line. The visual quality of the site is characterized by the small existing pump station building adjacent to the Tembladero Slough channel that is surrounded by agricultural lands. The visual quality of the slough is characterized by a relatively narrow, straight, unlined drainage ditch that can overtop the banks during rainy periods. The surrounding area is characterized by agricultural lands with agricultural structures and buildings in Castroville, as well as distant views of the Moss Landing power plant. The site lacks notable natural or cultural visual features in comparison to the open space and agricultural aesthetic that characterizes the surrounding area. Although the site lacks prominent aesthetic qualities, due to the proximity of the Proposed Project site to Highway 1, the visual quality of the site is considered moderate.
- **Affected Viewers and Exposure Conditions.** The site is located approximately 0.1 miles west of Highway 1, which is a heavily-traveled public roadway. The site is visible to motorists and bicyclists on Highway 1 for a limited duration along an approximate 1/4-mile segment of the highway. The visual exposure of the site is considered high. The existing pump station building is similar or smaller in size and scale as many of the other agricultural structures and buildings within Castroville that are visible from this vantage point. The visual exposure of the site is considered high.
- **Visual Sensitivity.** Due to the moderate visual quality and the high exposure conditions of the site, the visual sensitivity is considered high.

Blanco Drain Diversion

The proposed Blanco Drain Diversion pump station site is located adjacent to the existing seasonal pump station (operated by Monterey County Water Resources Agency) in an agricultural area east of the Regional Treatment Plant. The new underground pipeline would extend from the new pump station to the Regional Treatment Plant. The diversion pump station and pipeline would be located within several landscape units as summarized on **Table 4.2-1**. **Figure 2-18** shows the location of the existing Blanco Drain.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County General Plan. The site consists of a relatively wide, deep and artificially created drainage channel that is surrounded by actively farmed agricultural fields. The site lacks notable natural or cultural visual features in comparison to the open space and agricultural aesthetic that characterizes the surrounding agricultural landscape. Therefore, the visual quality of the site is considered low.
- **Affected Viewers and Exposure Conditions.** The site is located approximately 0.5 miles west of Nashua Road, which is a moderately-traveled road. Existing views are dominated by agricultural fields. There are no pubic viewpoints of this site. As such, the visual exposure of the site is considered low.

- **Visual Sensitivity.** Due to the low visual quality the low exposure conditions of the site, the visual sensitivity is considered low.

Lake El Estero Diversion

Lake El Estero is located within the City of Monterey within the Urban and Developed landscape, and is surrounded by a mix of recreational, residential and commercial developments. The site is bounded on the north by Del Monte Boulevard, on the south by Lake El Estero, on the east by Camino Aguajito and on the west by Camino El Estero. The lake, which is a prominent visual feature, is "U" shaped, and contains the El Estero Park Complex (including a playground, youth center, ballpark, dance studio, boating concession, snack bar, and skate park), the San Carlos, Saint John's and El Encinal cemeteries, a city dog park, as well as various walking trails. The Proposed Project component site is near the northeast corner of Lake El Estero. Currently, there is a concrete slab at the site of the proposed improvements, which protrudes slightly into the lake; beneath the slab there are various pieces of equipment that regulate and control the water levels of the lake. **Figure 2-18** shows the location of Lake El Estero and **Figure 4.2-1A** shows a photograph of the site.

- **Visual Quality.** The site is immediately adjacent to Del Monte Boulevard, which is identified as a "proposed scenic road" in the City of Monterey General Plan (see Map 2 in City of Monterey, 2005 General Plan). The City's General Plan also indicates that Lake El Estero is a significant visual resource. The lake is a prominent visual feature in this location and other environs surrounding the lake, although the existing Proposed Project site consists of a low-profile concrete slab with piping and an electrical box that are visible to drivers along Del Monte Boulevard and from within the surrounding parkland area. Given the lake's visual prominence and the General Plan identification of Lake El Estero as a significant visual resource, the lake and surrounding area, including the Proposed Project site, are considered unique visual resources that stand out as being particularly appealing and making a notable positive contribution to the visual character of an area. For this reason, the visual quality of this site is considered high.
- **Affected Viewers and Exposure Conditions.** The Monterey Peninsula Recreational Trail (also referred to as the Monterey Bay Coastal Trail) is in close proximity to Lake El Estero, and many other public trails run throughout the area immediately surrounding the lake. The Proposed Project site is visible to varying degrees from Del Monte Boulevard roadway and sidewalks, the Coastal Trail and other nearby areas. The visual exposure of the site is considered high.
- **Visual Sensitivity.** Given that the lake is considered a significant visual resource in the City of Monterey General Plan, Del Monte Boulevard is a proposed scenic road in the City's General Plan, and considering the high degree of public exposure of the site, the overall visual sensitivity of the site is considered high.

Treatment Facilities at Regional Treatment Plant

The proposed Advanced Water Treatment Plant and Salinas Valley Reclamation Plant Modifications would be located at the existing MRWPCA Regional Treatment Plant (RTP). The RTP site is located in the Urban and Developed landscape unit due to the existing structures and development, although the surrounding area is generally located in the

Agricultural landscape unit. The existing RTP is characterized by large scale public utility/industrial-looking tanks and structures. The tallest structures on site (tricking filter towers) are 37 feet tall. The proposed Advanced Water Treatment Plant site is located in the northwest corner of the RTP, and is a flat unpaved area that is undeveloped and does not contain any treatment facilities or structures. The Salinas Valley Reclamation Plant Modifications would be located within the existing reclamation facilities on the southern part of the site. **Figure 2-18** shows the location of the existing Regional Treatment Plant, **Figure 2-8, Existing Regional Treatment Plant Facilities Map**, shows the locations of the existing RTP facilities in more detail, and **Figure 4.2-1B, Site Photo of Treatment Facilities at the Regional Treatment Plant** shows a photograph of the site.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County General Plan. The existing visual quality of the Regional Treatment Plant is characterized by the existing structures, tanks and equipment that result in an industrial-looking appearance. The site does not contain any visual features that are visually unique. Both the RTP site and the Proposed Project locations at the RTP lack notable natural or cultural visual features in comparison to the open space and agricultural aesthetic that characterizes the surrounding agricultural landscape. Therefore, the visual quality of the site is considered low.
- **Affected Viewers and Exposure Conditions.** The site is not visible from any public roads; therefore the visual exposure of the site is low.
- **Visual Sensitivity.** The overall visual sensitivity of the site is considered low due to the low visual quality of the site and the lack of visibility from any public roads.

Product Water Conveyance

RUWAP Pipeline Alignment Option

The RUWAP Pipeline Alignment Option component would begin at the proposed Advanced Water Treatment Facility and continue south to the Injection Well Facilities Site. This alignment option would generally follow what is commonly known as the recycled water pipeline route through the City of Marina, California State University Monterey Bay (CSUMB), and the City of Seaside. The proposed pipeline alignment traverses areas that are primarily within the Urban and Developed landscape unit, with the exception of the following: the northernmost portion is within the Grass and Rangeland unit; a small portion passes through the CSUMB Campus within the Oak Woodland landscape unit; and the southeastern portion near the Injection Well Facilities site is within the Coastal Scrub unit. **Figure 2-18,** shows the location of the RUWAP Pipeline alignment option.

- **Visual Quality.** The pipeline alignment is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County, cities of Marina or Seaside General Plans. From north to south, the pipeline alignment passes through open rolling grasslands, developed residential neighborhoods in the City of Marina, a portion of the college campus at CSUMB, and developed and undeveloped areas in the City of Seaside. The visual character of the area is dominated by urban development with some intervening open areas. The open grassland and small area of oak woodlands maintain the aesthetic of the surrounding area. Overall, the area does not have aesthetic elements that are notably appealing or that are

representative of the surrounding area, however the presence of Oak Woodland landscape unit increases the aesthetic value, therefore the visual quality of the component site is considered moderate.

- **Affected Viewers and Exposure Conditions.** There are no new above-ground permanent facilities proposed as part of the RUWAP Pipeline Alignment Option. The areas that the pipelines would pass through are not located within a designated scenic vista or scenic corridor as defined by the General Plans for Monterey County, and the cities of Marina or Seaside. For these reasons, the visual exposure of this component is low.
- **Visual Sensitivity.** The overall visual sensitivity of this site is considered moderate because of the variable natural and urban conditions of the alignment. Although this component (pipeline) would be completely underground upon completion of construction, a portion of the pipeline construction would occur within the Oak Woodland landscape unit that is considered to have a moderate visual sensitivity.

RUWAP Booster Pump Station Option

This Proposed Project site is located off of 5th Avenue in the City of Seaside. The site is located within the Urban and Developed landscape unit as it is located within a parking lot adjacent to existing structures on the CSUMB campus. **Figure 2-18** shows the location of the proposed RUWAP Booster Pump Station and **Figure 4.2-1C, Site Photos of Product Water Conveyance Pump Stations** shows a photograph of the site.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the Seaside General Plan. The visual quality of the site is characterized by college buildings and parking lots within an institutional setting. The site lacks notable natural or cultural visual features. The visual quality is considered low due to the developed nature of the site.
- **Affected Viewers and Exposure Conditions.** The site is located in a parking lot, and roads to the site are closed to public access. The site is part of a distant view from Inter-Garrison Road and nearby classrooms and university, residential dormitories and lower in topography from the nearby features. Because the views of the site currently are predominated by the pavement and buildings of the City of Marina Corporation Yard and the views from nearby public areas are blocked by other buildings and trees, the visual exposure of the site is considered low.
- **Visual Sensitivity.** The overall visual sensitivity is considered low due to the developed nature of the site and the low visual quality and low exposure.

Coastal Pipeline Alignment Option

The Coastal Pipeline Alignment Option would begin at the Proposed Advanced Water Treatment Facility and continue south to the Injection Well Facilities Site. This Proposed Project component would follow in parallel with a portion of CalAm's proposed new Monterey Peninsula Water Supply Project desalination product water pipeline along the eastern side of the Transportation Agency of Monterey County railroad tracks. A segment of the northern portion of the Coastal Pipeline Alignment is located on the west side of Highway 1 adjacent to the Fort Ord Dunes State Park. The southern portion of the Coastal Alignment would be located in the former Fort Ord within the cities of Marina and Seaside.

The pipeline alignment primarily runs through the Urban and Developed landscape unit, with the exception of the northernmost portion which is within the Grass and Rangeland landscape unit, a central segment adjacent to Fort Ord Dunes State Park is within the Beaches and Coastal Dunes landscape unit, and the southeastern segment near the Injection Well Facilities site is within the Coastal Scrub landscape unit. **Figure 2-18** shows the location of the proposed Coastal Pipeline alignment option.

- **Visual Quality.** The majority of the pipeline alignment is not located within a designated scenic vista of a scenic corridor as defined by the Monterey County, Marina or Seaside General Plans. However, a segment of the alignment within the City of Marina is adjacent to Highway 1, which Caltrans has identified as being eligible for designation as a scenic highway between Highway 68 and the Santa Cruz County line. From north to south, the pipeline alignment passes through open rolling grasslands, developed residential neighborhoods in the City of Marina, a portion of the college campus at CSUMB, and developed and undeveloped areas in the City of Seaside. Except for the northern and central segment of the alignment, the visual character of the area is dominated by urban development with some intervening open areas with no notable visual or aesthetic features. However, the open grassland and dunes adjacent to Highway 1 maintain the aesthetic character of the area surrounding those areas. Therefore the visual quality of the component site is considered moderate.
- **Affected Viewers and Exposure Conditions.** There are no new above-ground permanent facilities proposed as part of the Coastal Pipeline Alignment Option. The areas that the pipelines would pass through are not located within a designated scenic vista or scenic corridor as defined by the Monterey County General Plan, City of Marina General Plan or City of Seaside General Plan. However, a segment of this Proposed Project component would be located adjacent to Highway 1, which is eligible for designation as a scenic highway and is also within the Highway 1 Design Corridor as defined by the Fort Ord Reuse Authority. The segment of the alignment adjacent to Fort Ord Dunes State Park would also be visible in some areas of Monterey Bay Coastal Recreational Trail on the west side of Highway 1. For these reasons, the visual exposure of this component is moderate.
- **Visual Sensitivity.** The overall visual sensitivity of this site is considered moderate because of the variable natural and urban conditions of the alignment. Although this component would be completely underground after construction is completed, the visual quality and visual exposure are both moderate.

