4.1. Aesthetics

Pursuant to CEQA, this section describes the regulatory setting and the potential for significant impacts related to aesthetics and visual quality.

The Project would be constructed in three phases and has four main elements that could result in aesthetics and visual quality impacts: 1) a wastewater treatment facility; 2) pump stations; 3) wastewater collection and recycled water distribution system pipelines; and 4) percolation ponds and groundwater injection wells. For the purposes of this section, "Project area" refers to the area that encompasses the extents of the four main elements described above and the area that would be served by these proposed Project facilities, and "Project site" refers specifically to those areas that would be disturbed by construction activities associated with these four main elements. The discussion that follows focuses on those project components (i.e., development of wastewater treatment facility buildings and structures) that could result in long-term operational visual impacts. The Project would include a Local Coastal Program Amendment and modification of zoning for the wastewater treatment facility to include an Institutional District Overlay.

4.1.1. Environmental Setting

Regulatory Setting

The proposed Project would be subject to a number of local plans, policies, and regulations related to visual character and quality, including the California Scenic Highways Program, 2012 Los Angeles County Bicycle Master Plan, City of Malibu General Plan, Malibu Municipal Code and the Local Coastal Program (LCP). The Land Use and Conservation and Open Space Elements of the Los Angeles County General Plan and Los Angeles County LCP provide further policy guidance concerning aesthetics for those portions of the Project area that are located in unincorporated Los Angeles County.

State Policies and Regulations

CEQA

CEQA requires an evaluation of scenic resources when considering project effects on the environment. The evaluation also considers site-specific history, context, and area sensitivity, such as whether light and glare, demolition, and new development could potentially change visual character and affect scenic views and natural and manmade visual resources. CEQA guidance is based on Appendix G of the State CEQA Guidelines.

California Scenic Highway Program (Senate Bill 1467, Streets and Highways Code Sections 260 and 263)

The California Scenic Highways Program helps to protect and enhance the scenic beauty of the State's highway system. The program identifies portions of the state highway system that require special conservation treatments. Preservation includes adjacent scenic corridors, such as areas visible from, adjacent to, and outside of the highway right-of-way. Preservation includes protecting scenic and natural features within the scenic corridor through land use regulations, design guidelines, site planning measures, and outdoor advertising controls. Any project that may affect the scenic value of an identified scenic corridor is required to consider the provisions of the program.

Preservation is applicable to highways that are officially designated as scenic as well as those listed as eligible to become state scenic highways. Both Pacific Coast Highway (SR-1) and Malibu Canyon Road are considered eligible state scenic routes. No other officially designated or eligible state scenic highways occur within the Project area or viewshed.[1]

California Coastal Act

The California Coastal Act (Public Resources Code § 30000 *et seq*.) includes amongst its objectives prioritizing "the protection of important scenic resources and views from public areas," including views from roads, trails, parks and beaches. In addition, Sections 30251 and 30253 require that development protect coastal scenic, visual qualities, and special communities that add "visual attractiveness" to the coast (California Coastal Act Section 30253).

Because the proposed Project falls within the California Coastal Zone, the Coastal Act requires that its goals and policies be implemented by the City of Malibu through the Local Coastal Program process, including the adoption of both a Local Use Plan (LUP) and LIP. Both City of Malibu plans were certified by the California Coastal Commission in September 2002.

Local Policies and Regulations

Most of the proposed Project facilities would be located within the City of Malibu; however, some of the Phase 2 and 3 facilities would be located within or in close proximity to unincorporated Los Angeles County. Much of the property along the west and north side of Malibu Canyon Road, including Pepperdine University, and the area continuing approximately 1,200 feet east from Seaver Drive, fall outside the Malibu municipal boundaries in unincorporated Los Angeles County.

Los Angeles County General Plan

Due to the fact that the 2035 Countywide General Plan is currently under preparation, and none of its policies have been officially adopted by the County Board of Supervisors, the County's existing General Plan Land Use Element (November 1980) and Conservation and Open Space Element (November 1980) define the goals, objectives, and policies that currently govern aesthetics and visual quality in the unincorporated County areas within the Project area. The proposed Countywide General Plan amplifies the goals presented in the existing General Plan by providing more specific policy direction on issues such as open space preservation, promoting greater regional open space connectivity, protecting environmentally sensitive areas and scenic resources, and ensuring that new development is well-designed and compatible with the existing built and natural environment, consistent with the 2008 Southern California Area Governments (SCAG) Comprehensive Regional Plan, and SCAG Compass Blueprint Growth Vision.[2]

Land Use Element

The Land Use Element of the County General Plan includes one overall objective that is germane to the proposed Project and aesthetics—assuring that new development is compatible with the natural and manmade environment through applicable location controls and high-quality design standards.

[1] California Department of Transportation. 2012. *Scenic Highways and Eligible Scenic Highways List, Los Angeles County, California*. Available:<http://www.dot.ca.gov/hq/LandArch/sceniccahisys4.htm>. Accessed: November 2013.
[2] The most current version of the draft 2035 Countywide General Plan was reviewed and obtained from: <http://planning.lacounty.gov/generalplan/draft2012>. Accessed: January 2014.

Conservation and Open Space Element

The Conservation and Open Space Element of the County General Plan includes two overall objectives that are germane to the proposed Project and aesthetics—preserving and protecting significant ecological areas and other biotic resources; and improving opportunities for a variety of outdoor recreational experiences. The related policies are as follows:

- Protect significant ecological areas and habitat management areas by appropriate measures, including preservation, mitigation, and enhancement;
- Protect the visual quality of scenic areas, including ridgelines and scenic views from public roads, trails, and key vantage points;
- Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial, and industrial development, including the use of drought tolerant vegetation; and
- Support the preservation of heritage trees.

2012 Los Angeles County Bicycle Master Plan

Both Malibu Canyon Road and Pacific Coast Highway are designated as Class III (i.e., non-dedicated right-of-way) bike routes in the 2012 Los Angeles County Bicycle Master Plan. However, only Pacific Coast Highway—which borders the southern edge of the Project wastewater treatment facility site—is an actual existing bike route; Malibu Canyon Road is proposed only.[3]

Los Angeles County Santa Monica Mountains Coastal Local Coastal Program

Los Angeles County's Local Coastal Program (LCP) Land Use Plan (LUP) was certified by the California Coastal Commission in December 1986. A recent 2014 update to the LCP, known as the Santa Monica Mountains Coastal Local Coastal Program and its related LUP, have been prepared and were submitted for review by the California Coastal Commission during April 2014; however, actual certification of the LUP is still pending.[4] For that reason, the basic policies governing aesthetics not specifically rescinded in the 2014 update are still relevant to an assessment of the Project effects on aesthetics in adjacent unincorporated areas.

The proposed 2014 LCP acknowledges the incorporation of the City of Malibu in 1991; Pepperdine University's preparation of its Long Range Development Plan (2002); and the previous failure of the County to advance an LIP for the remaining unincorporated areas within the Coastal Zone. It recognizes the greater level of cooperation amongst federal, state and local governments in working to protect significant natural and recreational resources, as well as the substantial increase in the ownership of public land that has occurred since 1986. The update also made the marine and land use protections more specific in a number of instances based on a great expansion in the body of information about such resources that occurred. This includes an expanded consideration of scenic ridgelines throughout the Santa Monica Mountains (e.g., new restrictions on ridgeline development); imposition of new 100-foot buffer and quiet zones abutting critical natural habitat resources; and adoption of Dark Skies provisions that limit nighttime lighting in the LCP area.

[3] Information regarding County Bicycle Master Plan bike routes was obtained from: <http://dpw.lacounty.gov/pdd/bike/masterplan.cfm>. Accessed: November 2013.

[4] In a May 7, 2014 telephone conversation, Joshua Huntington, Los Angeles County Regional Planning Department, stated that the Coastal Commission approved the LUP at its April 2014 meeting, but that it did not hold a public hearing on the LIP. Certification of both the LUP and LIP is expected to occur sometime prior to the close of the 2014 calendar year.

The 2014 LCP LUP Conservation Element contains several goals and related policies that are germane to aesthetics:

- Goal CO-4 calls for the creation of an integrated open space system which preserves valuable natural resources and recreational opportunities, and;
- Goal CO-5 calls for the protection of the plan area's scenic beauty.

Related policies call for maintaining and enhancing the scenic beauty of vistas along identified scenic routes (Policy-CO-126), and identifies Malibu Canyon Road and Pacific Coast Highway (along with nine other roadways) as being "scenic routes." Other related policies call for the protection of public views of "designated scenic elements," scenic ridgelines and to the ocean and beaches, including protection of lines-of-sight to such elements (Policy CO-127) and specify that new development "be subordinate to the character of its setting" (Policy CO-128). Policies CO-129 through 154 provide additional very specific design guidance addressing grading, development siting, night lighting, color, undergrounding of utilities, fencing, telecommunication installations, and land subdivision actions. The LUP references the Coastal Slope Trail and categorizes it as being "a Future Regional Trail."

The 2014 LCP LUP Land Use and Housing Element contains two goals that are pertinent to aesthetics:

- Goal LU-1 calls for land uses that reflect and are compatible with existing environmental resources and community character, and;
- Goal LU-2 calls for land use patterns that promote social, environmental and economic well-being while also preserving environmental resources and the unique character of the land.

Section 4.2.3. of the 1986 LCP LUP sets forth policies to protect visual resources, and includes requirements that new development be sited so as "to protect public views from LCP-designated scenic highways" (Policy 125); the siting and design of new structures so that these "create an attractive appearance and harmonious relationship with the surrounding environment" (Policy 125); and such that views to and along the ocean, as well as to and from other scenic features, are protected (Policy 130). Policies 133 through 143 address the siting of buildings and structures, as well as architectural character, and the design of new features proposed as part of scenic roadways in a manner that is appropriate to the natural setting, and that preserve natural grades to the "greatest extent possible." The New Development Section (4.5) identifies key ridgelines, scenic elements and highly scenic areas, scenic highways, and principal viewsheds as being the key visual resources in the Malibu Coastal Zone.

City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan (LIP)

The LIP contains regulations germane to the proposed Project that govern aesthetics and visual quality. These include the zoning and use limitations presented as part of development standards, signage guidelines, and communication facilities placement guidelines (Chapter 3); protections for scenic, visual and hillside resources (Chapter 6); avoiding the damage or destruction of cultural resources (Chapter 11); and the design, siting, installation, and operation standards for onsite wastewater treatment facilities (OWTS)(Chapter 18). Implementation and development standards, permit and application requirements, and other measures ensure that permitted development is sited and designed to protect views, minimize the alteration of natural land forms, and is visually compatible with character of surrounding areas. Where feasible, it also serves to restore and enhance visual quality in visually degraded areas.

The following specific policies are also included:

- New development shall minimize the removal of natural vegetation in order to minimize impacts to scenic and visual resources and impacts to other sensitive resources.
- New development shall be planned to fit the site's topography, soils, geology and other conditions in order to minimize the need for grading.

The LIP contains the following land use designations for the Project area and its immediate environs: Commercial-Visitor Serving, Commercial General, Community Commercial, Multi-family residential, Institutional, Public Open Space, Planned Development, Single-family Residential, Single-family Medium Residential and Rural Residential. These land use designations are also referenced in Malibu Municipal Code Title 17.

City of Malibu General Plan

The City of Malibu General Plan, adopted in 1993, is comprised of seven adopted elements. These include Land Use, Open Space and Recreation, Conservation, Circulation and Infrastructure, Safety and Health, Noise and Housing. As of this writing, the 2008-2014 Housing Element Update and the 2013-2021 Housing Element Update have been adopted by the City Council~~,~~ and ~~are both pending certification~~have been certified by the California Coastal Commission. Of the adopted elements, only three contain goals, objectives, and policies that are germane to aesthetics and visual quality.

Land Use Element

Land uses within the Project area have been designated in the Malibu Land Use Element for institutional, special planned development, rural residential (single-family) and multi-family residential, and commercial uses (including, but not limited to, both Commercial General and Commercial Visitor-serving). The proposed wastewater treatment facility property is designated for Commercial Visitor-serving uses.

The Land Use Element contains seven goals, four of which touch upon aesthetics and visual quality:

- Protecting and enhancing the natural environment;
- Managing growth in a manner that preserves the City's rural community character;
- Ensuring that commercial properties are developed in harmony with the community's rural residential character and its natural environment; and
- Ensuring that development within the City's sphere of influence is compatible with the Malibu's natural environment, residential character and infrastructure capacity.