Coastal Booster Pump Station Option

This Proposed Project component would be located in the City of Seaside on the southwest corner of the Divarty Street/2nd Avenue intersection at the edge of the CSUMB campus across the street from former military barracks. The site is within the Urban and Developed landscape unit. Former military housing that is dilapidated and unmaintained with broken windows and graffiti is located immediately to the north of the site. The areas immediately south and west of the site are currently vacant land, although the City of Seaside General Plan and CSUMB Master Plan both plan for development at this site in the future. The CSUMB campus is located to the east; however the sites immediately adjacent contain large

sprawling parking lots that are not maintained and lack vegetation. Further to the east (i.e., approximately 1/4–mile away) are sports fields and recreational facilities, including the soccer/track stadium, baseball and softball fields, and swimming pool facility. These facilities are at a lower elevation than the site and thus do not have prominent views of the site. **Figure 2-18** shows the location of the proposed Coastal Booster Pump Station and **Figure 4.2-1C** shows a photograph of the site.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the City of Seaside General Plan; however it is part of the CSUMB transportation corridor buffer. The site is currently undeveloped and is bordered to the north by Divarty Street, which is lined with cypress, Monterey pine and other trees. The visual quality is considered moderate due to the presence of existing trees that are typical of tree cover in the area.
- **Affected Viewers and Exposure Conditions.** The site is visible along 2nd Avenue and Divarty Street and potentially from distant CSUMB campus buildings. It is not visible from Highway 1. The visual exposure of the site is considered low.
- **Visual Sensitivity.** The overall visual sensitivity is considered moderate due to the moderate visual quality, although the visual exposure is considered low.

Injection Well Facilities

The Injection Well Facilities site is located within the Coastal Scrub landscape unit. The southernmost portions of the site are near the low point of a moderately sloped hillside, covered with low scrub vegetation. Much of the hillside area of the Injection Well Facilities site has been disturbed by earth moving activities of various degrees, due to the ongoing expansion of General Jim Moore Boulevard, and former military training operations and environmental remediation activities associated with the former Fort Ord. **Figure 2-18** shows the location of the proposed Injection Well Facilities and **Figure 4.2-2, Photosimulation of Injection Well Facilities** shows a photograph of the site.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the City of Seaside General Plan. The site is generally characterized by open, gently rolling terrain. The topography and vegetation of the site provide moderately interesting and varied aesthetic features due to the primarily open space character of the area, although the visual context as viewed from General Jim Moore Boulevard also includes roads, power lines, dirt paths and other disturbed areas before shifting into a more suburban character with nearby homes to the west. The roadway and previous site disturbances somewhat diminish the aesthetic appeal of the scene, although the more distant view is generally open and undeveloped except for power transformers. There is also an existing small building and injection/extraction wells as part of the nearby Aquifer Storage and Recovery Project. Overall, the site is given a moderate rating for visual quality associated with the open, coastal scrub landscape that generally characterizes the area, although there is some low-profile development that is visible and past military munitions removal activities have denuded the vegetative cover.

- **Affected Viewers and Exposure Conditions.** The site is visible from several blocks of residences along the east side of Nadina Street and Lysette Court, and a portion of the site is briefly and intermittently visible from General Jim Moore Boulevard. Although the area is not within a scenic vista or view corridor, and is not valued for recreational uses, it is briefly visible from General Jim Moore Boulevard and some nearby residences. The property to the east is the Fort Ord National Monument; however, the area is currently not open to the public for recreational use due to the presence of military munitions and clean-up activities occurring on an ongoing basis. The visual exposure of the site is considered moderate. In the future, when the land is developed and open space becomes available to the public for recreational access, the visual exposures may increase due to the potential future construction of homes and business and use of the open space by the public. This is addressed under cumulative impacts in **Section 4.2.4.6**, below.
- **Visual Sensitivity.** Due to the open space, undeveloped nature of the site and input received from the City of Seaside, (City of Seaside, 2015) and the moderate visual quality and exposure, the overall visual sensitivity is considered moderate.

CalAm Distribution System Improvements

Transfer Pipeline

The proposed Transfer Pipeline alignment would begin at the intersection of Del Monte Boulevard/Auto Center Parkway and extend east along La Salle Avenue to Yosemite Street; it would then turn south and continue to Hilby Avenue, ending at General Jim Moore Boulevard. The pipeline would be contained within the public right of way of the roads listed above. This route would traverse a developed area within the Urban and Developed landscape unit, which contains residential and commercial developments. **Figure 2-18** shows the location of the proposed Transfer Pipeline alignment.

- **Visual Quality.** The site is not located within a designated scenic vista of a scenic corridor as defined by the City of Seaside General Plan. The proposed pipeline alignment is located within roadways of developed areas with views typical of suburban residential and commercial neighborhoods, and minimal vegetation or new development (i.e., most of the alignment was developed in the middle of the 20th century and has not been redeveloped since then with the exception of some residential lots and small commercial sites). Sources of light and glare in the surrounding area include nighttime lighting emanating from the surrounding Urban and Developed landscape and automobile headlights along nearby roadways. The visual quality of the site is considered low.
- **Affected Viewers and Exposure Sensitivity.** The Transfer Pipeline route is visible from nearby residences and businesses, as well as from automobiles traveling along the roads adjacent to the proposed route. However, the exposure sensitivity is rated low, as the route is not located within a scenic vista or view corridor and is not valued for recreational uses.
- **Visual Sensitivity.** Given that the majority of the route is within the Urban and Developed landscape unit, and considering the surrounding development, the visual quality is considered low. Based on the above-

described factors, the overall visual sensitivity of the Transfer Pipeline route is low.

Monterey Pipeline

The proposed route for the Monterey Pipeline would begin at the intersection of Del Monte Boulevard/Auto Center Parkway, extending southwest between Del Monte Boulevard and California Avenue. The entire segment is situated within the Urban and Developed landscape unit. The pipeline would be installed within the Transportation Agency for Monterey County railroad right-of-way, roughly parallel to and alongside the Monterey Peninsula Recreational Trail (where present). The portion of the Monterey Pipeline alignment between Auto Center Parkway and Canyon Del Rey Boulevard would run within a densely developed commercial and light industrial corridor. Continuing west, the portion of the proposed alignment between Canyon Del Rey Boulevard and Figueroa Street would also traverse the Urban and Developed landscape unit; however, in some locations, the pipeline alignment could be adjacent to the Del Monte Dunes Environmental Reserve and Monterey State Beach, both of which are within the Beaches and Coastal Dunes landscape unit. From Figueroa Street, the proposed route would continue west through the Urban and Developed landscape unit, characterized by residential and commercial development of varying densities. Sources of light and glare include nighttime lighting emanating from the surrounding urban uses and automobile headlights along nearby roadways. **Figure 2-18** shows the location of the proposed Monterey Pipeline alignment.

- **Visual Quality.** The alignment is not located within a designated scenic vista of a scenic corridor as defined by the City of Monterey General Plan. However, a short segment along Del Monte Boulevard within the City of Seaside is identified in the City's Local Coastal Program as being within a scenic view. Given its location within a densely developed commercial and light industrial corridor, the portion of the proposed Monterey Pipeline alignment east of Canyon Del Rey is considered to be of low visual quality. The portion of the proposed pipeline west of Canyon Del Rey Boulevard is considered of moderate visual quality because of its proximity to the Monterey Peninsula Recreational Trail, the Coastal Dunes landscape unit, and residential areas.
- **Affected Viewers and Exposure Conditions.** The visual exposure of the proposed Monterey Pipeline alignment east of Canyon Del Rey is considered low, as existing development, trees, and fencing would screen views of the proposed route for motorists or pedestrians traveling along Del Monte Boulevard. The visual exposure of the proposed pipeline west of Canyon Del Rey Boulevard is moderate, as project activities along the alignment would be visible from residences as well as by motorists, pedestrians, and bicyclists traveling in the area.
- **Overall Visual Sensitivity.** Based on the above-described factors, the overall visual sensitivity of the Monterey Pipeline route east of Canyon Del Rey Boulevard is low, while the portion west of Canyon Del Rey Boulevard is moderate.

4.2.3 Regulatory Framework

4.2.3.1 Federal

No federal regulations relative to scenic or visual resources would be applicable to the Proposed Project.

4.2.3.2 State

California Scenic Highway Program

In 1963, the State of California established the Scenic Highway Program to develop a system of State roadways whose adjacent corridors contained scenic resources worthy of protection and enhancement. Sections 260 through 263 of the State Streets and Highways Code establish the Scenic Highways Program and require local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development,
- Provide detailed land and site planning,
- Prohibit off-site outdoor advertising and control on-site outdoor advertising,
- Pay careful attention to and control earthmoving and landscaping, and
- Scrutinize the design and appearance of structures and equipment.

As previously indicated, designated state scenic highways in the project vicinity include Highway 1 between Highway 68 and the San Luis Obispo County line and Highway 68 between the City of Monterey and the Salinas River.

California Coastal Act

Portions of the Proposed Project study area (see below) are in the California Coastal Zone, as defined by the California Coastal Commission (CCC). The California Coastal Act requires that local government carry out its goals and policies through the Local Coastal Program (LCP) process. Each local jurisdiction within the Coastal Zone is required to prepare a LCP that contains a land use plan and implementation regulations that implement the provisions of the Coastal Act. Proposed developments located within the coastal zone are required to obtain a Coastal Development Permit from local agencies that have a certified LCP. If a coastal jurisdiction does not have a certified LCP, a coastal permit must be obtained from the CCC.

There are three components of the Proposed Project that would be located in the coastal zone and that would be subject to policies in local certified LCPs or would require coastal permits from the CCC where certified LCPs are not in place, as identified below:

- Tembladero Slough Diversion;
- Product Water Conveyance Pipeline (Coastal Alignment): a short segment within the unincorporated area of Monterey County and most of the alignment within the City of Marina;
- CalAm Distribution System, Monterey Pipeline: Segments in Sand City, City of Seaside and approximately half of the segment in the City of Monterey.

All the above local jurisdictions have certified LCPs, except for several areas within the City of Monterey. **Table 4.2-2** identifies local and Coastal Act policies related to scenic and aesthetic issues that may be applicable to the Proposed Project.

4.2.3.3 Regional and Local

Highway 1 Design Corridor Design Guidelines

This document provides a set of design guidelines for the creation of design standards and zoning ordinances by jurisdictions with authority along the three-mile Highway 1 segment within the former Fort Ord military base. Portions of the Coastal Alignment option of the Product Water Conveyance component of the Proposed Project, including the Coastal option of the booster pump station, would be located within this area. The Guidelines serve as the basis for future Fort Ord Reuse Authority (FORA) consistency determination review of legislative, land use, and project approvals submitted by affected jurisdictions, as required by state law. FORA, as obligated by the provisions of the 1997 adopted Fort Ord Base Reuse Plan ("Base Reuse Plan") and the accompanying Environmental Impact Report, prepared the Guidelines.

Local General Plans and Local Coastal Programs

In addition to the general requirements of CEQA and California laws and regulations, scenic and aesthetic concerns are addressed in General Plans, local coastal plans/programs, and municipal codes of local jurisdictions within the Proposed Project area.

Plans and Policies Consistency Analysis

Table 4.2-2 describes the state, regional, and local land use plans, policies, and regulations pertaining to aesthetics that are relevant to the Proposed Project and that were adopted for the purpose of avoiding or mitigating an environmental effect. Also included in **Table 4.2-2, Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics and Scenic Resources** is an analysis of project consistency with these plans, policies, and regulations. In some cases, policies contain requirements that are included within enforceable regulations of the relevant jurisdiction. Where the analysis concludes the project would not conflict with the applicable plan, policy, or regulations, the finding and rationale are provided. Where the analysis concludes the project may conflict with the applicable plan, policy, or regulation, the reader is referred to **Section 4.2.4, Environmental Impacts and Mitigation Measures**, for additional discussion, including the relevant impact determination and mitigation measures.

4.2.4 Impacts and Mitigation Measures

4.2.4.1 Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would have a significant impact on aesthetics if it would:

a. Have a substantial adverse effect on a scenic vista;

b. Substantially damage a scenic resource, including but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway corridor;

c. Substantially degrade the existing visual character or quality of the site and its surroundings; and/or

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

A change to a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact under CEQA.

No additional significance criteria are needed to comply with the CEQA-Plus[1] considerations required by the State Revolving Fund Loan Program administered by the State Water Resources Control Board.

[1] To comply with applicable federal statutes and authorities, EPA established specific "CEQA-Plus" requirements in the Operating Agreement with SWRCB for administering the State Revolving Fund (SRF) Loan Program.

Table 4.2-2
Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics and Scenic Resources

Project Planning Region	Applicable Plan	Resource Topic	Project Component(s)	Specific Policy, or Program	Project Consistency with Policies and Programs
County of Monterey	Monterey County General Plan	Conservation and Open Space	Salinas Treatment Facility Reclamation Ditch Diversion Site Blanco Drain Pump and Pipeline Tembladero Slough Diversion Site Treatment Facilities (AWT Facility and SVRP Modifications) RUWAP Alignment Option Coastal Alignment Option	**Policy OS-1.2**: Development in designated visually sensitive areas shall be subordinate to the natural features of the area.	**Consistent**: The Proposed Project pipeline components would be located underground and would not be visible. The other Proposed Project components, including the facilities to be constructed at the Diversion and Storage sites (Salinas Treatment Facility, Salinas Pump Station, Reclamation Ditch, Tembladero Slough and Blanco Drain Pump Station and Pipeline) would be low profile in appearance, would not be visible from public viewpoints, and/or would not be located in designated visually sensitive areas.
County of Monterey	Monterey County General Plan	Conservation and Open Space	Tembladero Slough Diversion Site Treatment Facilities (AWT Facility and SVRP Modifications) RUWAP Alignment Option Coastal Alignment Option Reclamation Ditch Diversion Site Salinas Industrial Wastewater Treatment Facility and Pipeline Blanco Drain Pump and Pipeline Diversion Site	**Policy OS-1.9**: Development that protects and enhances the County's scenic qualities shall be encouraged. All Routine and Ongoing Agricultural Activities are exempt from the viewshed policies of this plan, except as noted in Policy OS-1.12.	**Consistent**: The Proposed Project would not eliminate, obstruct, or alter scenic views or affect scenic qualities within the unincorporated portion of the county.
County of Monterey	Monterey County General Plan	Public Services	Tembladero Slough Diversion Site Treatment Facilities (AWT Facility and SVRP Modifications) RUWAP Alignment Option Coastal Alignment Option Reclamation Ditch Diversion Site Salinas Industrial Wastewater Treatment Facility and Pipeline Blanco Drain Pump and Pipeline Diversion Site	**Policy PS-13.2**: All new utility lines shall be placed underground, unless determined not to be feasible by the Director of the Resource Management Agency.	**Consistent**: The Proposed Project pipelines would be located underground. Any needed utility lines would be underground.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Key Policy 2.2.1**: In order to protect the visual resources of North County, development should be prohibited to the fullest extent possible in beach, dune, estuary, and wetland areas. Only low-intensity development that can be itself screened or designed to minimize visual impacts shall be allowed in scenic hills, slopes, and ridgelines.	**Consistent**: The Proposed Project would not include development in beach, dune, estuary, and wetland areas, or on scenic hills, slopes and ridgelines.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Policy 2.2.2.1**: Views to and along the ocean shoreline from Highway 1, Molera Road, Struve Road, and public beaches, and to and along the shoreline of Elkhorn Slough from public vantage points shall be protected.	**Consistent**: The Proposed Project would not affect views to and along the ocean shoreline or Elkhorn Slough.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Policy 2.2.2.4**: The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.	**Consistent**: The Proposed Project improvements at Tembladero Slough would not be readily visible compared to existing infrastructure at the site.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Policy 2.2.2.5**: Structures should be located to minimize tree removal and grading for the building site and access road. Disturbed slopes should be returned to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.	**Consistent**: Improvements at the Tembladero Slough Diversion site would not result in removal of trees or grading, and no new structures are proposed except for a small diversion device at the slough.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Policy 2.2.3.3**: Structures shall generally be sited so as not to block public views of the shoreline; development proposals shall be revised if necessary to accomplish this goal. Necessary structures in public view between the road and the shoreline (such as agricultural buildings) shall be functionally designed and sited as to protect the maximum possible open views. Other development in public view between the road and the shoreline (such as residential or commercial structures) shall be designed with materials, colors, landscaping, and fencing appropriate to the rural setting.	**Consistent**: The Proposed Project Tembladero Slough component would not be in the vicinity of shoreline or beaches and would not block views of the shoreline or any other scenic view.
County of Monterey	North County Land Use Plan	Resource Management	Tembladero Slough Diversion Site	**Policy 2.2.3.5**: New overhead utility and high-voltage transmission lines that cannot be placed underground should be routed to minimize environmental and scenic impacts.	**Consistent**: If needed, any additional utility lines would be undergrounded.
County of Monterey	Greater Monterey Peninsula Area Plan	Area Development/ Transportation	Treatment Facilities (AWT Facility and SVRP Modifications) RUWAP Alignment Option Coastal Alignment Option Blanco Drain Pump and Pipeline Diversion Site	**Policy GMP-3.3**: The Greater Monterey Peninsula Scenic Highway Corridors and Visual Sensitivity Map (Figure 14) shall be used to designate visually "sensitive" and "highly sensitive" areas generally visible from designated Scenic Highways. The following policies shall apply to areas that have one of these designations: Part e: New development to be located in areas mapped as "sensitive" or "highly sensitive" and which would be visible from a designated scenic route shall maintain the visual character of the area. In order to adequately mitigate the visual impacts of development in such areas, the following shall be required: 1. Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials, and landscaping; 2. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way; 3. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created; 4. Tree removal shall be minimized; 5. Landscape screening and restoration shall consist of locally native plant and tree species	**Consistent**: The only Proposed Project facilities that would be within visually sensitive areas as defined in the GMP Area Plan (west of Highway 1) would be underground pipelines that would not be visible after construction.

Table 4.2-2
Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics and Scenic Resources

				consistent with surrounding native vegetation; 6. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and 7. New development in open grassland areas shall minimize its impact on the uninterrupted viewshed.	
County of Monterey	Greater Monterey Peninsula Area Plan	Conservation/Open space	Treatment Facilities (AWT Facility and SVRP Modifications) RUWAP Alignment Option Coastal Alignment Option Blanco Drain Pump and Pipeline Diversion Site	**Policy GMP-3.4**: Plant materials shall be used to integrate manmade and natural environments, to screen or soften the visual impact of new development, and to provide diversity in developed areas.	**Consistent**: The project would not locate above-ground facilities near any natural environments within the Greater Monterey Peninsula Area Plan.
County of Monterey	Greater Salinas Area Plan	Conservation/Open Space	Reclamation Ditch Diversion Site Salinas Industrial Wastewater Treatment Facility and Pipeline Blanco Drain Pump and Pipeline Diversion Site	**Policy GS-3.2**: Native plant materials should be used to integrate the man-made environment with the natural environment and to screen or soften the visual impact of new development.	**Consistent**: The project would not locate above-ground facilities near any natural environments within the Greater Monterey Salinas Area Plan.
City of Marina	City of Marina General Plan	Community Land Use	RUWAP Alignment Option RUWAP Booster Pump Station Option Coastal Alignment Option	**Policy 2.4.4**: Wherever possible, lands with significant agricultural, natural habitat, or scenic value shall be retained and protected from degradation.	**Consistent**: Proposed Project components in the City of Marina would not affect any areas identified as having scenic value and would consist of underground pipelines that would not be visible.
City of Marina	City of Marina General Plan	Scenic and Cultural Resources	RUWAP Alignment Option RUWAP Booster Pump Station Option Coastal Alignment Option	**4.126**: The following scenic and cultural resources are deemed to be particularly valuable, and the following policies should be pursued. …. 3. The visual character and scenic resources of the Marina Planning Area shall be protected for the enjoyment of current and future generations. To this end, ocean views from Highway 1 shall be maintained to the greatest possible extent; development on the primary ridgeline of the Marina dunes shall be avoided; new development proposed for the Armstrong Ranch should maintain an adequate setback from Highway 1; landscape screening and restoration shall be provided as appropriate; new development should be sited and designed to retain scenic views of inland hills from Highway 1, Reservation Road, and Blanco Road; and architectural review of projects shall continue to be required to ensure that building design and siting, materials, and landscaping are visually compatible with the surrounding areas.	**Consistent**: Construction of the pipeline segments would temporarily obstruct some views from Highway 1 (i.e., with trenching and pipe-laying equipment for no more than one week at any one location), but upon completion of construction, the underground pipeline would not have any effect on ocean views from Highway 1. Operations of the Proposed Project would not result in development on the ridgeline of the Marina dunes. Development at the Armstrong Ranch property would be underground segments of pipeline and would not be visible from Highway 1.
City of Marina	City of Marina Local Coastal Program Land Use Plan	Policies	Coastal Alignment Option	**Policy 33**: To protect scenic and visual qualities of the Coastal area including protection of natural landforms, views to and along the ocean, and restoration and enhancement of visually degraded areas.	**Consistent**: The Proposed Project component is an underground pipeline that would not impact views to and along the ocean.
City of Seaside	City of Seaside General Plan	Urban Design	RUWAP Alignment Option Coastal Alignment Option Coastal Booster Pump Station Option Injection Well Facilities Transfer Pipeline Monterey Pipeline	**Policy UD-3.1**: Protect private views of significant natural features, such as the Monterey Bay, Roberts Lake, the Pacific Ocean, the surrounding mountains and other important viewsheds.	**Consistent**: The new above-ground facilities included in the Proposed Project would not impact views of any significant natural features, including any open space, Monterey Bay, Roberts Lake, the Pacific Ocean, the surrounding mountains or other important viewsheds.
City of Seaside	City of Seaside General Plan	Urban Design	RUWAP Alignment Option Coastal Alignment Option Coastal Booster Pump Station Option Injection Well Facilities Transfer Pipeline Monterey Pipeline	**Policy UD-3.2**: Preserve the unique public views visible from the Highway 1 Corridor between Fremont Boulevard and the northern boundary of the city as identified in the Fort Ord Reuse Authority (FORA) Plan.	**Consistent**: The Proposed Project would involve no above-ground components between Fremont Boulevard and the northern boundary of the city that would be visible from the Highway 1 corridor. Therefore, no unique views would be affected.
City of Seaside	City of Seaside Local Coastal Program Land Use Plan	Coastal Zone	Monterey Pipeline	**Policy NCR-CZ 2.1A**: Designation of Visual Resources. The scenic and visual qualities of lakes and coastal areas, including Roberts Lake, Laguna Grande, the coastal sand dunes, and Monterey Bay/Pacific Ocean, including from State Highway 1, shall be considered visual resources of public importance.	**Consistent**: The Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. This project component would be an underground pipeline that would have no long-term effect on the natural form and character of visual resources within Seaside's coastal zone.
City of Seaside	City of Seaside Local Coastal Program Land Use Plan	Coastal Zone	Monterey Pipeline	**Policy NCR-CZ 2.1.B**: Protection of Visual Resources: 1. Visual resources shall be protected as a resource of public importance. 3. Development determined to have a significant adverse effect on a visual resource shall not be allowed. 5. New development shall be sited and designed to protect visual resources, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.	**Consistent**: The Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. This project component would be an underground pipeline that would have no long-term effect on the natural form and character of visual resources within Seaside's coastal zone.
Sand City	Sand City General Plan	Conservation and Open Space	Transfer Pipeline Monterey Pipeline	**Policy 5.5.1**: The City shall implement the policies for maintaining visual resources set forth in the City's LCP.	**Consistent**: The Monterey and Transfer Pipelines construction would temporarily disrupt the scenic quality of a small portion of the City's coastal zone. Both of these project components would be underground pipelines that would have no long-term effect on the natural form and character of visual resources within Sand City's coastal zone.
Sand City	Sand City Local Coastal Program Land Use Plan	Coastal Visual Resources	Transfer Pipeline Monterey Pipeline	**Policy 5.3.2**: Views of Sand City's coastal zone, Monterey Bay and Monterey Peninsula shall be protected through provisions of view corridors, vista points, development height limits, and dune restoration area. Major designated view corridors are:	**Consistent**: The Transfer and Monterey Pipelines would be buried below ground and would not obstruct public views, view corridors, or vista points.

Table 4.2-2
Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics and Scenic Resources