The Malibu sphere of influence, as loosely defined, includes the unincorporated Los Angeles County land that abuts the north curb line of Malibu Canyon Road, and which extends east approximately 1,200 feet from the Seaver Drive/Civic Center Way intersection. Pepperdine University and the University's Alumni Park are located in an unincorporated area of the County.

Related policies include:

- Protecting the natural environment by regulating design and permitting only land uses that are compatible with the natural environment (Policy 1.1.1);

- Ensuring that land uses avoid or minimize adverse impacts on natural resources, including water resources (Policy 1.1.2);
- Prohibiting development in ESHAs unless no feasible alternative is available (Policy 1.2.1); and
- Minimizing the alteration of existing land forms and requiring design that is consistent with "natural topography and site processes" (Policy 1.4.3).

Conservation Element

Overall objectives of the Conservation Element include managing natural resources in accordance with the policies of the element. Preserving and protecting natural and cultural resources are the primary goals that are germane to aesthetics and visual quality. Related policies include:

- Protecting ESHAs as a priority over development, and avoiding any significant disruption of habitat values (Policy LU-1.1.4);
- Protecting viewsheds of the ocean and surrounding mountains and hillsides (Policy LU-1.4.2); and
- Protecting Pacific Coast Highway as a significant viewshed (Policy LU-1.4.3).

Implementation measures include minimizing disruption to natural systems and other rich bio-diverse areas; reducing impacts from nighttime lighting; mitigating net loss of threatened plant communities; and applying setback requirements determined through site-specific analysis in order to protect native trees and prevent effluent seepage into local streams or coastal water.

Open Space and Recreation Element

The three goals of the Open Space and Recreation Element include enhancing and preserving abundant open space locations appropriate to the rural, and natural environment, and providing an integrated public trail circulation system. Related policies and objectives include:

- Preserving, protecting and enhancing the character and visual quality of natural open space as a scenic resource for both residents and visitors (Policy OS-1.1.3) and
- Promoting a comprehensive safe and accessible trail system that serves hikers, equestrians and bicyclists (Objective OS-1.1).

Although no goals and policies are presented that touch upon aesthetics and visual quality as part of the Circulation and Infrastructure Element, it contains a discussion of scenic highways, and notes that travel to and from recreation areas is considered a major part of the landscape system. The panoramic nature of vistas of steep canyon slopes covered with natural vegetation and the Pacific Ocean that can be acquired from many local roads is also noted.

Existing Conditions

In topographic terms, as defined by the regional context, the Project site occurs along a narrow, gently rolling to steep east/west-trending alluvial terrace that lies between the Pacific Ocean and the Santa Monica Mountains, extending westward along the coastline from the City of Santa Monica. It is formed of thick marine and non-marine terrace deposits underlain by bedrock. The visual setting is strongly defined by the Santa Monica Mountains, a prominent part of an east/west-trending series of steep traverse mountain ranges north of the Project site that extend far inland from Point Arguello. Defining the setting on the south is the Pacific Ocean. The coastal terrace that lies between

those mountains and the ocean is marked by nearly flat to rolling north-to-south sloping terrain that is occasionally transected by deep north/south-trending canyons (such as Winter Canyon) as well as knolls and small mesas.

The proposed wastewater treatment facility site is located at 24000 Civic Center Way, at the southeastern tip of the property bounded by Civic Center Way on the east, Pacific Coast Highway (SR-1) on the south, and Malibu Canyon Road. The Project site is enclosed with six-foot tall chain-link fencing and gate, and is currently developed with the ~~Winter Canyon Wastewater Treatment Facility~~ a privately~~-~~owned/operated wastewater treatment facility~~entity~~ that serves the Malibu Colony Plaza shopping center (located south of Pacific Coast Highway [PCH]), the Supercare/Malibu Medical Building, and facilities located at 23661 PCH and 23648 to 23670 PCH. A wetland and stream Environmentally Sensitive Habitat Area borders the property on the southeast along the Pacific Coast Highway portion of the property.

The proposed wastewater treatment facility site is located on the terraced but relatively flat southeasterly corner of such a mesa. Known locally as Winter Mesa, it is located just west of Winter Canyon and defined by its steep northern and easterly slopes, moderately steep western and southern slopes, and Winter Canyon Creek—a culverted stream that runs from north to south and then southeasterly across the mesa. At its highest elevation, Winter Mesa is approximately 250 feet above mean sea level (msl). A large expanse on top of the mesa, covering approximately 15 acres, consists of flat to rolling terrain, with elevations that range from approximately 225 to 250 feet above msl.[5]

Existing on-site infrastructure includes a U-shaped dirt driveway that provides access across the site, and six buried wastewater treatment tanks, four aboveground trickling filters, ~~leach~~ seepage pits, electrical facilities and an effluent distribution header. The current treatment facility consists of multiple structures arrayed across an upper terrace and a lower terrace, with terrain that generally trends downward from northwest to southeast. Under the proposed Project, a majority of the proposed features would be sited on the upper terrace, and would enable an existing buried tank to be used for recycled water storage. Headworks, percolation ponds, and a solids storage tank would be located on the lower terrace. Due to the presence of the above-described features, the existing wastewater treatment facility site has a utilitarian, semi-industrial character.

Coastal sage scrub and chaparral are among the dominant plant communities in the Project setting on and around Winter Mesa. Native plants include chamise (*adenostoma spp.*), sage, California buckwheat, *Rhamnus, Ceanothus*, and cactus species (*Cylindropuntia prolifera*). Trees consist of native species, such as California walnut, coastal and canyon live oak (*Quercus spp.*), California sycamore, and an abundance of nonnative species, such as eucalyptus. Nonnative grasses and ruderal/weedy plants are also abundant on the more heavily disturbed portions of the property.

At present, landscape buffering and topography to the north and west serve to screen the site from most views (Photo Figures 3, 4 and 5~~, pages 4.1-12 to 4.1-13~~). Landscape screening along Civic Center Way and Pacific Coast Highway also serve to obscure many casual views at street level of the Project site from the south and east (see Photo Figures 8 through 9; and 11 through 13~~, pages 4.1-15 through 4.1-19~~). This landscape screening blocks full views of the property from the nearby

[5] This location would be the potential site of the proposed Rancho Malibu Hotel—a related project that is currently undergoing environmental and permitting review by the City.

residences located directly to the east (across Civic Center Way) and permits only partial, far-off views from Pepperdine University residential halls located northeast of the Pepperdine campus. The Project site includes areas of bare ground bordered by areas of riparian, native Coastal Sage and chaparral vegetation, as well as heavily disturbed areas where weedy/ruderal plants are established. Both protected species, such as California walnut trees, and non-protected ornamental trees, such as Eucalyptus, are present within portions of the Project site.

Colors in the area of the proposed treatment facility range from the pale reddish/tan-gray of the bare soil to the light green-gray-evergreen coloration of the coastal scrub and chaparral groundcover. Alumni Park, at the south and east border of the Pepperdine University campus, provides a contrast with the more naturalistic and native landscape more commonly seen in the setting. Alumni Park's formally designed landscape consists of a gentle to moderately-steep knoll featuring a broad expanse of grass turf dotted with non-native rock groupings and numerous small clusters of coral (*Keffir spp.*) trees. The Santa Monica Mountains, which serve as a dramatic backdrop in northward views, have a tan/dull green to purplish hue. Especially in views towards the ocean, as well as other panoramic east- or west-facing views, the blue of the sky and the darker blue of the ocean are especially vivid and visually dominant.

Three additional public parks are located within a range of from several hundred feet up to a ~~1~~one-mile ~~-~~-radius of the proposed treatment facility site. Although possessing very different design characters, each is highly valued by the public and is actively used. The closest of these, Malibu Bluffs Park—a 6-acre City-owned recreation area that accommodates both passive and active recreational users—is located roughly 900 feet southwest of the proposed wastewater treatment facility site. It contains a community center, jogging trail, as well as a soccer/multi-purpose playfield, two baseball playfields and bleachers due to its essentially flat terrain. The playfields are actively used by local teams, with game days drawing large numbers of supporters.

Abutting the facility on the west and south is the larger 83-acre Santa Monica Mountains Conservancy (SMMC)-owned park reserve comprised of a minimally developed chaparral landscape improved with hiking trails. The SMMC reserve slopes downward in a generally southerly direction towards the ocean from the 6-acre City-owned portion of the park, and is bordered along the ocean side by Malibu Road. The Pacific Ocean and the sky are dramatic backdrop features in all south-facing views within the park; the Santa Monica Mountains ridgelines, and its pale reddish/tan-gray soil color, dotted with their pale gray-green-to dark green-colored chaparral and woodland landscape features, are dominant features in far-off, north-facing views. Foreground views, from the City-owned portion of the park toward the Project site, are marked by moderately-dense-to-dense perimeter shrubbery and evergreen trees (e.g., Eucalyptus). These—along with topographic contours—serve to partially obscure views of foreground features along the north side of Pacific Coast Highway, and views to the wastewater treatment facility site from the vast majority of the down-sloping SMMC portions of the park are also thereby largely precluded.

Located approximately 2,500 feet east of the wastewater treatment facility site is Legacy Park—a 17-acre environmental education park designed as open space for passive use and native habitat. It features walking paths, as well as wooden benches in several scattered locations; a pond and stream; permanent outdoor natural habitat-related educational displays; sun-shade armadas; and other earth-colored low-to-the-ground concrete elements. Its pale reddish, tan-gray colored bare soil is dotted with low-to-the-ground gray-green-hued native shrubbery. Legacy Park adjoins Civic Center Way and provides largely unrestricted views to the west, north, and east. These capture views of County Civic Center buildings and other landscape and

hardscape features, the Santa Monica Mountains, and of far-off residences that dot the mountain/foothill slopes (e.g., Malibu Knolls neighborhood). By contrast, south-facing views are constrained by the Park's topographic contouring, and vegetation, as well as building placements along Pacific Coast Highway. As a result, far-off views directed beyond the commercial buildings along the south side of Pacific Coast Highway terminate with the sky, and all but far-off west-facing views of the ocean are precluded.

Malibu Lagoon State Beach (MLSB) and Malibu Creek State Park (MCSP) together comprise a more than 7,000-acre recreation area that extends through the Santa Monica Mountains southward, in a shoestring configuration, along Malibu Creek to the Pacific Ocean. MLSB, which is approximately 22 acres in size, is centered upon the Malibu Lagoon. Its other features include the Adamson House, Malibu Lagoon Museum, an environmental education park, and Malibu Pier. All of these components—both singly and collectively—are important sightseeing destinations. The Pacific Ocean provides an imposing backdrop to nearly all south-facing views within these two parks; however, large trees, shrubbery and stone masonry walls along Pacific Coast Highway block many casual south-facing views of the lagoon from outside MLSB from most locations west from Cross Creek Road. Similar to Legacy Park and Malibu Bluffs Park, the Santa Monica Mountains serve as a far-off backdrop in most north-facing views from MLSB.

The closest recognized scenic vista point mentioned in the General Plan in proximity to the Project's wastewater treatment facility's proposed location is Keller's Shelter Vista Point. It is approximately one mile east of the Project, on an undeveloped bluff top situated directly above Pacific Coast Highway, adjoining MLSB. Clear, distinct views of the Project from this location cannot be acquired.

Informal vantages along Malibu Canyon Road provide sweeping south-facing views of the coastline and the ocean; the key vantage being located approximately 200 feet west of Harbor Vista Drive (and approximately one mile northwest of the Project's wastewater treatment facility site). It provides a moderate-sized area for three or four vehicles to pull off Malibu Canyon Road to enjoy the view. There are also locations along Malibu Canyon Road where the shoulder is wide enough to accommodate motorists and bicyclists who pull out of the drive lanes to stop and enjoy the coastline/ocean views (e.g., shoulder along south side of the roadway overlooking Webster Elementary School, east from Seaver Drive. Both this vantage and the one near Harbor Vista Drive are depicted in Section 4.1.2., Environmental Impacts Analysis, Figure 4.1-1).

Two existing public trails are located in proximity to the Project. These include Malibu Beach Trail, which follows Pacific Coast Highway; and Malibu Creek Trail, which at its closest location is approximately 1,100 feet northeast of the Project's wastewater treatment facility site. Although still under development, portions of the Coastal Slope trail are being constructed bordering the Pepperdine University campus on both the northwest and on a downhill slope east of its campus.

Due to terrain contours and vegetation along Pacific Coast Highway, only partial, constrained views the Project's wastewater treatment facility site would be acquired from very limited locations to the east. Similarly, due to the distances separating it, only highly constrained, indistinct views of the wastewater treatment facility site would be available from Malibu Creek Trail; and views from the partially-developed Coastal Slope Trail directed to the east side of Winter Canyon (Project location) would be similarly constrained and indistinct.

Along Malibu Road, in the locations of the proposed injection wells, homes fronting Malibu Road have south-facing views of the Ocean and beach of a high visual quality. However, north-facing views (views facing Malibu Road) from these homes are of substantially lesser value because they consist mainly of

views of the rear side of the Malibu Colony Plaza~~Ralphs grocery~~ parking lot, with far-off views of the Santa Monica Mountains and Malibu Canyon that are mostly obscured by existing trees and the shopping plaza~~Ralphs grocery~~ buildings.

4.1.2. Environmental Impact Analysis

Methodology

This analysis utilizes a methodology based upon the Federal Highway Administration (FHWA) publication *Visual Impact Assessment for Highway Projects* (1988) combined with the State CEQA Guidelines' Appendix G screening criteria. Together, these provide the key analytical framework and guide the visual impact assessment process for the proposed Project. [6] Although the FHWA guidelines were initially created to provide an analytical framework for identifying and assessing qualitative changes to the visual environment that could be introduced as part of a transportation project, this methodology has become the industry standard for evaluating visual impacts associated for local and state non-transportation projects as well. The process includes the following basic steps:

- Defining the project setting and viewshed.
- Identifying the key view for visual assessment.
- Assessing existing visual resources and viewer response.
- Describing the visual appearance of the project alternatives.
- Assessing the changes to visual resources while predicting viewer response to those changes.
- Assessing the visual impacts of project alternatives.
- Proposing methods to mitigate adverse visual impacts.

As part of the analysis, an evaluative framework that defines the visual setting in terms of *landscape units* and/or *key views* is utilized. A *landscape unit* is a specific portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit often corresponds to a place or district that is commonly known among local viewers. The landscape unit approach is useful when a project traverses several visually distinct settings that can be readily defined geographically.

A *key view* is a point from which a select view is analyzed from the perspective of potential viewer groups. The key view approach is used in this analysis because of the largely contained character of the wastewater treatment facility site and the highly divergent nature of the views towards the property within the *viewshed*.

A *viewshed* comprises all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views from the proposed Project. It also includes the locations of viewers likely to experience the changes brought about by the proposed Project.

[6] Federal Highway Administration, Office of Environmental Policy, U.S. Department of Transportation. 1981. Visual Impact Assessment for Highway Projects. Washington DC. Similar guidance for visual impact analysis also can be found on the California Department of Transportation website at: <www.dot.ca.gov/ser/downloads/visual/FHWAVisualImpactsAssmt.pdf>.

This analysis assesses the anticipated changes in visual character (e.g., descriptive, non-evaluative characteristics such as land use, topography, scale, form, and color) and visual quality (e.g., a subjective assessment of the aesthetics of a view based on the FHWA criteria of the vividness, intactness, and unity of the view), evaluating them with respect to anticipated viewer response.

Key Views and Viewer Groups

Because it is not feasible to analyze all the views in which the proposed Project can be seen, it is necessary to select a number of key viewpoints that would most clearly display the Project's potential visual effects. Key views also represent the primary viewer groups that would potentially be affected by the proposed Project. This analysis identified 19 photo vantages that describe the overall visual character within the Project viewshed. Among the 19 overall views, six were classified as key viewpoints (key observation points or KOPs) that were considered most sensitive to viewers, as well as the most common public views that can be acquired when looking towards the wastewater treatment facility site from adjoining locations. Because the pipeline, pump station, and injection well elements of the proposed Project would generally occur along existing roadways, and would include features that would be installed primarily underground, these elements are not expected to result in significant visual impacts and therefore, are not evaluated in detail in this section.

Viewers include residents (especially those living in the condominiums across Civic Center Way), persons who work in the area adjoining the Project site, recreationists (e.g., persons engaged in team sports at nearby parks, hikers, park patrons engaged in passive recreational pursuits, and bicyclists), as well as motorists who travel along Civic Center Way, Pacific Coast Highway (SR-1), and Malibu Canyon Road. These motorists include truck drivers, commuting residents, persons driving for pleasure, public bus passengers, and students commuting to nearby elementary schools and Pepperdine University. Viewers also include employees and patrons of local businesses and students.

Recreationists include both persons engaged in team sports activities, patrons engaged in passive recreational pursuits, as well as persons engaged in more solitary/small group activities (e.g., hikers, bicyclists, runners). The first group is presumed to have a low to moderate level of sensitivity to the visual sensitivity because their attention is often intently focused on team activities on the playfield. The second group of viewers is likely to choose to visit local parks in order walk around and/or sit in order to take in views of the park and its environs. Their level of concern about the visual environment is presumed to be moderate to high depending on their level of familiarity with the visual setting. The latter group of recreationists is presumed to have a moderate to high level of sensitivity due to the fact that they often choose their destinations based, in part, on visual and scenic quality. Bicyclists, sightseeing motorists, and hikers—sensitive viewing groups—are presumed to be present during daylight hours, and on a daily basis, on Pacific Coast Highway, which is a recognized local and eligible state scenic highway. The same visually-sensitive recreationist groups are also presumed to be potentially present on a daily basis on nearby Malibu Canyon Road—a recognized scenic road and a proposed bike route, per the 2012 Los Angeles County Bicycle Master Plan, and to a lesser degree along Civic Center Way, because it serves as a connector and informal gateway linking Pacific Coast Highway and Malibu Canyon Road.

A highly sensitive residential viewing population is present within the Project's wastewater treatment facility site viewshed; however, only a dozen or so of these households can access partial views of the proposed wastewater treatment facility site. Potentially, the most directly affected viewers include a small portion of the Maison De~~v~~Ville Condominium residents (23900-23926 DeVille Way) and Villa Toscana Condominium residents (23925-24001 De~~v~~Ville Way) who can acquire partial west- and

northwest-facing views across Civic Center Way of the treatment facility site. Viewing distances to the closest edges of the treatment facility site range from approximately 175 to 300 feet. It should be noted that additional residents would also have views of all smaller offsite, aboveground infrastructure elements (e.g., pump stations, air release valves and vent pipes, back-up generators and transformers, and switchboards/meters and electrical panels).

The visual quality of each KOP is rated as the average of three criteria: vividness, intactness, and unity, as follows, and is based on a scale of one to seven. The following quantitative rating scale was applied to views at each KOP~~key observation point~~ in an effort to objectively evaluate existing visual quality:

1. Very Low
2. Low
3. Moderately Low
4. Moderate
5. Moderately High
6. High
7. Very High

Seven is a very high rating for visual quality and indicates a high degree of vividness, intactness, or unity; five indicates a moderately high level of visual quality; while two and one are equivalent to low and very low visual quality, respectively.

The criteria of vividness, intactness, and unity have equal weight in assessing visual quality of a landscape, as provided in the equation for the rating of visual quality:

$$\text{Visual Quality} = \frac{\text{Vividness} + \text{Intactness} + \text{Unity}}{3}$$

Vividness ratings are based on the presence or absence of ocean views, interesting natural landscape features, and the degree to which views of far-off mountain ridgelines—a key visual resource in this setting—can be readily acquired.

Intactness ratings are based on the presence or absence of intrusive manmade structures in this otherwise largely natural setting.

Unity ratings are based on the overall compositional harmony of the landscape and manmade structures present in it.

Discussions of what is seen in the views at each of the 20 representative viewing locations follow. In an effort to describe the potential of the Project to affect visual quality, six of the 20 representative viewing locations have been designated as KOPs, and a visual quality rating of each, has been assigned. Figure 4.1-1 shows the photo locations and vantages for each of the representative views and/or KOPs, showing their spatial relationship to one another and to the Project's proposed wastewater treatment facility site. Table 4.1-1 identifies the existing visual quality at each of the six KOPs.

Figure 4.1-1: Photo Vantage Points

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Table 4.1-1. Existing Visual Quality at Key Observation Points within 1-mile of the Project Site, Using the FHWA Evaluation Criteria of Vividness, Intactness, and Unity

Key Observation Points	Vividness	Intactness	Unity	Average (V+I+U/3)	Visual Quality Rating
KOP 1	6	5	6	5.7	High
KOP 2	7	5	5	5.7	High
KOP 3	7	5	7	6.7	Very High
KOP 4	5	4	5	4.7	Moderate
KOP 5	4	4	5	4.3	Moderate
KOP 6	5	6	5	5.3	Moderately-high
Source: ICF, 2013.					

KOP 1 (Photo Figure 2) – John Tyler Drive, Just North of Pacific Coast Highway, Looking East

This key view documents a commonly acquired view at Pacific Coast Highway and John Tyler Drive—a primary point of access to the Pepperdine University campus, and which borders Malibu Bluffs Park (e.g., on the right side of the view)—and shows that the wastewater treatment facility site cannot be seen from this vantage due to the intervening terrain contours, and serves to confirm the visually isolated nature of the Project's wastewater treatment facility site from most vantages located west of Winter Canyon. The view possesses moderately-high visual coherence and compositional harmony (unity) that derives from the contrasting components that are present together in the view. In the foreground portion of the view, the horizontality expressed by the nearly flat gray road paving across the middle of the photo image the paving color and texture is dominant. The rolling topography on the left and right, with its grass turf, grass texture and its light green color, provides contrast. Significant clusters of large, mature evergreen trees that dot the landscape, and the tall native shrubbery bordering Pacific Coast Highway, within Malibu Bluffs Park, that frames the view on the south (right) produce a similar level of contrast. The upright, curvilinear forms of the gray-green shrubbery along Pacific Coast Highway, as well as the Alumni Park trees, with their green-to-dark green gradations in coloration and leaf patterns and textures, provide yet another layer of moderately vivid contrast to the flat-to-rolling foreground. Tree placement in this portion of the viewshed tends to focus the viewer's eyes through the center of the view. The broad expanse of sky and the mountains in the backdrop portion of the view, provide additional unifying elements that frame and further define this outdoor space.

As identified in Table 4.1-1, the overall visual quality rating for KOP 1 is high.

Photo Figure 1: John Tyler Drive, Just North of Pacific Coast Highway, View East

Photo Figure 2 (KOP 1): Pacific Coast Highway at John Tyler Dr., Looking East

KOP 2 (Photo Figure 3) – Winter Mesa, Looking East, Across Malibu Canyon Road

This key view documents a commonly acquired view looking east from Pepperdine University's Alumni Park towards the site of the proposed wastewater treatment facility, which occurs on the reverse side of Winter Mesa. This view can be acquired by moderate number of passive recreational Alumni Park patrons, and shows that the wastewater treatment facility site cannot be seen from this vantage due to the intervening terrain contours, and serves to confirm the visually isolated nature of the Project's wastewater treatment facility site at most vantages located west of Winter Canyon. Similarly, northeast-facing views from the motor vehicle entrance to Malibu Bluffs Park (located south and beyond the right edge of this photo vantage) are also obscured by Winter Mesa's land form as seen from Malibu Canyon Road at Pacific Coast Highway. The sweeping nature of the view, which captures the local mountains as a backdrop element that appears from left to right in the view, the rolling topography of Winter Mesa at mid-frame—with its evergreen trees and Coastal Scrub/chaparral landscape—and the more uniform grass turf in the foreground combine to create a view that possesses a high level of vividness. The view possesses moderate levels of visual coherence and compositional harmony (unity) and intactness (derived from the very limited presence of intrusive manmade features such as road signage and cobra head street lights[7]). In the foreground portion of the view, the horizontality expressed by the nearly flat gray road is dominant. The mountain ridgelines, rolling topography, and the upright, curvilinear forms of the trees with green-to-dark green gradations in coloration at mid-frame provides a contrasting compositional elements to the uniform flat-seeming grass turf, its texture, and its light green color found in the foreground. The broad expanse of sky in this panoramic view provides an additional unifying element that frames and further defines this outdoor space.

As identified in Table 4.1-1, the visual quality rating of KOP 2 is high.

Photo Figure 3 (KOP 2): Winter Mesa, Looking East from Alumni Park Across Malibu Canyon Road, Just North of Pacific Coast Highway.

[7] The cobra head is the most common street lighting type locally, and features a bent-neck lamp post with a down-facing, flat, tear drop–shaped light fixture, so named due to its loose resemblance to the raised head, bent neck posture of the cobra snake.