				a. Southbound view across the northern city boundary consistent with the public recreation designation; b. View over development at the former dump site; c. Three southbound views over development on properties between Tioga Avenue and the former dump site; d. Southbound and perpendicular views across the Sewage Treatment Plant property and adjacent properties to the ocean and Monterey Peninsula [building envelope areas within these view corridors shall not exceed 28-58 feet above sea level (depending on height of dunes)]; e. Two northbound and perpendicular view corridors identified "north view corridors A and B" (A extends westward from Ortiz Avenue in Seaside through private and public properties in Sand City, and B extends westward from the intersection of Bay Avenue and Sand Dunes Drive across the Monterey Peninsula Water Pollution Control Agency [MPWPCA] property); f. Southbound views beyond and above the existing dune line shall be preserved (the permitted building height shall be limited to 58 feet in elevation above sea level to accomplish this objective); and g. Northbound views between northbound view corridors A and B shall be limited in height from 28 to 58 feet above sea level, stepped up toward the highest dunes. Adjacent to northbound view corridor A, views of water shall remain and the view of the horizon shall be maintained. As the structure is stepped up to 48 feet and to 58 feet, it shall not dominate the view, and remain subordinate to the dune profile. Some ocean views shall also be maintained.	
City of Monterey	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	**Policy 2**: The landform, eucalyptus row and remnant oaks on the back dune ridge and outer slopes paralleling Del Monte Avenue shall be protected to maintain the visual qualities of this important landscape element for the local entry view, the Recreation Trail/Transportation Corridor, and views from northbound State Route 1 (proposed scenic highway).	**Consistent**: All Proposed Project facilities in the coastal zone in Monterey (i.e., the Monterey Pipeline) would be installed beneath the Monterey Peninsula Recreational Trail; no impacts on the back dune ridge or associated vegetation would occur.
City of Monterey	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	**Policy 4**: To enhance their aesthetic value, sand dunes throughout the LCP area shall be protected or restored where feasible, depending on their current condition including: a. cooperation with the U.S. Navy to protect stabilized dunes on the Naval Postgraduate School property, to the maximum extent feasible b. restoration and replanting of dunes within open space areas on the, the State Parks beach property, the City Beach property and the open space/habitat areas of the Del Monte Beach resubdivision (see Policy 1 in Environmentally Sensitive Habitat Areas section).	**Consistent**: The Monterey Pipeline would be installed beneath the Monterey Peninsula Recreational Trail; no impacts on sand dunes or associated vegetation would occur.
City of Monterey	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	**Policy 7**: Viewpoints shall be protected and maintained on public streets and property from the City Beach and State Beach.	**Consistent**: The Monterey Pipeline would be buried below ground and would not obstruct any viewpoints.
City of Monterey	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	**Policy 8**: View corridors shall be protected from obstruction as shown in Figure 10 (i.e., Surf Way, Beach Way, local entry view along Del Monte Avenue).	**Consistent**: The Monterey Pipeline would be buried below ground and would not obstruct any view corridors.
City of Monterey	Del Monte Beach Land Use Plan	Land use and Development	Monterey Pipeline	**Policy 10**: All new development within the viewshed of State Route 1 and the Recreation Trail/Transportation Corridor shall be evaluated in design review to minimize visual impact on these two scenic corridors	**Consistent**: The Monterey Pipeline would be buried below ground and would not obstruct any viewsheds.
City of Monterey	Monterey Harbor Land Use Plan	Public Access	Monterey Pipeline	**Policy 3(e):** No intervening development shall block potential visual access or physical access to the beach.	**Consistent**: All Proposed Project facilities in the coastal zone in Monterey (i.e., the Monterey Pipeline) and adjacent to the coastal zone would be entirely underground upon completion of construction.
City of Monterey	Monterey Harbor Land Use Plan	Land use and Development	Monterey Pipeline	**Policy b**: Coastal views from the recreation trail shall be maintained and enhanced. On the west Catullus site the recreation trail shall be aligned as close as possible to coastal waters, consistent with public safety.	**Consistent**: The Monterey Pipeline would be buried below ground and would not obstruct coastal views.
City of Monterey	Monterey Harbor Land Use Plan	Land use and Development	Monterey Pipeline	**Policy e**: To protect lateral views along Monterey beach, including city, state, park and privately-owned properties, no development shall be allowed on the sandy beach, except as specifically provided in this plan. Specifically, for the east Catullus parcel, new development shall improve the visual appearance of this area as an important gateway to the beach. Utilities shall be undergrounded, except for high voltage transmission lines.	**Consistent**: The Monterey Pipeline would not be constructed on the sandy beach and would be buried below ground. As such, it would not affect lateral views along Monterey Beach or beach gateways.
City of Monterey	CCC	Development	Monterey Pipeline	**Section 30251**: Scenic and Visual Qualities. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	**Consistent**: The Monterey Pipeline construction would temporarily disrupt the scenic quality of a small portion of the City's coastal area. As discussed in Chapter 2, Project Description, following construction, the site would be restored to its approximate pre-construction condition. The Monterey Pipeline would be buried below ground and would have no long-term impact on scenic and visual qualities of coastal areas.
Fort Ord Dunes State Park	Fort Ord Dunes State Park General Plan	Aesthetic Resources	Coastal Alignment Option	**1**: Identify, preserve, and perpetuate the distinctive landscape qualities of the dunes.	**Consistent**: The Coastal Alignment Option would be underground and therefore would not change the visual character of the park's natural setting.
Fort Ord Dunes State Park	Fort Ord Dunes State Park General Plan	Aesthetic Resources	Coastal Alignment Option	**2**: Ensure manmade facilities complement and do not detract from the park's natural setting.	**Consistent**: The Coastal Alignment Option would be underground and therefore would not change the visual character of the park's natural setting.
Former Fort Ord	FORA Base Reuse Plan	Recreation/ Open Space Land Use	RUWAP Alignment Option RUWAP Booster Pump Station Option	**OSLU D-1 (FORA RP):** The City of Seaside shall protect the visual corridor along State Highway 1 to reinforce the character of the regional landscape at this primary gateway to the former Fort Ord and the Monterey Peninsula.	**Consistent**: No permanent, above-ground facilities are proposed within the visual corridor of State Highway 1.

Table 4.2-2
Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Aesthetics and Scenic Resources

			Coastal Alignment Option Coastal Booster Pump Station Injection Well Facilities Transfer Pipeline		
Former Fort Ord	FORA Base Reuse Plan	Biological Resources	RUWAP Alignment Option RUWAP Booster Pump Station Option Coastal Alignment Option Coastal Booster Pump Station Injection Well Facilities Transfer Pipeline	**B C-3 (FORA RP):** Lighting of outdoor areas shall be minimized and carefully controlled to maintain habitat quality for wildlife in undeveloped natural lands. Street lighting shall be as unobtrusive as practicable and shall be consistent in intensity throughout development areas adjacent to undeveloped natural lands.	**Consistent**: Lighting at the Booster Pump Station (either option) and the Injection Well facility site would be minimal for safety and security and would be comparable to existing lighting in the surrounding area.

4.2.4.2 Impact Analysis Overview

Approach to Analysis

The following impact analysis addresses the short-term (construction-related) and long-term (siting, operations and maintenance-related) impacts on scenic resources, scenic vistas, and the visual character of the project component sites and surroundings. Construction-related impacts on aesthetics could occur at construction sites and construction staging areas. Operational impacts on aesthetics could result from the permanent placement of above-ground facilities that are visible to the public.

The visual impact analysis is based on field observations of the project component sites and surrounding viewsheds conducted in December 2013, site and aerial photographs, a visual simulation, computer-aided street-view tours (Google Earth), and review of relevant planning documents. Based on their visual sensitivity, the Proposed Injection Well Facilities site at General Jim Moore Road Boulevard and San Pablo Road was selected to simulate proposed above-ground facilities and the resulting visual effects. :

Construction Impacts

The evaluation of temporary visual impacts during construction considers whether construction activities would substantially degrade the existing visual character or quality of the site or surrounding area and the duration over which this change would occur. Being temporary in nature, construction-related effects of this type of project on visual quality are generally considered to have a less-than-significant impact unless there are unusual construction features or duration.

Operational Impacts

Permanent visual impacts from facility siting and operation are assessed based on the Proposed Project's potential to have a substantial adverse effect on scenic vistas, substantially damage scenic resources, or substantially degrade the existing visual character or quality of the site and its surroundings. The analysis of permanent visual impacts focuses on those sites at which above-ground facilities would be erected. The evaluation of permanent visual impacts of the operation and maintenance of the Proposed Project relative to each relevant site's overall visual sensitivity is presented. **Table 4.2-3, Visual Impact Scale for Operational Analysis** presents a scale of three levels (High, Moderate, Low) using the concepts and terminology discussed in **Section 4.2.2, Environmental Setting**, for determining the level of impact for each of the above significance criteria for both construction-related and siting and operational impacts.

Table 4.2-3
Visual Impact Scale for Operational Impact Analysis

		Overall Visual Sensitivity		
		High	**Moderate**	**Low**
Visual Contrast /Change	**High**	Significant	Significant	Less than Significant
	Moderate	Significant	Less than Significant	Less than Significant
	Low	Less than Significant	Less than Significant	Less than Significant
	No Change/Effect	No Impact	No Impact	No Impact

Table 4.2-3 considers overall visual sensitivity of each site and its surroundings, as well as the visual change or contrast that would be caused by the Proposed Project. "Overall visual

sensitivity" brings together the factors discussed in **Section 4.2.1.1 (Concepts and Terminology)** into a single consolidated measure: visual quality; affected viewers and exposure conditions; and visual sensitivity as discussed for each Proposed Project site in **Section 4.2.2.1** and summarized on **Table 4.2-1**. "Visual change/contrast" refers to the transformation or modification of the appearance of the Proposed Project (i.e., at each component site) and/or its surroundings. As seen in the table, each of these measures are rated high, moderate and low, with the significance dependent on how the Proposed Project impact would compare with both measures.

Areas of No Impact

Many of the Proposed Project components would be underground; after construction is completed, these components would not be visible and would not result in permanent changes that affect scenic views (criterion "a"), scenic resources (criterion "b"), the visual quality of the surrounding area (criterion "c"), or introduction of light and glare (criterion "d"). Therefore, the visual impacts associated with the operations of the following Proposed Project components are not discussed further in this analysis:

- Improvements to the Salinas Pump Station,
- Lake El Estero Water Diversion site,
- Product Water Conveyance Pipelines (Coastal and RUWAP alignment options), and
- CalAm Distribution System Improvements: Monterey and Transfer Pipelines.

The Proposed Project would not result in a permanent impact related to scenic vistas (criterion "a") as discussed below. Impact analyses related to criteria "b" through "d" are addressed below under **subsections 4.2.4.4, Construction Impacts** and **4.2.4.5, Operational Impacts**.

(a) Scenic Vista. Upon completion of construction, permanent new above ground structures would be located at the following sites:

- Advanced Water Treatment Facility and Salinas Valley Reclamation Plant Modifications at the existing Regional Treatment Plant
- Product Water Booster Pump Station (Coastal option)
- Product Water Booster Pump Station (RUWAP option)
- Proposed Injection Well Facilities

Of the four components listed above, the facilities at the Regional Treatment Plant would not be visible from any public viewpoints. None of the other three Project components would be located within areas that are designated as having a scenic view or moderate to high visual sensitivity. Therefore, the Proposed Project would not eliminate, obstruct or alter and public views, including scenic vistas.

Summary of Impacts

Table 4.2-4, Summary of Impacts – Aesthetics provides a summary of potential impacts to the aesthetic environment and significance determinations at each Proposed Project component site.

Table 4.2-4
Summary of Impacts – Aesthetics

Impact Title	Source Water Diversion and Storage Sites						Treatment Facilities at Regional Treatment Plant	Product Water Conveyance		Injection Well Facilities	CalAm Distribution System		Project Overall
	Salinas Pump Station	Salinas Treatment Facility Storage and Recovery	Reclamation Ditch	Tembladero Slough	Blanco Drain (Pump Station and Pipeline)	Lake El Estero		RUWAP Alignment Option	Coastal Alignment Option		Transfer Pipeline	Monterey Pipeline	
AE-1: Construction Impacts on Scenic Views, Resources, and Visual Quality of Sites and Surrounding Area	LS	NI	LS	LS	NI	LS	NI	LS	LS	LS	LS	LS	LS
AE-2: Construction Impacts due to Temporary Light and Glare	LS	NI	NI	NI	LS	LS	LS	NI	NI	LSM	NI	LSM	LSM
AE-3: Operation Effects on Visual Quality of Sites and Surrounding Areas	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI	NI	LS*
AE-4: Operation Impacts due to Permanent Light and Glare	NI	NI	NI	NI	NI	NI	LS	LSM	LSM	LSM	NI	NI	LSM
Cumulative Impacts	LS: There would be no significant cumulative construction or operational aesthetic impacts.												

NI – No Impact
LS – Less than Significant
LSM – Less than Significant with Mitigation
SU – Significant Unavoidable
BI – Beneficial Impact

* Although this impact is LS, a mitigation measure is recommended to address the City of Seaside's comments on the Notice of Preparation.

4.2.4.3 Construction Impacts and Mitigation Measures

Impact AE-1: <u>Construction Impacts on Scenic Views, Scenic Resources and Visual Quality of the Surrounding Areas.</u> Proposed Project construction would not result in substantial effects on scenic views, scenic resources or the visual character of the areas surrounding Proposed Project facilities. (Criteria a, b and c) (Less than Significant)

Project construction activities could result in temporary changes to the visual character in the vicinity of construction sites due to presence of construction vehicles, equipment and materials, stockpiles, and exposed soils. Construction activities would be temporarily visible from multiple public vantage points to varying degrees at all construction sites, except for the Salinas Treatment Facility Storage and Recovery site and the Treatment Facilities at the Regional

Treatment as these sites are not visible from any public viewpoints. Thus, no further discussion is provided for these sites related to construction impacts.

Visual and aesthetic impacts during construction for all other sites are evaluated below. As previously indicated, the evaluation of temporary visual impacts during construction considers whether those construction activities would substantially degrade the existing visual character or quality of the site or surrounding area given the duration of the construction period and degree of visibility of the site.

Source Water Diversion and Storage Sites

Salinas Pump Station Diversion Site

The Salinas Pump Station site is not located adjacent to a scenic road or within a designated scenic corridor or scenic vista. The site is part of a distant view as seen by motorists from Davis and Blanco Roads and is approximately 1/3 mile away from the nearest road. Furthermore, the site is partially blocked by vegetation and the adjacent existing Salinas Animal Services building. Construction of project facilities at this site would take approximately five months. Given the limited site visibility, construction activities would result in a low visual change within an area with overall low visual sensitivity. Thus, the visual character of the surrounding area would not be substantially degraded during construction, resulting in a less-than-significant impact.

Reclamation Ditch Diversion Site

The Reclamation Ditch Diversion site is located near the intersection of Davis and Market Roads. This site is not adjacent to a scenic road or within a designated scenic corridor or scenic vista. Construction of project facilities at the Reclamation Ditch Diversion would take approximately five months. The construction site may be briefly visible to motorists along Davis Road crossing the bridge over the Reclamation Ditch channel. Construction would be of limited duration and construction activities would not contrast significantly with other disturbed areas and industrial uses that are predominant in the area. Given the low quality visual sensitivity, limited construction period and construction activities, and low visual change associated with construction, the visual character of the surrounding area would not be substantially degraded during construction, resulting in a less-than-significant impact.