Photo Figure 4: Winter Mesa, Looking East from Alumni Park Across Malibu Canyon Road, Near Seaver Drive/Civic Center Way.

Photo Figure 4 provides a sweeping view looking toward the wastewater treatment facility site, from the eastern edge of the Pepperdine Campus at the northerly border with Alumni Park, documents that the wastewater treatment facility site cannot be seen from this vantage due to the intervening terrain contours, and serves to confirm the visually isolated nature of the Project's wastewater treatment facility site at most vantages located west and northwest of Winter Canyon—including most locations on the perimeter and within the core of the Pepperdine University campus. Similarly, it documents that smaller-grained detail tends to be dwarfed by the more dominant large-scale features such as the sky, ocean, and rolling landforms.

Photo Figure 5: Civic Center Way, South from Malibu Canyon Road, Looking Southeasterly Direction towards the Wastewater Treatment Facility Site.

In Photo Figure 5, the wastewater treatment facility site on the southerly reverse side of Winter Mesa cannot be seen from this vantage due to intervening land forms and vegetation, and this observation again documents the largely isolated character of the Project's wastewater treatment facility site from most vantages on the north and west. The view captured at this vantage also documents that sightseeing motorists and bicyclists travelling along Malibu Canyon Road—an eligible State Scenic Highway—would be unable to acquire views of the Project site.

The view terminates along the curving line of the Winter Mesa ridgeline and the more distant horizon line where the ocean and lighter-blue skyline meet. These elements, along with the vegetation that is seen at mid-frame, are the dominant components within the view at this vantage.

Photo Figure 6: View from Malibu Canyon Road (approximately 1,200 feet east of Seaver Drive), Looking in a Southwesterly Direction towards the Wastewater Treatment Facility Site.

In Photo Figure 6, the wastewater treatment facility site can scarcely be seen (far-off and near the left edge of the view—as indicated by the arrow) from this vantage along the shoulder bordering the south side of Malibu Canyon Road, due both to both topographic separation and landscape screening. The Maison De~~v~~Ville Condominiums can be barely glimpsed at the far left top edge of this view. The County Roads Yard and a construction company yard appear in the foreground, and Webster Elementary School appears at mid-frame and left in the view. The view again documents the visually isolated nature of the Project site and that Project features would not be easily seen by recreationists and sightseeing motorists in casual south-facing views from Malibu Canyon Road.

KOP 3 (Photo Figure 7) – Informal Scenic Viewing Location, Malibu Canyon Road, Looking East.

This key view documents a commonly acquired informal sightseer's view looking southwesterly direction from Malibu Canyon Road—midway between Harbor Vista Drive and Malibu Knolls Road towards the wastewater treatment facility site—a view that can be acquired by a moderate number of motorists driving for pleasure. It shows like all the previous photos vantages that the wastewater treatment facility site cannot be seen from this vantage, due primarily to intervening landforms. The view documents the visually isolated nature of the Project site and that Project features would not be easily seen by recreationists and sightseeing motorists in south-facing views from Malibu Canyon Road. The view possesses a high degree of vividness and unity due to its sweeping nature, and the fact that it captures the ocean meeting the sky along a horizon line as a backdrop element that spans the entire width of the view. Contrasting with placid blue, smooth, texture of the ocean/sky view are the mesas and their jagged cliffs, with their bare pale red-gray soil and scrub vegetation that appear in the foreground. Buildings dot the landscape in the view,

appearing as far-off clusters and solitary beige and off-white-colored elements. Despite the presence of some of the discordant manmade built elements, the features combine to create a view that possesses a high level of vividness.

As identified in Table 4.1-1, the visual quality rating of KOP 3 is very high.

Photo Figure 7 (KOP 3): View from Malibu Canyon Drive (between Harbor Vista Dr. and Malibu Knolls Rd.), Looking in a Southwesterly Direction toward the Wastewater Treatment Facility Site.

Photo Figure 8: View of Project Location (on right) from Civic Center Way and Vista Pacifica Street, Looking in a Southeasterly Direction.

In Photo Figure 8, note the screening of the wastewater treatment facility site due to topographic separation and landscaping.

Photo Figure 9: View along Civic Center Way, Looking in a Northwesterly Direction, Wastewater Treatment Facility Site on the Left.

In Photo Figure 9, note the partial screening of the wastewater treatment facility site due to topographic separation and landscaping.

Pepperdine University and some ridgeline residences can be seen in the backdrop portion of the view. Such viewers have somewhat impaired, indistinct views of the wastewater treatment facility site due to intervening distances.

KOP 4 (Photo Figure 10) – View from Nearby Residential Area, De~~v~~Ville Way, Looking Southwesterly.

This key view documents a southwest-facing view that would be commonly acquired by residents of the Maison De~~v~~Ville and Villa Toscana Condominiums from the roadway along De~~v~~Ville Way, looking towards the wastewater treatment facility site. ~~It should be noted that most views from Maison Deville are oriented southwest to the ocean and away from the wastewater treatment facility site, and that Maison Deville blocks a majority of – but not all – Villa Toscana resident west-facing views to the Project location.~~

In contrast with nearly all the previous photos vantages, the image documents that the wastewater treatment facility site can be partially seen at present, but that intervening landforms and onsite landscaping serve to obscure views and filter others of the property. However, unlike some of the prior vantages, this view possesses only a moderate degree of vividness and unity, and only a moderately-low degree of intactness due to the presence of several distracting manmade features in the view (i.e., utilitarian foreground water pumping station structures, tall electrical poles and wires). Although shrubbery, trees, and the landforms animate the view, it is constrained and lacks

the sweeping, vivid character captured in some of the prior vantages. Contrasting with the bare pale red-gray soil and scrub vegetation and gray-colored paving that appear at mid-frame, more ornamental landscape elements (e.g., Bougainvillea, evergreen hedges) appear in the foreground. A small number of off-white colored structures dot the landscape and are subsumed in the view.

As identified in Table 4.1-1, the visual quality rating of KOP 4 is moderate.

Photo Figure 10 (KOP 4): View from De~~v~~Ville Way, Looking in a Southwesterly Direction Towards the Wastewater Treatment Facility Site.

Photo Figure 11: View along Civic Center Way, Looking in a Southeasterly Direction, Southwestern Corner of Wastewater Treatment Facility Site on the Right.

In Photo Figure 10, note the partial screening of the wastewater treatment facility site due to topographic separation and landscaping. Pacific Coast Highway appears as a shelf-like feature mid-frame in the right half of the view, lined with light poles.

KOP 5 (Photo Figure 12): Visual Quality – View from Just Inside the Project Location, Civic Center Way, Looking Northwesterly.

This key view documents a northwest-facing view that can be acquired by visitors to the wastewater treatment facility site and by pedestrians pausing at the entrance gate to the facility from just off Civic Center Way. In contrast with nearly all the previous photo vantages, the image documents that the wastewater treatment facility site can be partially seen at present, but that intervening landforms and onsite landscaping serve to partially obscure views and/or filter views across the property—documenting that a full view of the entire facility cannot be acquired from any single onsite location. Similar to the prior vantage at KOP 4, this view possesses only a moderate degree of vividness and unity, and only a moderately-low degree of intactness due to the uninteresting character of the vegetation and the presence of several distracting manmade features in the view (i.e., utilitarian wastewater infrastructure, tall electrical poles and wires). Although curvilinear and sloping landforms animate the view, it is constrained and lacks the sweeping, vivid character captured in some of the prior vantages. Throughout the view, and contrasting with the bare pale red-gray soil and scrub vegetation that appear in the foreground and at mid-frame, are pale green and gray-colored native and ruderal landscape elements. Pepperdine University and some off-white colored ridgeline residences with terracotta-colored tile roofs can be seen in the backdrop portion of the view. Viewers from these structures have impaired, indistinct views of the wastewater treatment facility site due to intervening distances (approximately 1 mile).

As identified in Table 4.1-1, the visual quality of KOP 5 is moderate.

Photo Figure 12 (KOP 5): View of the Wastewater Treatment Facility Site as Seen from the Property Entrance along Civic Center Way, Looking in a Northwesterly Direction.

Photo Figure 13: View of the Wastewater Treatment Facility Site as Seen from Property Access Road, Looking in a Northwesterly Direction.

Photo Figure 14: View from Civic Center Way, East of Plant Site, Looking Northwestward Towards the Malibu Racquet Club and Villa Toscana Condominiums.

The vantage in Photo Figure 14 shows that both buildings and landforms preclude views west to the wastewater treatment facility site. In this location, in a valley framed by foothills on the north and west, as well as landscaping, virtually all out-facing views from the Malibu Racquet Club (located at the center of the photo, obscured by vegetation) are blocked. Views at the Villa Toscana Condominiums are chiefly oriented in a south-to-southeasterly direction.

Mountain ridgelines, rolling terrain, and vegetation are the dominant visual elements in the view.

KOP 6 (Photo Figure 15): Visual Quality – Informal Scenic Viewing Location, Legacy Park, Near Civic Center Way and Stuart Ranch Road, Looking West.

This key view documents a commonly acquired informal sightseer and park patron view looking in a westerly direction from the western portion of Legacy Park towards the wastewater treatment facility site, not far from the intersection of Stuart Ranch Road and Civic Center Way. The view can be acquired by a moderate number of park patrons, including sightseeing Malibu visitors to the nearby shopping centers. It shows like many of the previous photo vantages that the wastewater treatment facility site cannot be easily seen from this vantage, due to intervening landforms and buildings, as well as landscaping. The view possesses a moderately-high degree of vividness and unity due to its sweeping nature, and the fact that it captures rolling hills and mesas, and for the way the rolling terrain meets the sky along a horizon line as a backdrop element that spans the entire width of the view. Contrasting with placid blue, smooth, texture sky view are the bare pale red-gray soil and native, drought tolerant vegetation that appear in the foreground, and the large beige and

off-white-colored clusters of buildings that flow across portions of the landscape in the view. The view possesses a moderately-high degree of intactness as well because few discordant manmade built elements are present.

As identified in Table 4.1-1, the visual quality of KOP 6 is moderately high.

Photo Figure 15 (KOP 6): View Towards the Wastewater Treatment Facility Site as Seen from Legacy Park, Looking in a Northeasterly Direction.

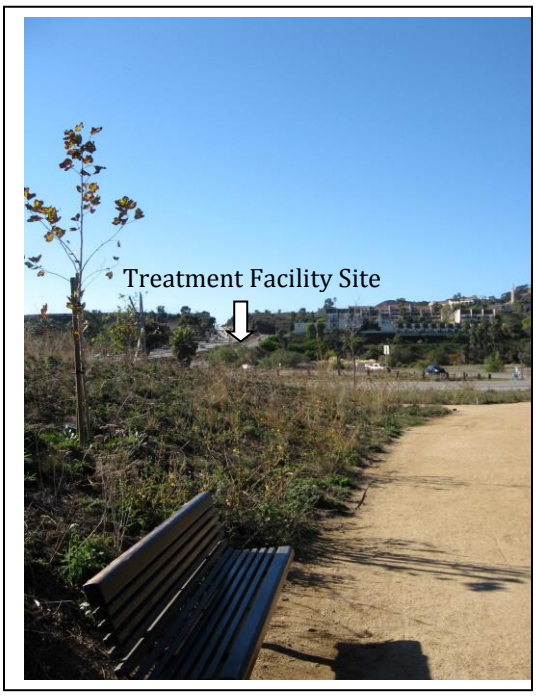


Photo Figure 16: View From Within Malibu Creek Park and Lagoon, Looking Northwest Towards the Wastewater Treatment Facility Site.

The vantage in Photo Figure 16 documents that the wastewater treatment facility site cannot be seen from this important park location.

Photo Figure 17: View from Pacific Coast Highway, Just Outside Malibu Creek Park and Lagoon, Looking Northwest towards the Wastewater Treatment Facility Site.

The vantage in Photo Figure 17 documents that the wastewater treatment facility site cannot be seen from this important park location.

Photo Figure 18: View From Pacific Coast Highway, 500 Feet west of Cross Creek Road, Near Malibu Creek Park and Lagoon, Looking Northwest towards the Wastewater Treatment Facility Site.

In Photo Figure 18, the wastewater treatment facility site (which is at center left in the backdrop portion of the view) is obscured at this vantage by both landforms along Pacific Coast Highway, intervening development, and landscaping.

Photo Figure 19: View From Pacific Coast Highway, Approaching the Southern End of the Wastewater Treatment Facility Site, Looking Westward and Showing Extant Eucalyptus and Non-native Landscape Screening.

In Photo Figure 19, the photo vantage looking westward along Pacific Coast Highway documents the highly constrained nature of north-facing views that can be acquired by motorists looking into the wastewater treatment facility site. Although recreationist views (e.g., by bicyclists, runners) along this stretch of Pacific Coast Highway permit greater visual penetration into the wastewater treatment facility site, they too are filtered by the vegetation and onsite topographic features. In addition, the vehicular traffic serves to call attention away from the adjoining landscape elements to the roadway due to the safety concerns of navigating in heavy, close-at-hand motor vehicle traffic. Topography and the landscape elements bordering the highway also serve to focus views westward along Pacific Coast Highway to where the roadway and sky meet along the horizon, building a sense of anticipation in viewers facing in that direction.

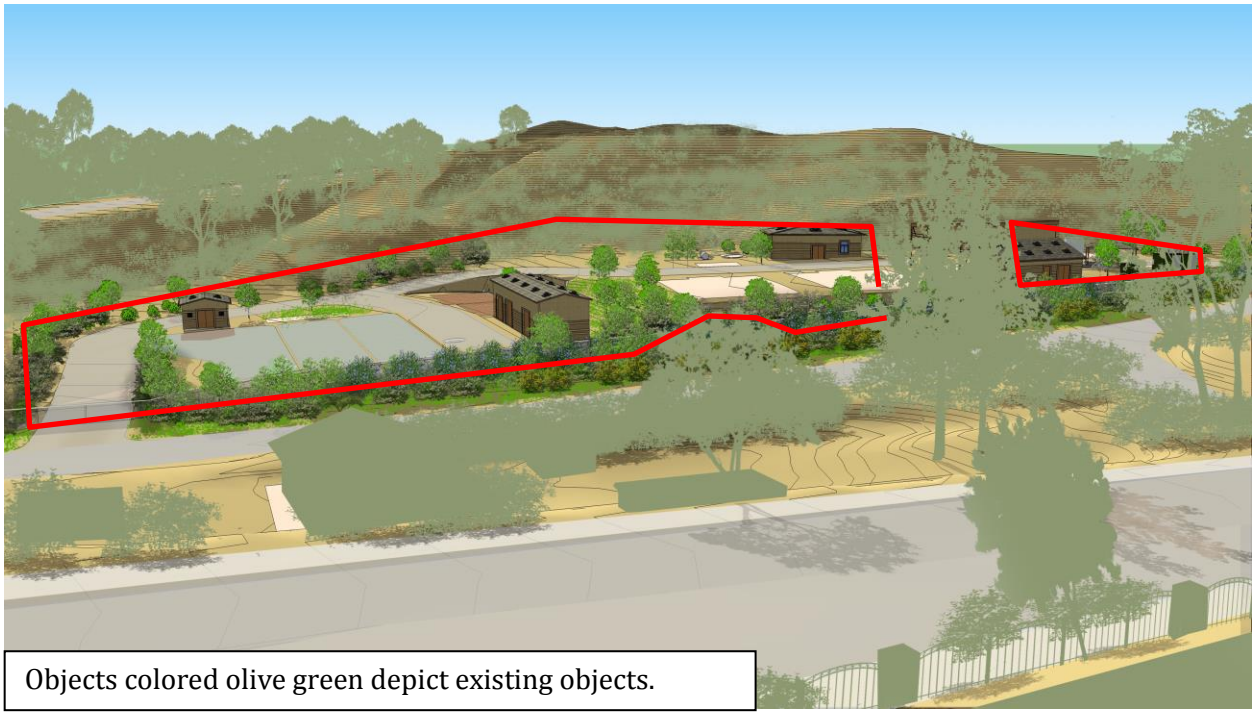
Photo Figure 20: View From the Eastern Edge of the Project Site, Looking Southeastward Across Civic Center Way to the Nearby Condominiums

The photo vantage in Photo Figure 20 documents the siting and design placement of the Maison De~~v~~Ville building complex, and its orientation toward the primary viewing orientation: the ocean (southwest). Those southwest-oriented views are directed away from the Project's wastewater treatment facility site. Although views can be acquired of the Project site when looking southwest from a small number of south-facing windows, and from the front edge of some of the balconies, such views appear to be of a secondary character.

The following visual simulations are intended to depict the proposed Project and its expected appearance within the visual setting (Photo Figures 21-23).

Photo Figure 21: View of the Wastewater Treatment Facility Site from the Condominiums

Visual Simulation Figure 21A: View of the Wastewater Treatment Facility Site from the Condominiums, 5-Year Landscaping



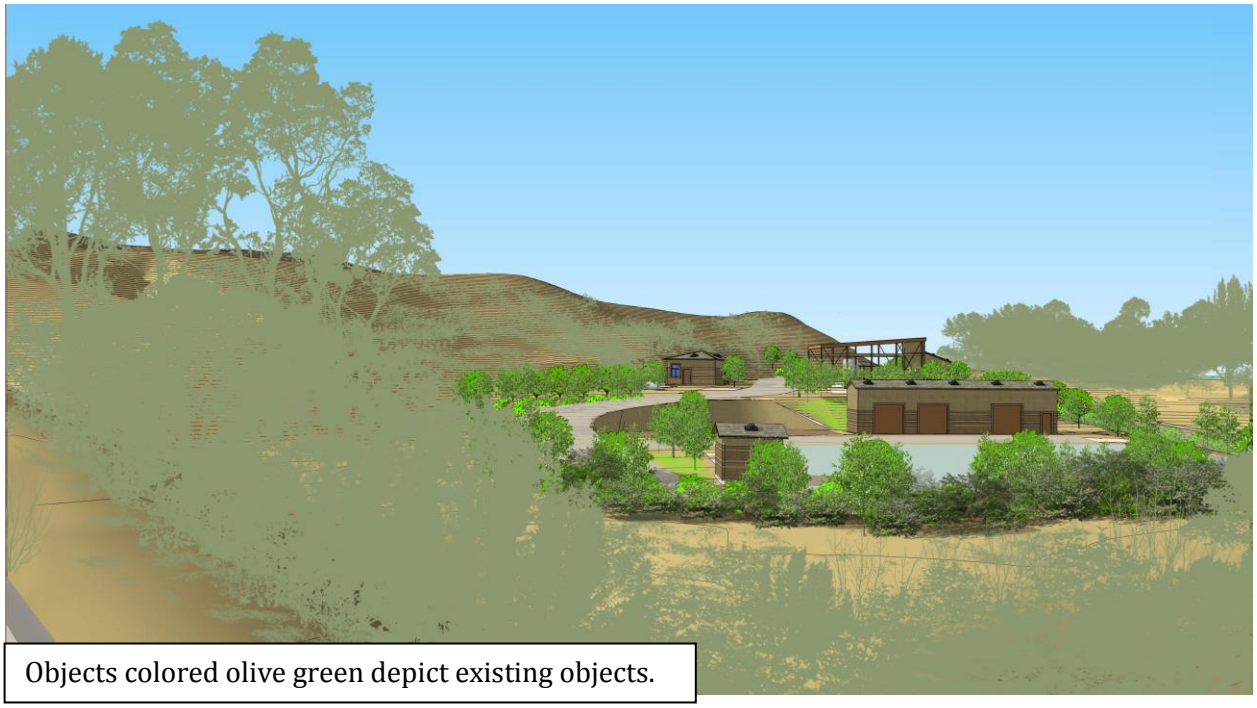
Source: RHAA, 2014

Visual Simulation Figure 21B: View of the Wastewater Treatment Facility Site from the Condominiums, 20-Year Landscaping

Source: RHAA, 2014

Photo Figure 22: View From Pacific Coast Highway of the Wastewater Treatment Facility Site, Looking Northeastward

Visual Simulation Figure 22A: View From Pacific Coast Highway of the Wastewater Treatment Facility Site, Looking Northeastward, 5-Year Landscaping



Source: RHAA, 2014

Visual Simulation Figure 22B: View From Pacific Coast Highway of the Wastewater Treatment Facility Site, Looking Northeastward, 20-Year Landscaping

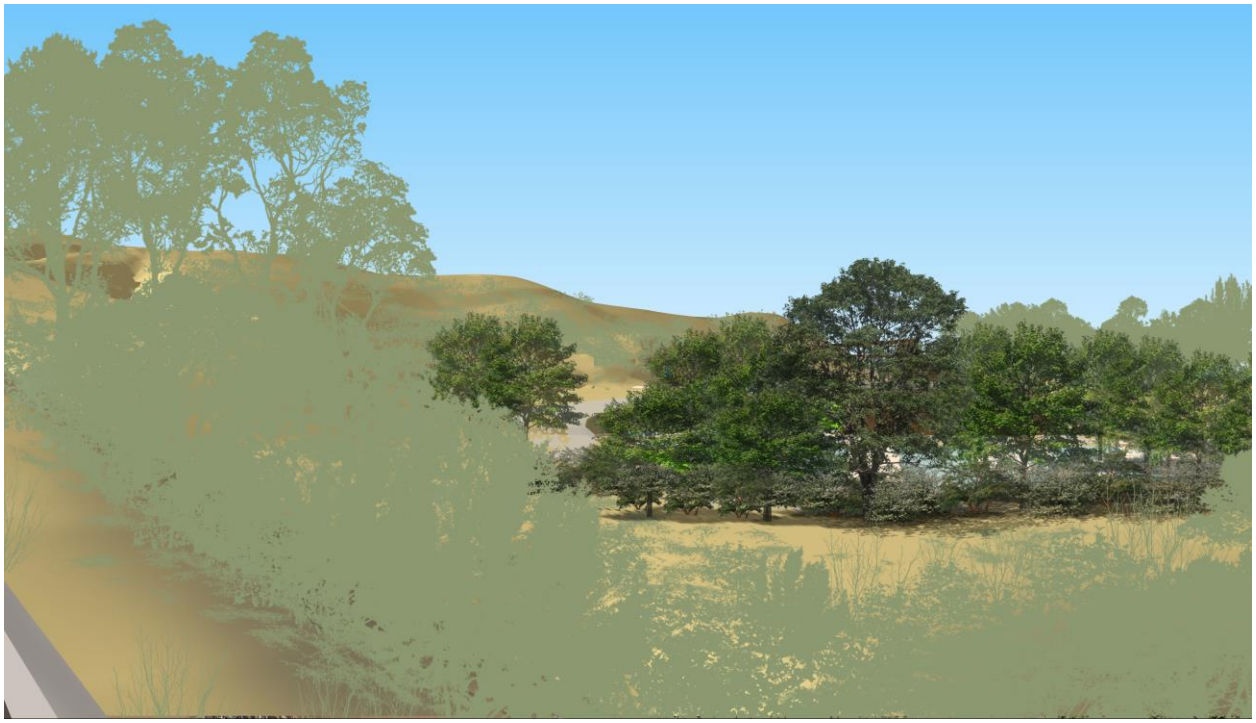
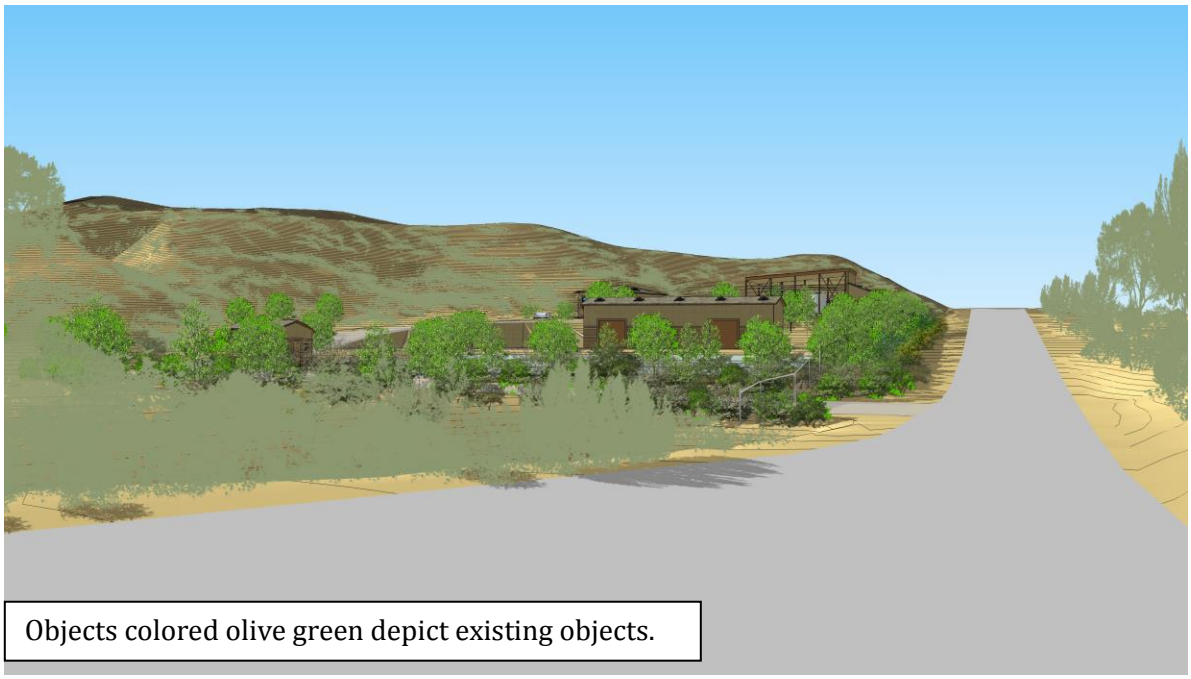