Tembladero Slough Diversion Site

The Tembladero Slough Diversion site is located west of Castroville and Highway 1. This site is not adjacent to a scenic road or within a locally designated scenic corridor or scenic vista, but Highway 1 has been identified by Caltrans as being eligible for designation as a scenic highway between Highway 68 and the Santa Cruz County line. The construction site would be visible to motorists traveling on Highway 1. Construction of project facilities at the Tembladero Slough Diversion site would take approximately five months. Diversion facility and pipeline construction would have a low impact severity as the limited area of construction activity, equipment and exposed earth would not contrast with the surrounding environment that is characterized by agricultural equipment and exposed fields. Furthermore, construction activities would not dominate the landscape or have any permanent effect on coastal views. Given the limited construction period and construction activities, the visual character of the surrounding area would not be substantially degraded during construction and this component's construction would have a less than significant effect on any scenic resources.

Blanco Drain Diversion Site

The Blanco Drain Diversion site is located along a private road, approximately two miles northwest of the intersection of Blanco and Nashua Roads. The site is not adjacent to a scenic road or within a designated scenic corridor or scenic vista, and the construction site would not be visible to the public. The associated pipeline would also not be visible to the public as it passes through private agricultural lands and then enters the Regional Treatment Plant. Given there are no public views of the construction sites for this Proposed Project component, construction would not result in impacts to the visual character of the surrounding area or scenic resources during construction.

Lake El Estero Diversion Site

Lake El Estero is identified as a significant visual resource in the City of Monterey General Plan. The construction of this component would take approximately three months to complete, and the construction site would be relatively small in size (less than 100 square feet). Construction activities would be temporarily visible along the adjacent Del Monte Boulevard, Camino Aguajito, and intermittently from the Monterey Peninsula Recreational Trail and pathways within El Estero Park. However, construction activities would not block views of the lake and would have the appearance of a typical public works improvement or maintenance project. Furthermore, views in the area are oriented toward the lake to the south, or toward the park and Monterey Bay north of and across Del Monte Boulevard; not toward the more urban northeast corner where the site is located. Given the limited construction period and construction activities, the visual character of the surrounding area would not be substantially degraded during construction and this component's construction would have a less than significant effect on any scenic resources.

Product Water Conveyance

RUWAP and Coastal Alignment Options

The pipeline alignment routes are not adjacent to a scenic road or within a designated scenic corridor or scenic vista, although a segment of the Coastal Alignment would be adjacent to Highway 1, which Caltrans has identified as being eligible for designation as a scenic highway. Construction of this project component would be temporarily visible from the adjacent streets and properties.

The Coastal Alignment option would be visible to pedestrians from a number of points on the Monterey Bay Coastal Trail. Motorists along Highway 1 would see construction activities on any given day along the Coastal Alignment Option for a few seconds as they drive by. Construction activities adjacent to the Fort Ord Dunes State Park would also be visible to cyclists and pedestrians traveling along the Monterey Bay Coastal Recreational Trail. Construction of this segment would occur against a backdrop of coastal sand dunes and intermittent views of Monterey Bay.

The construction of either option would take approximately 15 months to complete, and is estimated to proceed with installation of approximately 150 to 250 feet per day. Obstructions to visibility at any single location along the route would last less than one week, and construction would have the appearance of a typical public works pipeline installation/maintenance project. Although the overall visual sensitivity of a portion of the Coastal Alignment is moderate, the construction activities would result in a low visual change of a temporary nature. Given the limited visibility of the constructions sites and temporary construction period that would change daily, construction would not result in a substantial degradation of the visual quality of the surrounding area during construction, resulting in a less-than-significant impact.

RUWAP Booster Pump Station Option

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the RUWAP Booster Pump Station Option is considered low due to the low visual quality and low exposure conditions of the area. Given the limited construction period and construction activities, the lack of views from sensitive viewsheds, and the adjacent poor visual quality of the Marina Corporation Yard, the visual character of the site and surrounding area and the views of the site would not be substantially degraded during construction of this Proposed Project component.

Coastal Booster Pump Station Option

The Coastal Option booster pump station site is not adjacent to a scenic road or within a designated scenic corridor or scenic vista. Construction of the Coastal Booster Pump Station would be temporarily visible to motorists passing on the adjacent streets, Divarty Street and Second Avenue. Construction activities would also be visible from the adjacent bike path along Second Avenue and from a portion of the CSUMB campus that currently contains expansive parking lots and several recreational/sports facilities at a lower elevation than the Coastal Booster Pump Station site. The construction of this component would take approximately 12 months to complete and would only occur on a small area of a large open space/vegetated area. Immediately north of and adjacent to the site are dilapidated, abandoned former military buildings of very poor visual quality that create a degraded visual quality. Given the limited construction period and construction activities, the lack of views from sensitive viewsheds, and the adjacent poor visual quality of the expansive parking lots and dilapidated buildings, the visual character of the site and surrounding area and the views of the site would not be substantially degraded during construction of this Proposed Project component. The site of the Coastal Pump Station Option could result in removal of four to five mature cypress trees. The trees form a linear corridor along the roadway, and are typical of the tree cover found in the area. None of the trees are prominently distinctive or visible from a wide distance or from Highway 1, although the trees are visible in the area. Thus, construction would not substantially affect scenic resources. Construction of the Coastal Booster Pump Station would not result in a significant impact due to effects on scenic views, scenic resources or the visual character of the areas surrounding Proposed Project facilities.

Injection Well Facilities

The Injection Well Facilities site is not adjacent to a scenic road or within a designated scenic corridor or scenic vista. Construction activities at this site would be temporary with variable construction activities throughout the construction period. The existing visual character of areas surrounding the project component site would be restored after construction is complete. Only portions of the construction would be visible, and construction would have a low impact severity. Given the limited construction period and construction activities, the visual character of the surrounding area would not be substantially degraded during construction and this component's construction would have a less-than-significant effect on any scenic resources. Permanent, long-term changes to visual quality and other aesthetic impacts are addressed in **Section 4.2.4.4, Operational Impacts and Mitigation** (under Impact AE-3), below.

CalAm Distribution Pipelines

Transfer Pipeline

Construction of this component would be temporarily visible to the adjacent streets and along portions of the Transfer Pipeline in the City of Seaside. The construction of this component would take approximately 18 months to complete (total time for Transfer and Monterey

Pipelines); but would only occur along a short segment during any given day (i.e., construction would progress at a pipeline installation rate of 150 feet per day). Pipeline construction would have a low impact severity; construction equipment and exposed earth could contrast with the surrounding environment, but construction activities would not dominate the landscape or have any permanent effect on coastal views. Given the limited extent and temporary nature of pipeline construction impacts along these alignments, the visual impact severity would be moderate to low. Given the limited construction period and construction activities, the visual character of the surrounding area would not be substantially degraded during construction and this component's construction would have a less than significant effect on any scenic resources.

Monterey Pipeline

Construction of this component would be temporarily visible to the adjacent streets and along portions of the Monterey Pipeline, and would be visible from a number of points on the Monterey Peninsula Recreational Trail, including some areas identified as having important coastal views in the LCPs for the Cities of Seaside and Monterey. The construction of this component would take approximately 18 months to complete (total time for Transfer and Monterey Pipelines); but would only occur along a short segment during any given day (i.e., construction would progress at a pipeline installation rate of 150 feet per day). Construction of the Monterey Pipeline segment along Monterey State Beach would be highly visible from Del Monte Boulevard and the Monterey Peninsula Recreational Trail. Construction of this segment would occur against a backdrop of Monterey State Beach and Monterey Bay.

Pipeline construction would have a low impact severity; construction equipment and exposed earth could contrast with the surrounding environment, but construction activities would not dominate the landscape or have any permanent effect on coastal views. Given the limited extent and temporary nature of pipeline construction impacts along these alignments, the visual impact severity would be moderate to low. Given the limited construction period and construction activities, the visual character of the surrounding area would not be substantially degraded during construction and this component's construction would have a less than significant effect on any scenic resources.

Impact Conclusion

The Proposed Project construction would not result in impacts to a scenic view or scenic resource at any of the component sites. Construction activities would be temporarily visible from multiple public vantage points to varying degrees at all construction sites, except for the Salinas Treatment Facility Storage and Recovery, the Blanco Drain Diversion, and the Regional Treatment Plant sites as these sites are not visible from any public viewpoints. Construction at other Proposed Project component sites would include equipment and machinery, spoils stockpiles, vegetation removal, and exposed earth. Although some areas would be intermittently visible to motorists, bicyclists, pedestrians, and other observers such as nearby residents, these construction activities would be temporary and would not significantly change or disrupt the visual character of the surrounding areas, and therefore, construction-related impacts related to degradation of the visual character of surrounding areas would be less than significant. No mitigation measures are required.

Impact AE-2: Construction Impacts due to Temporary Light and Glare. Proposed Project construction could result in substantial, temporary sources of light or glare. (Criterion d) (Less than Significant with Mitigation)

Nighttime construction activities could introduce temporary, nighttime lighting at some project sites. As discussed in **Chapter 2, Project Description**, the majority of construction activities at most project sites would occur during the daytime (see **Table 2-20, Project Construction Assumptions**) and would not result in new or increased sources of light or glare. However, extended work hours into the night could be necessary during construction of certain project components each of which are discussed below.

Source Water Diversion and Storage Sites

Salinas Pump Station Diversion Site

The Salinas Pump Station Diversion site improvements would be constructed on a parcel that currently contains the existing Salinas Pump Station, which has an existing source of limited nighttime lighting for security and safety at the facility. There are no other significant sources of light or glare in the vicinity, as this component would be located within a predominantly agricultural area. Construction activities could result in increased glare from construction lighting and equipment, although the site is mostly shielded from view. Additionally, construction activity at this site is not expected to extend past 8 PM, although temporary construction connections would be monitored at night because the wastewater would continue to be diverted. Thus, construction lighting would be of limited duration and visibility. For these reasons, construction of the Salinas Pump Station Diversion would result in less-than-significant impacts due to new sources of light and glare.

Blanco Drain Diversion Site

The Blanco Drain Diversion site and pipeline to the Regional Treatment Plant would be constructed on parcels that currently contain an existing pump station, which has an existing source of limited nighttime lighting for security and safety at the facility. There are no other significant sources of light or glare in the vicinity, as the pump station and pipeline alignment would be located within a predominantly agricultural and industrial area. Construction activities could result in increased glare from construction lighting and equipment, although the site is entirely shielded from view. A portion of the new pipeline must be installed using trenchless methods. That work may require 24-hour operations during the drilling phase. Another portion of the pipeline would be installed within the existing Regional Treatment Plant site. That work may be performed at night to minimize impacts to plant operations. Although construction lighting will be present, the site is located down a private road and the nearest residence is approximately 0.5 miles away. Thus, construction lighting would be of limited visibility. For this reason, construction of the Blanco Drain Diversion would result in less-than-significant impacts due to new sources of light and glare.

Lake El Estero Diversion Site

This component would be constructed in an urbanized area that contains various sources of light and glare including street lights on Del Monte Boulevard and Camino Aguajito, lighting from within El Estero Park, lighting from surrounding businesses and residences, and lighting from the Monterey Coastal Trail. The limited area of construction activities would not result in a substantial increase in light as a result of construction lighting that may occur at night. Additionally, construction activity at this site is not expected to extend past 8 PM. Thus, construction lighting would be of limited duration and visibility. For these reasons, construction

of the Lake El Estero Diversion site would result in a less-than-significant impact related to creation of new sources of light and glare.

Treatment Facilities at Regional Treatment Plant

This component would be constructed at the existing MRWPCA Regional Treatment Plant. This existing facility has exterior lighting of buildings and grounds that are typical of an industrial facility. Existing nighttime safety lighting is provided at the facility. The closest public road is approximately 0.5 miles away (Charles Benson Road, which is closed to the public at night), but the site is not visible from any public roads. Construction activities could result in increased glare from nighttime construction lighting and equipment. Construction of the Advanced Water Treatment Facility could occur over 24 hours over an 18 month construction period. Construction of the Salinas Valley Reclamation Plant modifications would occur during normal daytime hours, but work requiring a shutdown of the facility may require 24-hour construction activities to minimize impacts to plant operations. However, the site is located within an area characterized by agricultural uses with little nearby residential or other development. Construction lighting would not be visible from a wide area, and nighttime lighting would be temporary. For these reasons, construction of the Treatment Facilities at the Regional Treatment Plant would result in a less-than-significant impact due to new sources of light and glare.

Injection Well Facilities

Most of the construction activities associated with the Injection Well Facilities site would occur during daylight hours. However, nighttime construction could occur at this location at various times throughout the construction period, necessitating temporary lighting. There may be periods of nighttime lighting that would be visible to nearby residents west of General Jim Moore Boulevard in Seaside. For these reasons, construction of the Injection Well Facilities would result in a potentially significant temporary impact due to new sources of light and glare. Implementation of Mitigation Measure AE-2 would reduce the impact to a less-than-significant level.