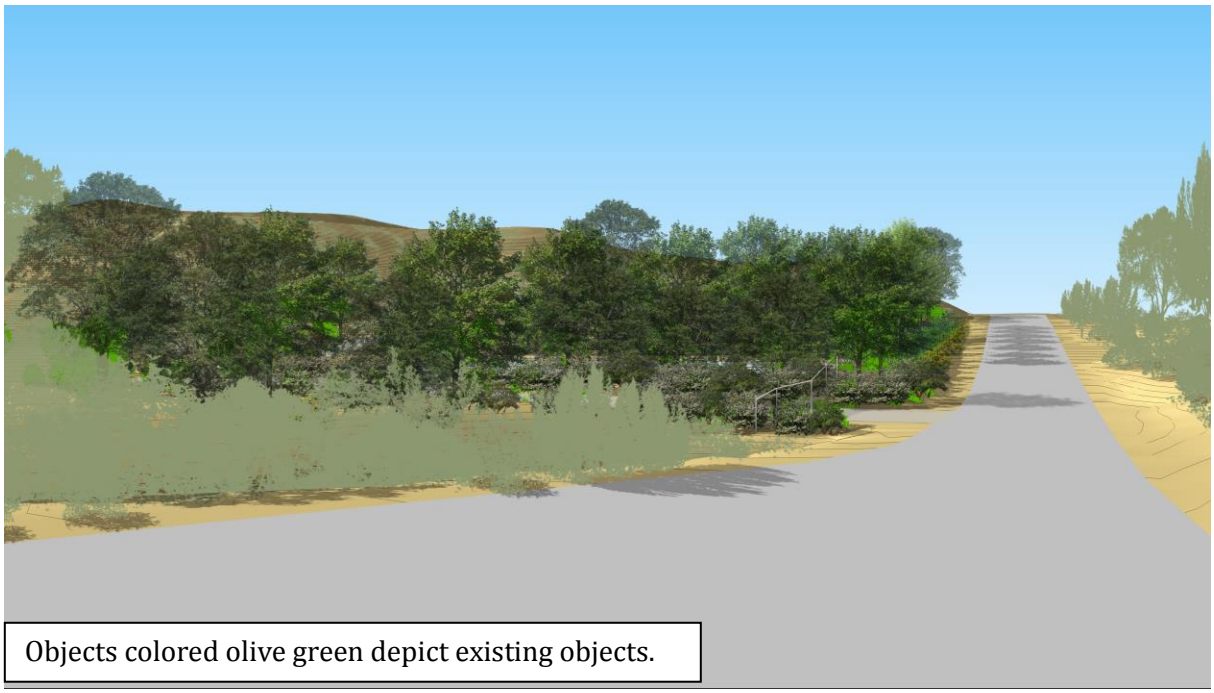
Photo Figure 23: View From Civic Center Way of the Wastewater Treatment Facility Site, Looking Northwestward

Visual Simulation Figure 23A: View From Civic Center Way of the Wastewater Treatment Facility Site, Looking Northwestward, 5-Year Landscaping



Source: RHAA, 2014

Visual Simulation Figure 23B: View from Civic Center Way of the Wastewater Treatment Facility Site, Looking Northwestward, 20-Year Landscaping



Source: RHAA, 2014

Thresholds of Significance

California Environmental Quality Act

For the purposes of the analysis in this EIR and in accordance with Appendix G of the State CEQA Guidelines, the proposed Project would cause a significant impact with respect to aesthetics if they would:

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

City of Malibu

Although the City of Malibu does not have adopted CEQA Thresholds of Significance, the municipality is located entirely within the Coastal Zone, and thus, is subject to the provisions of the California Coastal Act, pursuant to the certified Malibu LCP. The stated intent of LIP Chapter 6 of the LCP (Scenic, Visual, and Hillside Resource Protection Ordinance) is that of enhancing and protecting the scenic and visual qualities of the coastal and mountain areas within the City. A Coastal Development Permit is required for all proposed development.

A finding for approval or conditional approval of a Coastal Development Permit requires that the City affirmatively conclude that the approved project conforms to the LCP. In order to grant approval/conditional approval the City must make the following findings addressing aesthetic and environmental criteria:

- The project, as proposed, will have no significant adverse scenic or visual impacts due to project design, its onsite location, or other reasons;
- The project, as conditioned, will not have significant adverse scenic or visual impacts due to required project modifications, landscaping, or other conditions;
- The project, as proposed, or as conditioned, is the least environmentally damaging alternative;
- There are no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources; and
- Development in a specific location onsite may have adverse scenic and visual impacts but will eliminate, minimize, or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.

Impacts

As noted at the introduction to this section, the impacts discussion below focuses on the long-term visual effects of developing the wastewater treatment facility buildings and structures that may be visible from offsite locations by sensitive viewer groups. Construction-related visual impacts, which are briefly characterized below, are not evaluated in detail because they are short-term in nature and would not result in significant long-term impacts.

Other Project components that could result in long-term visual effects would include pump stations and injection wells. Under Phase 1 of the Project, pump stations are proposed at Legacy Park (adjacent to the existing parking lot) and Bluffs Park in the park's parking lot. The pump stations would contain several small utilitarian type structures such as a generator cabinet, transformer structure, switchboard/meter, electrical panel, and a vent structure. As described in the Project Description chapter (Chapter 3) of this EIR, the largest of the pump station facilities would be the generator cabinet, which would be approximately 13.5 feet long, 4 feet wide, and 8.5 feet high. Figures 4.1-2 and 4.1-3 provide a visual representation of the typical aboveground facilities of the pump stations located at Legacy Park and Malibu Bluffs Park. For Phase 1, the proposed injection well facilities would be located along Malibu Road. Aboveground features of the injection well facilities would include valves, piping, and meters on top of the well set in a concrete monument, and associated electrical and control panels situated around the well cap. The injection wells' footprint would be an area approximately 10 to 12 feet wide, 24 to 26 feet deep, and approximately six feet high enclosed by a steel mesh enclosure on which screening features ~~can~~ could be designed (see Figure 4.1-4) and/or landscape screening could be incorporated. The sides of the steel mesh enclosure would be removable to all for injection well maintenance and servicing. The well enclosures would be oriented such that the shorter side would face the sidewalk/Malibu Road and the longer side would run from approximately the sidewalk back to the wall at the edge of the Ralphs grocery shopping center. If necessary, bump-outs (also called bulb-outs or curb bulges) would be constructed to extend the well enclosure into the parking area along Malibu Road. These bump-outs street parking areas would include sidewalks and landscaping. Approximately four parking spots may be permanently eliminated if bump-outs are required. Although these facilities would be visible, given their low profile and relatively small physical footprints and the fact they would be sited along existing roadways adjacent to the rear of the Malibu Colony Plaza~~Ralphs grocery~~ parking area, they are not expected to result in significant long-term visual effects.

Figure 4.1-2: Legacy Park Pump Station Site Plan and Visual Representation

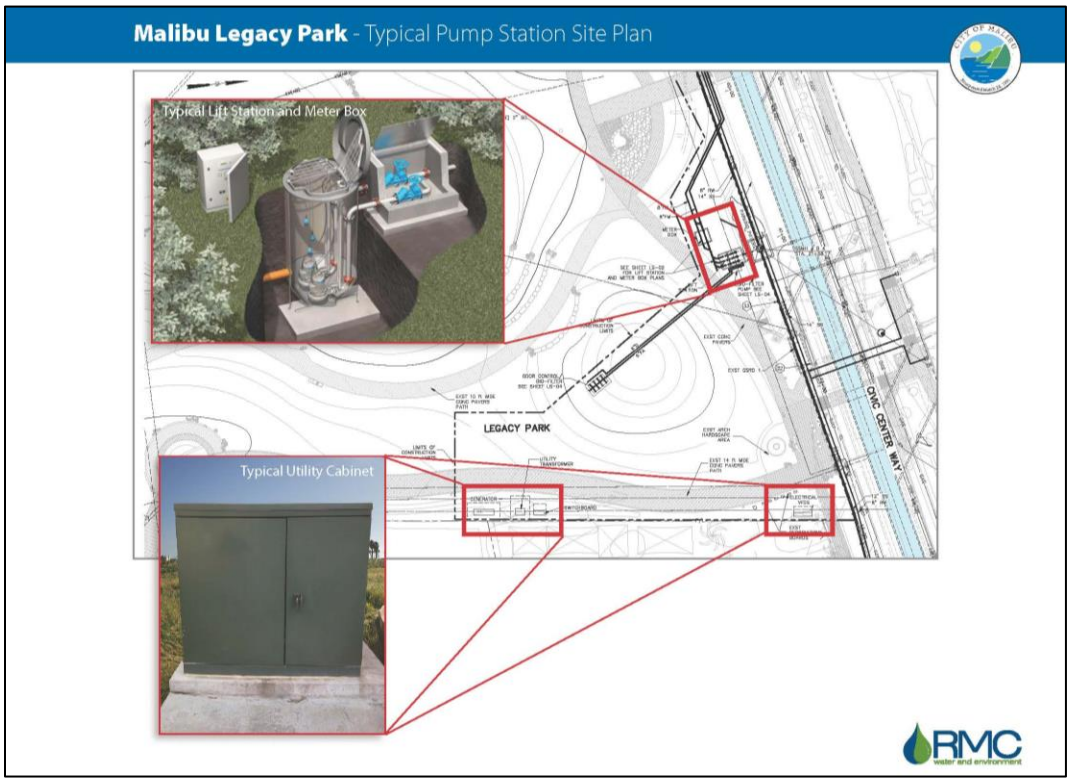


Figure 4.1-3: Malibu Bluff Park Pump Station Site Plan and Visual Representation

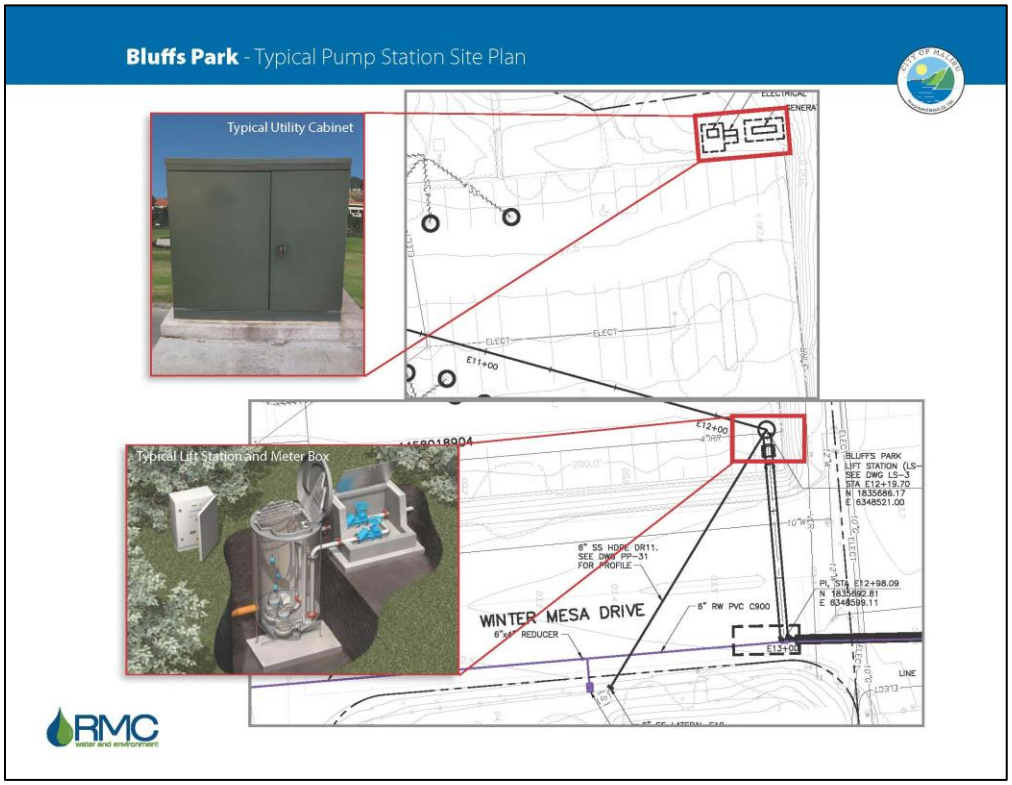


Figure 4.1-4: Visual Rendering of Injection Well Enclosure and Representation of Typical Bump-Out Curb

The Project includes a Local Coastal Program Amendment (LCPA) that would amend the text of the LIP, the LIP zoning map and Table B (Permitted Uses), as well as the corollary zoning text amendment (ZTA) to Malibu Municipal Code, Title 17, related to potential development of the Civic Center Wastewater Treatment Facility and its ancillary infrastructure. The amendments establish a wastewater treatment overlay district at the proposed wastewater treatment facility site; contain facility design and siting provisions that call for minimizing any potential impacts to ESHAs; and codify height limitations (i.e., a maximum height of 28 feet is stipulated) as well as permissible wall and fencing treatments. These also require the undergrounding of wastewater treatment infrastructure wherever feasible; mandate the full restoration of ESHAs to correct any related excavation trenching impacts; and call for the avoidance of impacts to native trees. In addition, the screening of wastewater treatment structures and equipment is required to minimize visual impacts, utilizing topographic separation, landscaping, fencing and walls, and other means. Where pipeline crossings of streams and/or encroachment into riparian/wetland areas are required, "these are to be kept to a minimum," and "such crossings or encroachments shall be sited in disturbed

areas or underground to the extent feasible, and shall be designed to be the least environmentally damaging alternative, given consideration of both construction and operation/maintenance." A corollary zoning text amendment would be processed to make the zoning text consistent with the LCPA standards.

Visual effects would also occur during construction due to stockpiling of materials, storage of equipment, and trenching/excavation to install the underground collection and distribution pipeline systems, pump stations, and injection wells. However, these impacts would generally be temporary, short-term impacts and would be confined to roadway rights-of-ways or adjacent easements and staging areas. As a result, it is not anticipated that they would have a substantial adverse impact on a scenic vista, substantially damage scenic resources, substantially degrade the existing visual character or quality of a site, or create a substantial new sources of light or glare. Consequently, the construction impacts associated with these facilities are expected to be less than significant.

Resource Change under the Proposed Project: All Representative View Locations

The long-term effect on all views that could be acquired by sensitive viewers as a result of the proposed Project would range from no impact (i.e., all KOPs with the exception of KOPs 4 and 5) to less than significant. Most changes associated with the Project call for the reuse of parts of an existing wastewater treatment facility for essentially similar purposes within the same property. The current treatment facility consists of an upper terrace and a lower terrace, with the terrain generally trending downward from northwest to southeast. Under the proposed Project, a large number of the proposed wastewater treatment facility features would be sited on the upper terrace, in part, because this would enable an existing buried tank to be used for recycled water storage. Various new below-ground features would include an influent pump station, equalization basin, aeration basins, concrete anoxic and post-anoxic basins, solids storage tank, and recirculation facilities. All proposed above-ground elements would not exceed 28 feet in height. These would include a small number of structures, including: a crane canopy for membrane maintenance, an operations/lab/controls building (approximately ~~700~~ 1,500 square feet), a building housing blower and electrical functions (approximately 920 square feet), the headworks (2,000 square feet), a disinfection facility, standby generator and transformer, a recycled water pump station, and small above-grade units for storing water treatment chemicals and managing solids storage. All such features would be designed to be consistent with the development standards defined in the LIP, the purpose of which is to ensure all new construction is compatible with the environmental setting in which it is proposed.

The retention of some of the existing wastewater treatment infrastructure would serve to further reduce the degree of contrast posed by the Project with existing conditions. As depicted in Visual Simulation Figure 21A, the topography of the site would remain generally unchanged, but additional landscape screening and facilities designed to be residentially scaled and visually compatible with the landscape and surroundings. These design elements, especially after landscaping has established, would benefit the visual character of the site, which is currently devoid of aesthetic design. Table 4.1-2 (below) describes the changes to visual quality at the six KOPs. As demonstrated in Table 4.1-2, visual quality at four of the six KOPs would not change in any way. At the two remaining KOPs (KOPs 4 and 5), minor, less than significant changes to visual quality would occur; however, the overall visual quality rating would remain the same.

Table 4.1-2. Visual Quality at Key Observation Points under the Project

Key Observation Point	Vividness	Intactness	Unity	Existing Average (from Table 4.1-1)	Average Under Proposed Conditions (V+I+U/3)	Change from Existing Conditions	Visual Quality Rating
KOP 1	6	5	6	5.7	5.7	-0.0	High
KOP 2	7	5	5	5.7	5.7	-0.0	High
KOP 3	7	5	7	6.7	6.7	-0.0	Very High
KOP 4	5	4	5	4.7	4.3	-0.4	Moderate
KOP 5	4	4	5	4.3	3.9	-0.4	Moderate
KOP 6	5	6	5	5.3	5.3	-0.0	Moderate
Source: ICF, 2013.							

Impact A-1. Would the Project Have a Substantial Adverse Effect on a Scenic Vista?

None of the proposed Project elements would have the potential to block scenic vistas; thus, the Project would not result in an impact on any scenic vistas.

Officially recognized scenic vistas in this setting, such as the existing portions of the Coastal Slope Trail, are located well to the north and west. Due to the intervening distances separating them (1 to 1.5 miles), those locations would offer highly impaired, indistinct views of the proposed wastewater treatment facility site. Similarly, views cannot be acquired of the wastewater treatment facility site from the informal scenic view point on Malibu Canyon Road (north from Malibu Knolls Road—approximately 0.5 miles northeast of the wastewater treatment facility site) due to intervening landforms.

Views from the Malibu Creek Trail (approximately 1.0 miles east) would also be highly impaired and indistinct due to the intervening distances separating it from the wastewater treatment facility site. During Phase 2, pipeline construction would result in construction equipment and excavation that are visible from the Malibu Creek Trail; however, this would be a temporary visual disruption and upon completion of construction, no noticeable visual change to vistas along the trail would result. In addition, the proposed Project includes design measures for new construction that would occur primarily at or below ground level, or when not proposed at ground level, would be designed in compliance with the LIP and the proposed LCPA/ZTA, which limits the maximum height of new structures to 28 feet, and requires siting, design, and landscape measures to minimize the facility's design appearance. It imposes lighting and color restrictions on the Project as conditions of approval, and also requires a buffer to separate areas proposed for disturbance as part of the Project from the adjoining ESHA to ensure that the development is compatible with its design setting.

Impact A-2. Would the Project Substantially Damage Scenic Resources including but not limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway?

None of the proposed Project elements would have a significant effect on noteworthy scenic resources; thus, the Project effect on scenic resources would range from no impact to less than significant.

Scenic highways in this setting include Pacific Coast Highway and Malibu Canyon Road. Although Malibu Canyon Road adjoins the Project area on the west/northwest, views from it to the wastewater treatment facility site are essentially precluded due to the intervening landforms separating the site from the road. Pacific Coast Highway abuts the wastewater treatment facility site on the south. Direct views from Pacific Coast Highway are limited to motorists and bicyclists due to the absence of a sidewalk along the north side of the highway. The dense but non-continuous landscape buffer along the highway side of the treatment plant site would also serve to screen out many views of the proposed development. Due to the limited visual access to the treatment plant site from Pacific Coast Highway, and LCP development standards (both existing and those in the proposed LCPA/ZTA, the potential of the proposed Project to affect views of scenic resources is minimal. Thus, the Project would not result in a significant impact on scenic resource within a scenic highway.

Development of the proposed wastewater treatment facility would, however, result in the removal of vegetation on the site including five protected California walnut trees, which may be considered scenic resources. The LCP/LIP, with the amendments proposed in the LCPA/ZTA, establishes standards for protecting native trees in the City of Malibu, such as California walnut trees. The removal of these trees would be a significant visual, as well as biological resources, impact (see Section 4.3), but can be reduced to a less-than-significant level with implementation of the standards in the proposed LCPA/ZTA.

Impact A-3. Would the Project Substantially Degrade the Existing Visual Character and Quality of the Site and its Surroundings?

Because conformance with the LIP is required for the granting of a coastal development permit, no significant visual impacts are anticipated as a result of the proposed Project, and thus, no mitigation is required. The Project design/development standards, required per the LIP to ensure that design components are built with sensitivity to the visual environment, are summarized as follows:

- Development shall be sited and designed to minimize impacts on scenic areas from scenic roads or public viewing areas to the maximum feasible extent. If there is no feasible building site location on the proposed Project site where development would not be visible, then the development shall be sited and designed to minimize impacts, through measures including, but not limited to, siting in the least visible portion of the site, breaking up the mass of the structure, designing structures to blend into the natural setting, restricting heights to 28 feet or less above finished grade, clustering built features, minimizing grading, and incorporating landscape screening;
- Development shall be sited on the flattest portion of the Project site, except where there is an alternative location that would be more protective of visual resources, or of an ESHA;
- Fences and landscaping shall not block views of scenic areas from scenic roads, parks, beaches and other public viewing areas;

- Development in scenic areas visible from scenic roads or public viewing areas shall incorporate colors and exterior materials that are compatible with the surrounding landscape. White and other light shades/bright tones, and the use of highly reflective materials shall be prohibited (solar panels excepted). New water tanks in scenic areas visible from scenic roads or viewing areas shall incorporate colors that are compatible with the surrounding landscape and landscape screening to minimize visual impacts;
- Exterior lighting (except for traffic lights, navigational lights and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and concealed to the maximum feasible extent so that no light source is directly visible from public viewing areas. Permitted lighting shall be the minimum necessary for safe vehicular driveway use, directed downward, and use bulbs that do not exceed 60 watts, or the equivalent, unless higher wattage is authorized by the Planning Director; and
- The Pacific Coast Highway corridor shall be protected as a scenic highway and significant viewshed by requiring that bordering development include landscaping comprised primarily of native and drought tolerant plant species. Such landscaping shall be designed and maintained to be subordinate to the character of the area and shall not block views as it reaches maturity.

In addition, the LCPA/ZTA includes the following design requirements specific to the proposed Project:

- The project shall be designed to avoid impacts to protected native trees as defined in LIP Chapter 5; however, where impacts to protected native trees cannot be feasibly be avoided, impacts shall be minimized. Such impacts shall only be allowed if, as a condition of approval of a coastal development permit for the development the applicant shall be required to: 1) implement a tree protection plan prepared in accordance with LIP Section 5.3 and approved by the City Biologist for trees that will not be removed; and 2) pay the in lieu fee required by LIP Section 5.5.2(b) for trees that are removed prior to the issuance of grading permits for the development.
- Structures and equipment shall be designed to minimize visual impacts using methods including, but not limited to: locating development below ground level where possible; utilizing landscape screening to soften views of the development and allow it to blend with the surrounding environment; and incorporating design measures like walls, fencing, and building and lighting orientations that help to contain operational sounds and odors, screen site development from nearby properties and public viewing areas, and avoid offsite light spill.

Visual Simulation Figures 21A, 21B, 22A, 22B, 23A, and 23B, present visual representations of the wastewater treatment site after five years of landscape vegetation growth and after 20 years of landscape vegetation growth. Based on these visual simulations the visual character of the existing wastewater treatment facility site would benefit from new landscape vegetation and sensitively designed buildings and facilities. Accordingly, a less-than-significant impact would occur.

Impact A-4. Would the Project Create a Substantial New Source of Light or Glare that would Adversely Affect Day or Nighttime Views in the Area?