CalAm Distribution System Pipelines

Most segments of the CalAm Distribution System would be constructed in the well-lit Urban and Developed landscape unit, but some segments would be constructed in or adjacent to areas within the Beaches and Coastal Dunes and Hillside Residential landscape units. Although nighttime lighting may be used in construction, the majority of pipeline construction would occur within the Urban and Developed landscape unit, and therefore would not make a significant contribution to the existing amount of light and glare, especially given the temporary nature of construction. For these reasons, construction of the Cal Distribution System Pipeline (Monterey) would result in a potentially significant temporary impact due to new sources of light and glare. Implementation of Mitigation Measure AE-2 would reduce the impact to a less-than-significant level.

Impact Conclusion

At most sites, the Proposed Project construction would not result in creation of substantial sources of light and glare as most construction activities would be conducted during daytime hours. For Proposed Project sites where nighttime construction could occur, nighttime lighting would result in less-than-significant impacts at the following sites: Salinas Pump Station Diversion, the Regional Treatment Plant, Lake El Estero, and the CalAm Distribution Facilities. Nighttime lighting could result in potentially significant light impacts at the Injection Well Facilities site and along the CalAm

Distribution System: Monterey Pipeline. However, with implementation of Mitigation Measure AE-2 (Minimize Construction Nighttime Lighting), this impact would be reduced to a less-than-significant level.

Mitigation Measure

Mitigation Measure AE-2: Minimize Construction Nighttime Lighting. (Applies to the Injection Well Facilities Site and CalAm Distribution System: Monterey Pipeline)

As part of its contract specifications, MRWPCA shall require its construction contractors to implement site-specific nighttime construction lighting measures for nighttime construction at the proposed Injection Well Facilities site. The measures shall, at a minimum, require that lighting be shielded, directed downward onto work areas to minimize light spillover, and specify that construction lighting use the minimum wattage necessary to provide safety at the construction sites. MRWPCA shall ensure these measures are implemented at all times during nighttime construction at the Injection Well Facilities site and for the duration of all required nighttime construction activity at this location.

4.2.4.4 Operational Impacts and Mitigation Measures

Impact AE-3: Degradation of Visual Quality of Sites and Surrounding Areas. Proposed Project components would not result in a substantial degradation of the visual character of the project area and its surroundings. (Criterion c) (Less than Significant)

Many of the Proposed Project components would be underground; after construction is completed, these components would not be visible and would not result in permanent changes that affect the visual quality of the surrounding area (criterion "c"). These sites include the Product Water Conveyance pipeline site and the CalAm Distribution System pipelines sites. However, all sites are reviewed below.

Source Water Diversion and Storage Sites

Salinas Pump Station Diversion

Permanent facilities at the Salinas Pump Station Diversion site would consist of a new underground junction structure that would be constructed over the existing 48-inch sanitary sewer line, to mix sanitary, agricultural wash water and stormwater flows. This structure would also receive agricultural wash water and stormwater return flow from the Salinas Treatment Facility's Pond 3. In addition, new facilities would include an underground stormwater diversion structure and an underground pipeline between this new structure and the existing 33-inch agricultural wash water line. Another underground stormwater diversion structure and pipeline would also be installed near the existing stormwater pump station to divert stormwater flow to the Salinas Pump Station through an existing 30-inch abandoned pipeline. Meters, valves, electrical and control systems, and fencing around the diversion structures would also be installed at the site. With the exception of the fencing and small control systems, all of the proposed changes to this site would be underground and not visible to the public. The fencing and control systems would likely not be visible to the public, as the closest public road to the Salinas Pump Station is approximatley 0.3 miles away. For these reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3, Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Salinas Pump Station Diversion site is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3,** the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual sensitivity and low visual change/contrast.

Salinas Treatment Facility

Permanent facilities at the Salinas Treatment Facility would consist of a new 42-inch industrial wastewater pipeline to replace the existing 33-inch gravity main. Winter flows of agricultural wash water and Salinas urban stormwater runoff would be conveyed to the ponds using the new 42-inch pipeline. Seasonal storage of agricultural wash water and Salinas urban stormwater runoff at the Salinas Treatment Facility ponds would require construction of a new return pipeline and pump station to return the stored water to the Salinas Pump Station Diversion site. The proposed return pipeline would be an 18-inch pipeline, installed inside the existing, soon to be abandoned 33-inch pipeline. A new return pump station, and a new valve and meter vault would be located within the existing Salinas Treatment Facility site near the existing pump station. A new pipeline would be constructed from the lower end of the Pond 3 to the new return pump station. A second new pump station near the lower end of Pond 3 would be needed to lift stored agricultural wash water and stormwater into a pipeline returning to the return pump station. A new short pipeline would also be constructed to convey the treated wastewater from the aeration basin to the pipeline that returns water from Pond 3 or directly to the return pump station. Although the new pump stations would be above ground, they would be small in scale (approximately 10 feet tall, with a footprint of 15 by 30 feet) and would merge with the existing, industrial aesthetic of the site. For this reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Salinas Treatment Facility is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual sensitivity and low visual change/contrast.

Reclamation Ditch Diversion Site

Permanent facilities at the Reclamation Ditch Diversion site would consist of a new intake structure on the channel bottom, connecting to a new wet well on the channel bank via a new gravity pipeline. Two submersible pumps would be installed in the wet well, controlled by variable frequency drives. The electrical controls and drives would be in a cabinet near the wet well and above flood level. The new pump station would discharge through a new short force main (approximately 50-feet), discharging to an existing manhole on the City of Salinas 54-inch sanitary sewer main. Two new underground vaults would be installed along the force main. The channel banks and invert near the pump station intake would be lined with concrete to prevent scouring and facilitate the management of by-pass flows. The lining of the channel banks could potentially be visible, very briefly, to motorists traveling on Davis Road. With the exception of the small cabinet, all of the proposed changes at this site would be underground and therefore would not be visible to the public. For these reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Reclamation Ditch Diversion site is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of

this project component area and its surroundings due to the low visual sensitivity and moderate visual change/contrast.

Tembladero Slough Diversion Site

Permanent facilities at the Tembladero Slough Diversion site would consist of a new intake structure on the channel bottom, connecting to a new lift station wet well on the channel bank via a new gravity pipeline. Two submersible pumps would be installed in the wet well, controlled by variable frequency drives. The electrical controls and drives would be in a cabinet near the wet well and above flood level. The new pump station would discharge through a new short force main (approximately 100-feet in length), discharging to the existing wet well at the MRWPCA Castroville Pump Station. A new underground valve vault would be installed along the force main to hold the check valves, isolation valves and flow meter. The channel banks and invert near the pump station intake would be lined with concrete to prevent scouring and facilitate the management of by-pass flows. The lift station and cabinet would be the only above ground changes. The existing site is surrounded by agricultural fields and the new lift station would not be visually prominent or distinctive when viewed by motorists traveling on Highway 1. For these reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Tembladero Slough Diversion site is considered high due to the moderate visual quality and high exposure conditions of the area. However, using the methodology explained above in **Table 4.2-3**, the Proposed Project would have a low visual contrast/change, and the visual character of this project component area and its surroundings would not be substantially degraded. Therefore, the impact would be less than significant.

Blanco Drain Diversion Site

Permanent facilities at the Blanco Drain Diversion site would consist of a new pump station (approximately 10 feet tall, on a 50 by 20 foot footprint) that would be located adjacent to the existing seasonal pump station operated by Monterey County Water Resources Agency. The new pump station would consist of a new intake structure on the channel bottom, connecting to a new wet well on the channel bank via a new gravity pipeline. Two submersible pumps would be installed in the wet well, controlled by variable frequency drives. The electrical controls and drives would be in a cabinet above the wet well and above flood level. The new pump station would discharge through a new 18-inch force main and 30-inch gravity main, running from the pump station to the headworks of the Regional Treatment Plant. A new underground valve vault would be installed adjacent to the pump station to hold the check and isolation valves, and a second vault would hold the flow meter. A new surge tank would also be installed at the new pump station. The channel banks and invert near the pump station intake would be lined with concrete to prevent scouring. When the new pump station is operating, the existing slide gate in the channel would be closed to facilitate diversion of all flows to the Regional Treatment Plant. The new pump station, cabinet, and surge tank would be above ground, but would not be located in areas that are visible. The existing site is surrounded by agricultural fields, but the visual change with the new equipment would not be prominently distinctive from surrounding areas. For these reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Blanco Drain Diversion site is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual sensitivity and low visual change/contrast.

Lake El Estero Diversion Site

There are two options for the proposed permanent facilities at the Lake El Estero Diversion site. The first would consist of a new pumping system, including a new column pump installed in the wet well of the existing lake management pump station, upgrades to the existing electric panel, and a new 30-foot long, 12-inch diameter discharge pipe to the sanitary sewer. The second option would consist of a new gravity system, consisting of a new headwall and screened intake pipe on the lake bank, a new 40-foot long, 12-inch diameter discharge pipe to the sanitary sewer, and a new controlled and motorized isolation valve. Both systems would be entirely underground or within existing pump dry and wet well structures, and the connecting pipeline would include a flow meter and a check valve to prevent backflow of sewage into the lake. For these reasons, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Lake El Estero Diversion site is considered high due to the high visual quality and high exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area due to the low visual change/contrast.

Treatment Facilities at Regional Treatment Plant

Permanent facilities at the Regional Treatment Plant would consist of an Advanced Water Treatment Facility, an inlet source water diversion structure, an influent pump station, an approximately 360-foot long, 24-inch diameter pipeline to bring secondary effluent to the Advanced Water Treatment Facility, final product water storage and distribution pumping, brine mixing facilities, and modifications to the Salinas Valley Reclamation Plant. The proposed advanced treatment facilities would include several structures as tall as 31 feet and totaling approximately 60,000 square feet. The proposed brine mixing facility would be up to 16 feet tall and approximately 10,000 square feet. New pipes and pumps would be underground. Due to the height and size of the proposed above-ground structures, the visual contrast/change is considered high.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Facilities and the Regional Treatment Plant is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual sensitivity.

Product Water Conveyance

RUWAP Pipeline Alignment Option

The RUWAP Pipeline Alignment Option would generally follow what is commonly known as the RUWAP (Regional Urban Water Augmentation Project) recycled water pipeline route through the City of Marina, California State University Monterey Bay, and the City of Seaside. The entire pipeline would be underground after construction and therefore not visible to the public. For this reason, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the RUWAP Pipeline Alignment Option is considered moderate due to the moderate visual quality and moderate exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual change/contrast.

RUWAP Booster Pump Station Option

Permanent facilities at the RUWAP Booster Pump Station Option site would consist of a 2,100 square-foot building to be located on the east side of 5th Avenue, just south of 3rd Street in Marina that would be up to 25 feet tall. The building would be located in a parking lot with existing campus structures. The access road to this site (5th Avenue) is currently closed to the public at the entrance to the parking lot, where the RUWAP Booster Pump Station Option would be located. The site is lower in elevation than nearby residences and classrooms and trees surround the site; therefore, limited views of the site are available. The Proposed Project building would be of similar size and scale as existing buildings. For this reason, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the RUWAP Booster Pump Station Option is considered low due to the low visual quality and low exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual sensitivity and low visual change/contrast.

Coastal Pipeline Alignment Option

The Coastal Pipeline Alignment Option would follow in parallel with a portion of CalAm's proposed new Monterey Peninsula Water Supply Project desalination product water pipeline along the eastern side of the Transportation Agency of Monterey County railroad tracks. The southern portion of the Coastal Alignment would also be located in the former Fort Ord within the cities of Marina and Seaside. The entire pipeline would be underground and therefore not visible to the public. For this reason, the visual contrast/change is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Coastal Pipeline Alignment Option is considered moderate due to the low visual quality and moderate exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual change/contrast.

Coastal Booster Pump Station Option

This small-scale facility would be sited in the Urban and Developed landscape unit that currently contains existing tree cover. The land immediately north of this site contains abandoned and dilapidated former Fort Ord military housing barracks that are fenced off with chain link fencing. The sites to the west across 2nd Avenue contain large expanses of paved parking areas with minor small trees in the limited unpaved areas. No views of the site are afforded from sensitive viewsheds, except to vehicles, bicyclists, and pedestrians using Divarty Street and 2nd Avenue in the immediate vicinity. The proposed new facility is anticipated to be less than 25 feet in height within a building footprint of approximately 2,000 square feet. The building would be visible at the corner of Second and Divarty Streets, but would be of slightly less scale and massing than nearby buildings. The facility also would be partially screened by existing tree cover, although approximately five trees would be removed. The building appearance would be low-profile and typical of a public utility structure. The facility would not be out of scale with other nearby buildings on the CSUMB campus. For these reasons, the overall visual contrast/change at this site would be considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Coastal Booster Pump Station Option is considered moderate due to the

moderate visual quality and moderate exposure conditions of the area. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the low visual change/contrast.

Injection Well Facilities

The proposed Injection Well Facilities would be located east of General Jim Moore Boulevard and south of Eucalyptus Road. An existing CalAm operations building is located near the site, which is utilized as part of CalAm's Monterey Peninsula Aquifer Storage and Recovery Project. The CalAm facility similarly is low-profile with some architectural articulation that minimizes its visual presence.

Permanent structures associated with the Injection Well Facilities site would include an access road, injection wells, four operations buildings, a back-flush basin, and pipes and electricity conduits. The access road, back-flush basin, and pipelines would not be visible to the public, as they would be at, or below grade. The above-ground features of each permanent injection well would include short segments of above-ground pipes, valves, and mechanical equipment that do not typically exceed six feet in height and do not extend beyond the immediate vicinity (i.e., 10 feet) from the insertion point of the well.

The four operations buildings are each expected to be approximately 1,200 square feet in size and less than 25 feet in height. A photosimulation of one well cluster of the Injection Well Facilities (i.e., the southernmost cluster numbered 4) is presented on **Figure 4.2-2**, showing the appearance of the southernmost injection well cluster. One of the four operations buildings would be located adjacent to General Jim Moore Boulevard, but would be generally screened from view from other vantage points due to existing topographical changes. In this location, a building of this size would be visible to passing motorists and pedestrians along General Jim Moore Boulevard. The remaining operations buildings would be located further northeast behind sloping topography and would not be visible from public view. The buildings would appear as low-profile structures of similar size, scale and mass as the existing nearby CalAm Aquifer Storage and Recovery operations building. For these reasons, the visual change/contrast associated with the Injection Well Facilities is considered low.

As discussed in **Section 4.2.2.3**, **Visual Character and Sensitivity of Project Sites**, the visual sensitivity of the Injection Well Facilities site is considered moderate. Using the methodology explained above in **Table 4.2-3**, the Proposed Project would result in a less-than-significant impact on the visual character of this project component area and its surroundings due to the moderate visual change/contrast.

CalAm Distribution System

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

Impact Conclusion

Upon completion of construction, the proposed pipeline components of the Proposed Project would not be visible, and structural above-ground development at the other Proposed Project sites would not substantially degrade the visual character or quality of the surrounding area, resulting in a less-than-significant impact. No mitigation measures are required. The City of Seaside has expressed concern about the aesthetic quality of the proposed facilities for future land uses that are planned for the site. See **Appendix A**, **Scoping Report** (see letter from City of Seaside dated February 2015 in Appendix F of the Scoping Report). Based on this input, the following site design measures are

included as mitigation measures to ensure they are implemented appropriately in accordance with the City of Seaside's concerns (City of Seaside, 2015):

Mitigation Measure

Mitigation Measure AE-3: Provide Aesthetic Screening for New Above-Ground Structures. (Applies to the following project components: Product Water Conveyance Coastal Booster Pump Station and Injection Well Facilities)

Proposed above-ground features at the Coastal option of the Booster Pump Station and Injection Well Facilities (at a minimum, at the well clusters and back-flush basin), shall be designed to minimize visual impacts by incorporating screening with vegetation, or other aesthetic design treatments, subject to review and approval of the City of Seaside.

Impact AE-4: Impacts due to Permanent Light and Glare during Operations. Operation of Proposed Project facilities may result in a substantial new source of light or glare that would adversely affect day or nighttime views in the area. (Criterion d) (Less than Significant with Mitigation)

Many of the Proposed Project components would be underground pipelines or pump facilities, as well as small diversion structures/pumps that would be located above ground, but would be low profile (i.e., less than four feet above ground). After construction is completed, these components would not be visible and would not have permanent lighting installed. Therefore, most Proposed Project facilities would not result in permanent changes that would result in creation of new sources of substantial light or glare. The only Proposed Project components that would result in development of new structures/facilities with exterior lighting are: the Treatment Facilities at the Regional Plant; the Product Water Conveyance Booster Pump Station (either RUWAP or Coastal option), and the Injection Well Facilities, which are discussed below. No impacts would occur at any of the other Proposed Project sites, and thus these sites are not discussed further.

Treatment Facilities at the Regional Treatment Plant

The permanent lighting at the Treatment Facilities at the Regional Treatment Plant would be only that which is necessary for safety and security and would be similar to existing light sources in the vicinity. There are no residential properties in the area that would be affected by nighttime lighting at the site and the nearest public road to the site is approximately 0.4 miles away (Charles Benson Road, which is closed to the public at night). As a result, increased nighttime lighting at the Treatment Facilities at the Regional Treatment Plant would not result in creation of a new source of light or glare that would adversely affect day or nighttime views in the area, and the impact would be less than significant.

Product Water Conveyance System

RUWAP Booster Pump Station Option

The RUWAP Booster Pump Station Option would be located off 5th Avenue in Marina. The site is currently a parking lot and serves as a storage yard. Permanent lighting associated with the new pump station would be minimal for safety and security and would be comparable to existing lighting in the parking lot. Existing street lighting along Inter-Garrison Road would be brighter and more prominent to nearby residences. Despite these considerations, the existing site is relatively dark and there may be residences that have a view of the new pump station. The

RUWAP Booster Pump Station Option operation may create a new source of light or glare that could affect nighttime views in the area and the impact would be significant.

Coastal Booster Pump Station Option

The Coastal Booster Pump Station Option would be located on the corner of Divarty Street and 2nd Avenue in Seaside. The site is currently vacant and adjacent or nearby properties with views of the site include parking lots associated with the sports fields and recreational facilities of the university. These adjacent and nearby properties are at a lower elevation and also have nighttime security lighting. Permanent lighting associated with the new pump station would be minimal for safety and security and would be comparable to existing lighting in the parking lot. No other offsite properties have views of this site. Despite these considerations, the existing site is currently dark and some off-site properties may have a view of the new pump station where there is currently no lighting. The Coastal Booster Pump Station Option may create a new source of light or glare that could affect nighttime views in the area and the impact would be significant.

Injection Well Facilities Site

New sources of nighttime lighting would be installed at the proposed Injection Well Facilities site for safety and security, including one or two lights at each injection well cluster. Due to the distance to the nearest roadway (General Jim Moore Boulevard), lighting would not be visible off-site and would not obstruct motorists' ability to see the road. Existing street lighting along General Jim Moore Boulevard would be brighter and more prominent to nearby residences. Despite these considerations, the existing site is relatively dark and there may be residences that have a view of the new Injection Well Facilities and others that may be affected by changes to ambient lighting in the vicinity. The Injection Well Facilities operation may create a new source of light or glare that could affect nighttime views in the area and the impact would be significant.

Impact Conclusion

Upon completion of construction, the proposed pipeline components of the Proposed Project would be underground, and many other facilities would not have exterior permanent lighting. The only Proposed Project components that would result in development of new structures/facilities with exterior lighting are: the Treatment Facilities at the Regional Treatment Plant; the Product Water Conveyance Booster Pump Station (either RUWAP or Coastal option), and the Injection Well Facilities. Permanent exterior lighting for the Treatment Facilities at the Regional Treatment Plant would not result in a substantial new source of offsite lighting or glare. Impacts due to operational nighttime lighting at these facilities would be less than significant. The Booster Pump Stations (both options) and the Injection Well Facilities may create a new source of light or glare that could adversely affect nighttime views in the area and the impact would be considered significant. Implementation of Mitigation Measure AE-4 (Exterior Lighting Minimization) would be required to reduce the impact to a less-than-significant level.

Mitigation Measure

Mitigation Measure AE-4: Exterior Lighting Minimization. (Applies to the following project components: Product Water Conveyance Booster Pump Station - (both Options) and Injection Well Facilities)

To prevent exterior lighting from affecting nighttime views, the design and operation of lighting at the Product Water Conveyance Booster Pump Station - RUWAP and Coastal Options and Injection Well Facilities, shall adhere to the following requirements:

- Use of low-intensity street lighting and low-intensity exterior lighting shall be required.
- Lighting fixtures shall be cast downward and shielded to prevent light from spilling onto adjacent offsite uses.
- Lighting fixtures shall be designed and placed to minimize glare that could affect users of adjacent properties, buildings, and roadways.
- Fixtures and standards shall conform to state and local safety and illumination requirements.

4.2.4.5 Cumulative Impacts

The geographic scope for cumulative impact analysis on aesthetic resources consists of all Proposed Project component sites and the immediate vicinity around each of these sites that is visible from the same public vantage points as Proposed Project sites. Based on the list of cumulative projects provided on **Table 4.1-2, Project Considered for Cumulative Analysis** (see **Section 4.1, Introduction**), no cumulative projects have been identified in the same viewshed of these sites, except for the Monterey Peninsula Water Supply Project (MPWSP), with the small, 6.4 mgd desalination plant.

The discussion of cumulative impacts is organized to address the combined impacts of the Proposed Project plus the MPWSP (with the 6.4 mgd desalination plant) and then to address the overall combined impacts of the Proposed Project and all relevant past, present and probable future projects identified on **Table 4.1-2**:

- *Combined Impacts of Proposed Project Plus MPWSP* (with 6.4 mgd Desalination Plant) (referred to as the MPWSP Variant):[2] The CalAm Monterey Peninsula Water Supply Project includes: a subsurface seawater intake system; a source water pipeline; a desalination plant and appurtenant facilities; desalinated water conveyance facilities, including pipelines, pump stations, a terminal reservoir; and an expanded ASR system, including two additional injection/extraction wells (ASR-5 and ASR-6 Wells), a new ASR Pump Station, and conveyance pipelines between the wells. The CalAm Distribution Pipelines (Transfer and Monterey) would be constructed for either the MPWSP or GWR project. The overall estimated construction schedule is from June 2016 through March 2019 for the combined projects, during which time

[2] The October 2012 Notice of Preparation of an EIR for the MPWSP describes an alternative to the MPWSP that would include a smaller desalination plant combined with the Proposed GWR Project (CPUC, 2012). Based on ongoing coordination with the CPUC's EIR consultants, this alternative is referenced as the "Variant" and includes a 6.4 mgd desalination plant that was proposed by CalAm in amended application materials, submitted in 2013 to the CPUC (CPUC, 2013).

the construction schedules could overlap for approximately 18 months (mid-summer 2016 through December 2017). The cumulative impact analysis in this EIR anticipates that the Proposed Project could be combined with a version of the MPSWP that includes a 6.4 mgd desalination plant. Similarly, the MPSWP EIR is evaluating a "Variant" project that includes the proposed CalAm Facilities (with the 6.4 mgd desalination plant) and the Proposed Project. The impacts of the Variant are considered to be cumulative impacts in this EIR. The CalAm and GWR Facilities that comprise the MPSWP Variant are shown in **Appendix Y**.

- Overall Cumulative Projects: This impact analysis is based on the list of cumulative projects provided on **Table 4.1-2** (see **Section 4.1**). The overall cumulative impacts analysis considers the degree to which all relevant past, present and probable future projects (including the MPSWP (with the 6.4 mgd desalination plant)) could result in impacts that combine with the impacts of the Proposed Project.

Combined Impacts of Proposed Project Plus MPWSP (with the 6.4 mgd Desalination Plant). The Desalinated Water Pipeline (or Transmission Main) component of the Variant would be in a similar location as the segments of the Proposed Project's Product Water Conveyance Coastal Alignment pipeline along the Transportation Agency's rail line corridor. In addition, the MPWSP proposes water supply storage facilities (called the Terminal Reservoirs) located to the south of the Proposed Project Injection Well Facilities site. However, these facilities are separated from the Injection Well Facilities by distance and intervening topography, and would not be visible from the same vantage points. Nor would they be within identified scenic views. Therefore, these components of the two projects would not contribute to cumulative aesthetics impacts due to construction or operation.

Segments of both the GWR Product Water Conveyance and the MPWSP Transmission Pipelines would partially coincide in location, and the construction schedules would overlap. If the Proposed Project, as approved, includes the Coastal alignment option for the Product Water Conveyance pipeline, construction of the two pipelines in parallel to each other could involve simultaneous construction within the same viewsheds and from the same public vantage points including scenic areas along the west side of Highway 1, a State-eligible Scenic Highway. However, construction of each pipeline would only occur for a brief duration in any one location within the viewshed. Thus, the aesthetic impacts would be confined to a period of construction of only several days to several weeks. This is not considered a significant cumulative impact of the combined projects because of the short duration of aesthetic changes to the environment even with both construction activities occurring simultaneously.

Once constructed, pipelines would be underground and have no impacts on aesthetics or scenic views and resources. The MPWSP proposes water supply storage facilities (called the Terminal Reservoirs) located to the south of the Proposed Project Injection Well Facilities site. However, these facilities would be separated from the Injection Well Facilities by distance and intervening topography, and would not be visible from the same vantage points. These components of the two projects would not contribute to cumulative aesthetics impacts due to operation. Therefore, there would not be a combined aesthetic impact after completion of construction.

Overall Cumulative Impacts. **Table 4.2-4,** provides a summary of potential impacts from the Proposed Project to the aesthetic environment and significance determinations at each Proposed Project component site by impact area for construction and operations. The Proposed Project construction impacts (AE-1) on scenic views, resources, and visual quality of sites and operational effects on visual quality of sites and surrounding areas. (AE-3) were found to be less than significant. Impacts from temporary light and glare from construction (AE-2) and due to permanent light and glare (AE-4) were less than significant with mitigation. Except as described

above, the Proposed Project would not be within the same viewshed as any other known projects whose construction schedule might overlap with the Proposed Project. If an overlap would occur (due to changes in construction schedules for cumulative projects); the timing for the construction of specific segments of the pipeline components would be such that no construction on any one site would occur for a substantial period of time. Thus, there would be no significant construction-related cumulative impacts of the Proposed Project combined with all other projects.