As described in Chapter 3, while the need for nighttime lighting, other than security lighting, would be rare during operation of the proposed treatment facility, motion-detector lighting is proposed at the entrance gate, and above doorways at the operations building, headworks, MBR modules, and solids storage facility. The light systems would also include manually activated pole-mounted

lighting around other process areas. The entrance road would have a photo-sensor-activated bollard lighting system for safety. Lighting would be used only when needed for maintenance and would use zero uplight LEDs, which are dark-sky compliant. In addition, other features proposed as part of the Project (e.g., metal fencing, tanks, and small buildings) would be painted with non-glare-producing colors and finishes so as to blend in with the design setting and avoid adverse glare impacts. Per the Local Coastal Program LIP, the lighting would be appropriately shielded and directed to avoid glare and spillover lighting and would not exceed a 60-watt light bulb level of illumination (or equivalent). Thus, the Project would not produce significant new light or glare-related impacts.

The very limited nighttime operational activities proposed as part of the Project, and very limited lighting that would be associated with it, are not expected to result in significant visual impacts. Such lighting would be in conformance with City of Malibu outdoor lighting regulations and may not exceed 60 watts level of illumination (or equivalent). It would also be directed onsite and would be shielded from adjoining properties and ESHA. Far fewer visually sensitive viewers, such as recreationists (e.g., bicyclists, runners, persons walking for exercise) are likely to be present at nighttime on adjoining roads from which they could acquire views of the proposed wastewater treatment facility operations. In addition, although adjacent residential uses can acquire partial views of the wastewater treatment facility site (e.g., the Maison De~~v~~Ville, Vista Pacifica and Villa Toscana Condominiums), such views would offer a far lower level of detail during nighttime hours, because the dark reduces the ability of the human eye to capture much of the detail found in outdoor objects. With the exception of nighttime skyline views across the area—views which draw their power from nighttime lighting against darkly silhouetted objects and buildings—most ordinary views that can be acquired during daylight hours would be far less detailed and vivid at nighttime. The adjoining hilly terrain to the north and west, and buffer landscaping would also serve to partially block views onto the site. Thus, operational activities undertaken during evening hours, and featuring highly limited lighting, are not expected to be visually obtrusive. Hence, visual impacts are expected to be less than significant in how they potentially affect views of visual resources (e.g., native plants and trees, sweeping panoramic views across the landscape towards the ocean and local mountain ridgelines) by sensitive viewing groups.

4.1.3. Mitigation Measures

Since no or less than significant impacts would occur under impacts A-1, A-3 and A-4 above, no measures are required to mitigate these impacts. For measures to mitigate the loss of the five California Walnut trees under Impact A-2, please see measure MM BIO-3 in Section 4.3 of this EIR.

4.1.4. Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts would occur under the proposed Project.

4.1.5. Cumulative Impacts

The study area for cumulative impacts for aesthetics and visual resources is defined as a viewshed extending one mile in all directions from the wastewater treatment facility site on Civic Center Way. Due to their potential to stand out dramatically from the existing visual setting within the Project viewshed due to massing, scale and/or height, for the purposes of analysis, development activities calling for the construction of new multiple-story buildings at natural open space locations that would:

- obscure or adversely affect views from scenic highways or scenic vista locations;
- adversely affect significant contributing historic/visual resources;
- call for the removal of significant mature native or heritage trees or other significant natural resources that are recognized as being significant visual resources in Malibu;
- adversely affect views of visual resources within either the Pacific Coast Highway or Malibu Canyon Road viewsheds; or
- adversely affect the views from either recognized and informal scenic viewing areas located in public or semi-public parks, vantage points or public trails

would be deemed potentially cumulatively significant due to their capacity to adversely affect aesthetic resources and visual quality.

A list of 35 related projects was assembled based upon the list of cumulative projects list provided by the City. In addition to the Rancho Malibu Hotel Project adjacent to the proposed Project, six other related projects were identified within the boundaries of the area for cumulative analysis.

1. Crummer Development, 24120 Pacific Coast Highway (Project #19)

   This related project consists of a 7-lot residential subdivision that would provide five single-family residences and expanded parking for Malibu Bluff Park. Although elevated and bordering bluffs along the southern boundary that provide uninterrupted views east, south and north, the Crummer project was found to be consistent with the City' General Plan and LCP; and the portion of the Crummer project exceeding 18 feet in height was found not to obstruct visually impressive views (City of Malibu. Crummer Site Subdivision Draft EIR. 2013). The finding was based, in part, on simulations that depicted the project development within its larger visual setting. In addition, the City's standard conditions of approval would govern building materials, building color, prohibit glare-producing design features, and protect public views from scenic areas, consistent with the Malibu Municipal Code and LCP.

2. Towing Subdivision, 23915 Malibu Road (Project #20)

   This related project would consist of a 7-lot subdivision and the construction of four single-family residences.

3. SMMC Beach Public Access Improvements, 24038 Malibu Road (Project #21)

   This related project would provide improved beach access.

4. Santa Monica College, 23555 Civic Center Way (Project #24)

   This proposed related project would demolish an existing structure and construct a new approximately 27,500-square-foot educational facility.

5. Malibu Sycamore Village, 23575 Civic Center Way (Project #25)

   This related project includes the construction of 60,000 square feet of office/retail, an outdoor exhibition space, and 300 parking spaces.

6. Pepperdine University Campus Life Project, 24255 Pacific Coast Highway (Project # 26)

   This related project proposes a series of construction and redevelopment activities throughout the 365-acre university campus that would be implemented over a 12-year period. Project actions would include approximately 394,100 square feet of new development made up of six overall components. These include student housing

rehabilitation (with a 468 bed net increase); development of an athletic/events center for basketball and volleyball competitions—with a related 831-vehicle parking garage and chilled water central plant facility; upgrading the existing soccer field to NCAA standards; development of a "Town Square" with related gateway elements and underground parking garage; enhance the intramural playfields, and; construct a 724-vehicle parking garage for the School of Law.

According to the Pepperdine University Campus Life Project Draft EIR (2010), all Pepperdine campus project components would be developed "…within the interior of the campus at locations that are not visible from either of the adjacent designated scenic roads," and would "…generally rehabilitate existing buildings and/or intensify use of underutilized sites, without interfering with existing views of the ocean or shoreline features" (Page 1-61). In addition, campus life project components are intended to "...echo the form and function of existing institutional features," and to be compatible "…in scale and distribution with the campus' existing built environment" (page 1-61). The Draft EIR contains numerous mitigation measures intended to ensure that the proposed changes avoid or minimize design impacts such that they are less than significant, and to ensure that the project is implemented in a way that is consistent with the Long-range Development Plan for Pepperdine University previously certified by the Coastal Commission.

As of the publishing of this EIR, the University has withdrawn the project.

7. Rancho Malibu Hotel, 4000 Malibu Canyon Road (Project #5)

   This related project includes the development of a 146-room luxury hotel consisting of an approximately 141,400-square-foot main building containing guest rooms, a day spa, limited retail, restaurant, bar, banquet and meeting facilities, and a fitness center. Other proposed related facilities would include a swimming pool and an underground parking garage, as well as a 133,800-square-foot building containing guest rooms. This project is currently in planning review.

The related projects can be broken into sub-categories based on the scale of the proposed change to the existing environment in design/visual terms. The first two call for small-scaled new construction in a mixed residential setting, adjoining existing development. These projects would be subject to the design and development standards required under the LCP. In addition, although falling within the cumulative study area, views from these properties to the proposed wastewater treatment facility site cannot be acquired.

The third related project would improve public access to local beaches, enhancing opportunities for the public to view visual resources. The improvements are expected to be a net benefit to the community in aesthetic terms.

Related projects 4 and 5 call for new development within the Malibu Civic Center design setting and would be subject to design regulations and policies governing new development in Malibu under the LCP—regulations premised on protecting visual resources and promoting high-quality, aesthetically attractive new development that is appropriate to the natural and design setting in which it is proposed. Similar to related projects 1 and 2, neither of these two projects would adversely affect scenic vistas or views from Pacific Coast Highway—the nearest scenic highway; nor would they adversely affect significant contributing historic/visual resources, or remove significant mature native or heritage trees, or other significant recognized natural resources.

The series of projects proposed at Pepperdine University (related project 6) entail a combination of new construction and the adaptive reuse of existing buildings within the boundaries of a 365-acre campus setting. Given the large size of the university campus, its physical isolation from much of the adjoining community, and the fact that the Campus Life project would take place in phases over a fairly long period of time, the Pepperdine University Campus Life project would be minimally visible to most sensitive viewing groups based on design commitments made in the project's Draft EIR, consistent with the Long-range Development Plan for Pepperdine University. Also, it would not adversely affect scenic vistas or views from nearby scenic highways (i.e., both Malibu Canyon Road and Pacific Coast Highway). As a whole, this expansion project would not adversely affect significant contributing historic/visual resources, and would be conditioned to not remove significant mature native or heritage trees or other significant recognized natural resources of aesthetic value.

The final related project, the Rancho Malibu Hotel, would call for extensive new development of relatively undisturbed natural open space on Winter Mesa and adjoins the proposed Project treatment facility site. The hotel project would be in a prominent location in visual terms and visible from many vantages across Malibu to the east, west, and north, and from the south as well, to some degree. It is proposed at a location bordered on two sides by scenic highways. Despite the large scale of the proposed design change, the development will be subject to regulations and policies governing design in Malibu under the LCP, Those regulations are premised on protecting visual resources and promoting high-quality, aesthetically attractive new development that is appropriate to the natural and design setting in which it is proposed. This project is still under review by the City's Planning Department, and it is expected that this related project will not receive approval if it would significantly affect scenic vistas or views from either Malibu Canyon Road or Pacific Coast Highway, or if it would result in significantly adverse effects on vistas from more distant locations, such as trails and parks. City approval of the hotel project would be conditioned on it not adversely affecting significant contributing historic/visual resources consistent with the Malibu Municipal Code and LCP.

The proposed Project would replace an existing utility facility in a manner that does not dramatically alter the existing visual environment. It would be more noticeable than the existing small scale, privately owned and operated wastewater treatment facility serving the Malibu Colony Plaza shopping center ~~Winter Canyon Wastewater Treatment Facility~~ due to the installation of new above-ground, underground, or ground-level infrastructure; however, those elements would be comparable to the existing built elements in visual terms and designed to include building treatments and landscaping that conform to the LIP and LCPA design requirements. Primary Project components would often be constructed at or near ground level, new though minimal lighting would be installed, buildings and structures would not exceed 28 feet in height, and landscape screening would be added at the property. In addition, the wastewater treatment facility site occurs in a location that is largely, though not entirely, screened from many casual views due to a combination of intervening landforms and landscaping.

~~-~~It should also be noted that the nearest residents at Maison De~~v~~Ville—due to building siting and orientation toward the ocean—have views that are generally directed to the southwest and away from the Project location (see Figure 4.1-20). A small number of Villa Toscana residents have more direct views overlooking the Project site. Such mid-frame views are not of high quality at present and are rated moderate in this analysis. These resident views take in the sweeping backdrop of the Winter Canyon ridgelines, along with views of more distant ridgelines, the coastline, and the ocean. New wastewater treatment facility built elements, and new- though limited - lighting would be more

apparent to viewers than the existing facility features are at present, particularly during the first year or so after construction. However, over time, as the mandated landscape screening matures, many of those features would be partially obscured from view, and the more attractive visual features in the sweeping backdrop would assume greater visual dominance in views. Consequently, the proposed Project would not obscure or affect, in substantially adverse ways, significant identified formal or informal views enjoyed by sensitive viewing groups. In addition, the Project would be designed consistent with specific design standards specified in the proposed LCPA/ZTA and the standard design regulations set forth in the LCP such that it would be compatible within the visual setting in which it is proposed. Additionally, the LCPA/ZTA would stipulate permissible wall and fencing treatments, require the undergrounding of wastewater treatment infrastructure wherever feasible, the screening of wastewater treatment structures and equipment, call for the avoidance of impacts to native trees, and mandate the full restoration of ESHAs to correct any related excavation trenching impacts. Where pipeline crossings of streams and/or encroachment into riparian/wetland areas are required they would be required to be kept to a minimum and sited in disturbed areas or underground to the extent feasible. Thus, the significant visual effect due to removal of five California walnut trees would be addressed through LCPA/ZTA-mandated Project design measures.

Consistent with the definition of "cumulatively considerable" effects found in CEQA Guidelines Section 15065(a)(3), it is anticipated, therefore, that the effect of the above-referenced cumulative study area projects would not result in a significant cumulative impact on aesthetics and visual resources in relation to other projects that have occurred in the past, or which can reasonably be expected to occur in the foreseeable future.