Above-ground structures would be erected at four of the Proposed Project's component sites each having only safety lighting typical of water supply facilities in urban areas. At one of those sites -- the Treatment Facilities at the Regional Treatment Plant site -- project improvements would not be visible from any public viewing areas. A desalination project proposed by the Marina Coast Water District (#18) would be located in proximity to the Regional Treatment Plant. However, the Regional Treatment Plant is visually separated from this site by existing topography and tree cover, is not visible from public viewpoints and would not contribute to aesthetic impacts of other projects that may be constructed in the area.

The other sites with above-ground structural development would include either of the two Booster Pump Station options and the Injection Well Facilities. As summarized in **Table 4.1-2,** in **Section 4.1, Introduction**, there are no other probable future projects that would result in development within the vicinity of these Proposed Project facilities. Although there are no probable future projects proposed in the vicinity of the Injection Well Facilities site (i.e., within the City of Seaside land east of General Jim Moore Boulevard), the City has indicated that that area is a key development opportunity site on which the City has designated the land for commercial (including visitor-serving), residential, and mixed uses. Construction of the Injection Wells would not affect future development that may occur to the east. Due to intervening topographic changes, the Proposed Project would not contribute to aesthetics impacts that may result from development to the east. Thus, there no other projects that would contribute to cumulative aesthetics impacts on scenic views, resources or visual quality at these locations. The Proposed Project's significant permanent lighting impacts would be mitigated to a less than significant level with Mitigation Measure AE-4, above. The Proposed Project would result in project-specific aesthetic impacts, but would not contribute to any significant cumulative aesthetic impacts due to lack of impacts from any other cumulative projects.

Cumulative Impact Conclusion

The combined MPWSP and GWR projects ("Variant") would result in a less-than-significant cumulative impact to scenic views along a state highway that is eligible for designation as a scenic highway during construction of the MPWSP Transmission Pipeline and Proposed Project Product Water Conveyance Pipeline. Once constructed, pipelines would be underground, and other facilities of the Variant would not be located within the same areas of visibility. Thus, there would be no significant cumulative impacts on aesthetics or scenic views and resources from the combined projects. There would be no significant construction or operational cumulative impacts related to aesthetics as a result of all cumulative development.

4.2.5 References

California Public Utilities Commission (CPUC) 2012. Notice of Preparation of an Environmental Impact Report for the CalAm Monterey Peninsula Water Supply Project. October 2012.

CPUC, 2013. Settling Parties' Motion To Approve Settlement Agreement On Plant Size and Operation. July 2013.

City of Marina, 2005. *City of Marina General Plan*, December 31, 2005.

City of Monterey, 2005. *City of Monterey General Pl*an, adopted January 2005, updated August 2013.

City of Pacific Grove, 1994. *City of Pacific Grove General Plan*, October, 1994.

City of Salinas, 2002a. *City of Salinas General Plan*, September 2002.

City of Seaside, 2003. *City of Seaside General Plan*, August, 2003.

City of Seaside, 2004. *City of Seaside General Plan Final Environmental Impact Report*, January, 2004.

City of Seaside, 2015. *Letter from Tim O'Halloran to Bob Holden; Subject: NOP for Supplement to May 2013 Notice of Preparation of an EIR for the Pure Water Monterey Groundwater Replenishment Project*, February 6, 2015.

Fort Ord Reuse Authority, 2005. *Highway 1 Design Corridor Design Guidelines*, March, 2005.

Monterey County, 1984. *Greater Salinas Area Plan*, adopted October 26, 2010.

Monterey County, 2010. *Monterey County General Plan*, adopted October 26, 2010.

Monterey County, 2010a. *Monterey County General Plan Final Environmental Impact Report*, March, 2010.

Monterey County, 2010b. *Scenic Highway Corridors and Visual Sensitivity, Greater Monterey Peninsula*, January 2010.

This Page Intentionally Left Blank

Salinas Treatment Facility
View from South Davis Road looking west towards Treatment Facility

Tembladero Slough Diversion Site
View from Highway 1 looking west towards Castroville Pump Station

El Estero Diversion Site
View from Del Monte Avenue looking south towards Lake El Estero

Source: DD&A, 2014

Site Photos of Source Water Diversion Sites from Public Viewpoints

April 2015

Pure Water Monterey GWR Project
Draft EIR

Figure
4.2-1A

This Page Intentionally Left Blank

Source: DD&A, 2014

Site Photo of Treatment Facilities at the Regional Treatment Plant

April 2015

Pure Water Monterey GWR Project
Draft EIR

Figure
4.2-1B

Coastal Booster Pump Station Option
View from Divarty Street looking south

RUWAP Booster Pump Station Option
View from Inter-Garrison Road looking north

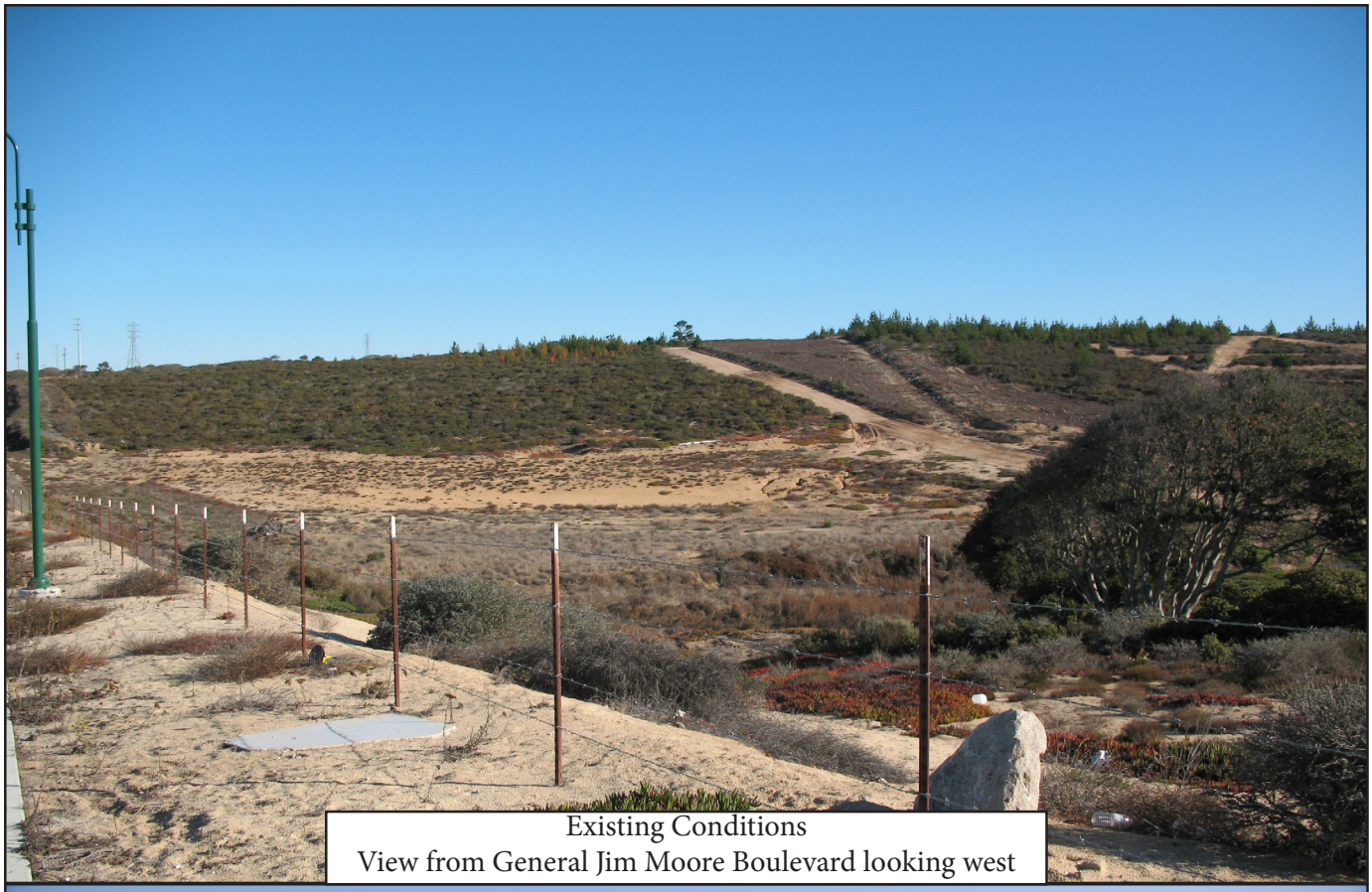
DD&A

Site Photos of Product Water Conveyance Pump Stations

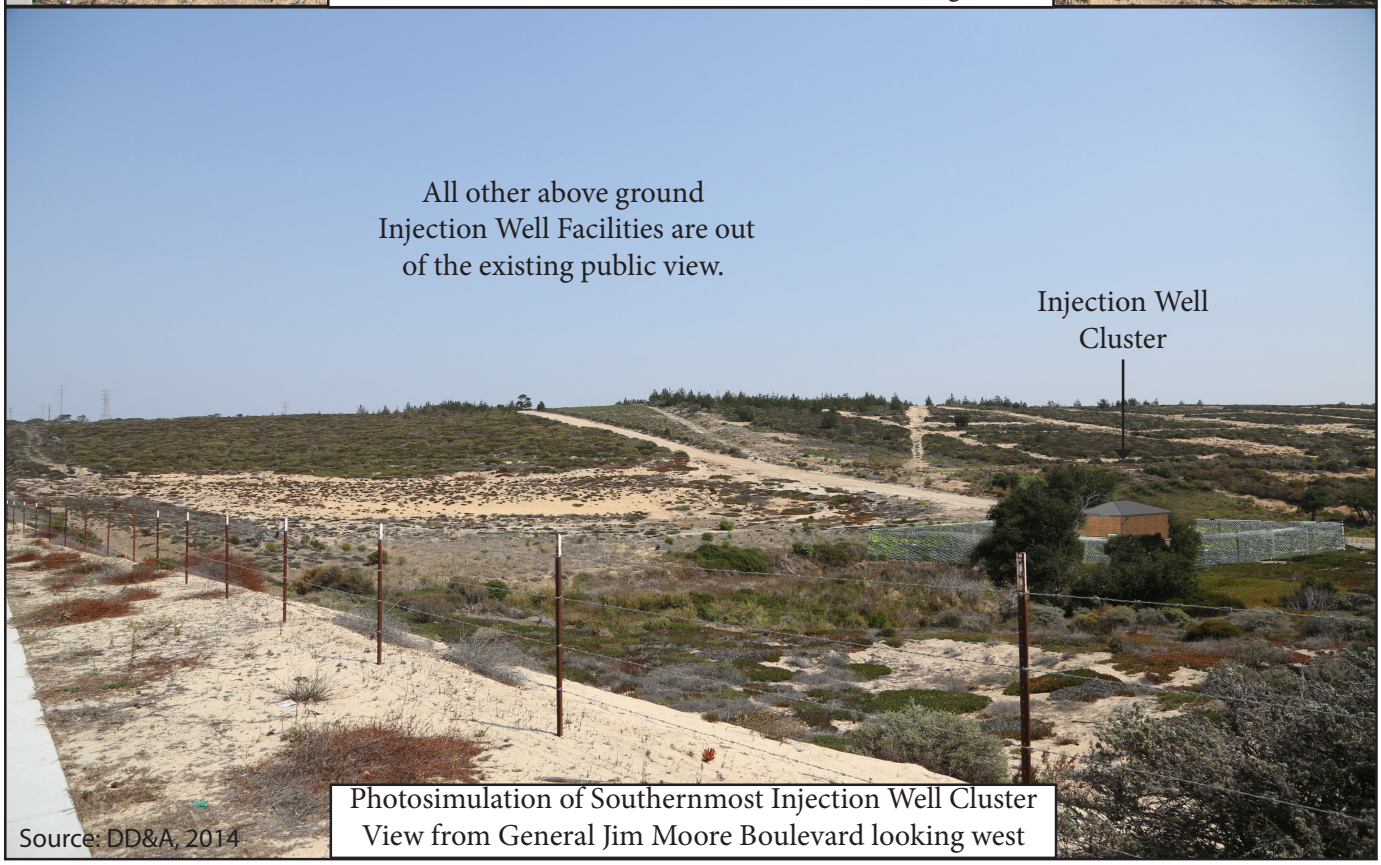
April 2015

Pure Water Monterey GWR Project
Draft EIR

Figure
4.2-1C



Existing Conditions
View from General Jim Moore Boulevard looking west



Photosimulation of Southernmost Injection Well Cluster
View from General Jim Moore Boulevard looking west

Source: DD&A, 2014

Photosimulation of Injection Well Facilities

April 2015

Pure Water Monterey GWR Project
Draft EIR

Figure
4.2-2

This Page Intentionally Left Blank