4.1 AESTHETICS

4.1.1 Setting

a. Visual Character of the Project Site and Vicinity. Within its geographic context, the visual character of the project vicinity remains similar to that described in the 1998 FEIR, 2000 SEIR, and 2004 SEIR, with the Santa Monica Mountains and agricultural plains dominating the viewshed of those traveling on public roads adjacent to the campus. A major change for the road-traveling viewer has occurred, however. Lewis Road, the main public road used to access the campus, has been widened realigned to the northerly side of the Calleguas Creek levee. The widening continues to a point where a new four-lane bridge has been constructed to span Calleguas Creek at the location of the planned CSUCI campus access road, approximately 200 yards northeast of the Potrero Road intersection at the base of Round Mountain. After the new access road bridge, the road narrows in width to a two lane configuration. This new roadway and bridge feature is the most dominant physical change to the visual character of the Lewis Road corridor

Views of Subject Site from Candidate Scenic Highways. As part of the 1998 EIR process, County of Ventura planning staff indicated that both Lewis and Potrero Roads are eligible County Scenic Highways. Because of this status, and because these are the primary public roadways near the CSUCI campus, the aesthetic impact analyses in this and prior CEQA prepared by CSUCI have been focused on viewsheds from these roadways.

In 2001, the Ventura County Board of Supervisors approved the Lewis Road Widening Project, and in so doing, the County approved the realignment of Lewis Road to remain northerly of the Calleguas Creek levee. This realignment effectively eliminated most of the views of the campus for the portion of the road that passes in front of the length of the campus on its northwest facing side, since the Calleguas Creek levee system is tall enough to obstruct views along this roadway segment. The area between Lewis Road and Long Grade Creek would be developed with features described in the 2004 Master Plan amendment, and would include athletic fields, surface parking lots, and primary and secondary access roads. The proposed 2009 Facilities Projects would add bleachers and a new levee system within this area. However, development of these facilities would be less visible from Lewis Road than was acknowledged in the 2004 SEIR. Further, the heavily planted entry road bends around the play fields and parking areas, further blocking them from view.

Overall, the Lewis Road viewshed is dominated by agricultural fields and Round Mountain in the foreground and the slopes and ridgelines of the Santa Monica Mountains in the background. Round Mountain forms a major visual feature relative to the proposed project site, and is visible in many directions for several miles. Other foothills surrounding the campus are also visually impressive, as they form a dramatic visual transition from the flat Oxnard Plain to the steeply-sloped Santa Monica Mountain range. These topographic features collectively represent the most important visual feature at the subject site from surrounding public roadways.

Views from Potrero Road are limited because of the topography and viewing angles toward the property. Most views are limited to close-range vistas of the southern portion of the core campus area from very close distances. These views can be accessed from Potrero Road between Round Mountain and at a point less than a mile east of the Academic Core area.

On a clear day, a distant glimpse of the subject site can be gained from travelers on State Route 1 between the Las Posas Road interchange and the Wood Road interchange looking northeasterly from a distance of three miles. The view is limited to structures on the southwest side of the Academic Core, and is partially concealed by Round Mountain. None of the structures are individually identifiable, but instead read as a low-lying white-colored building complex.

Nighttime Lighting and Daytime Glare. Historically, the subject site has been mainly lighted along its internal roadway system. Lighting is provided with 1930s-era candle-style standards. These were retrofitted in 1999 to provide more efficient illumination of the Academic area. The access road at University Drive is currently unlighted. The result is that the site has a low level of nighttime lighting when viewed from Lewis Road or Potrero Road.

Daytime glare typically results from automobiles and surface building materials that are highly reflective. The subject site does not contain a high level of reflective surfaces in the existing building inventory. The exception is the co-generation facility in the western edge of the Academic Core, which includes a number of highly reflective framing structure and stainless steel stacks. A new library structure features expansive areas of glazing and metal finishes as part of its surface materials treatment, but the building is only visible from locations internal to the campus, and the surface materials are low-glare and do not result in high levels of glare.

In fact, most of the buildings are buffered from direct view of Lewis Road by the extensive landscaping of the grounds. Buildings that are readily visible from Potrero Road, including a row of two-story buildings at the southern periphery of the Academic Core, are not dominated by reflective surface materials. In general, the subject site is not a source of daytime glare.

b. Regulatory Setting. The California State University, as a state agency, is not subject to local land use controls, including design review that might otherwise be applicable. Consequently, there are no County aesthetic regulations that directly govern the development of the built environment of the campus other than CSU-adopted guidelines. The CSUCI Architectural Design Guidelines manual guides the physical design details of buildings, open space areas, parking areas, and other features of the campus built environment. As described in Section 1.0, *Introduction*, the CSU Channel Islands Physical Master Plan governs the development of the Academic Core, the New Access Road Area, and the on-campus open space system. The CSUCI Site Authority has overall authority over the Reuse Plan areas of campus, including the University Glen residential area and the Town Center mixed-use development. Site plan review and approval of these areas is conducted by the Site Authority, while schematic architectural designs and building site plans for the academic and general campus areas are reviewed and regulated by the CSU campus architects and system wide planning officials. The areas of campus subject to change from the 2009 Facilities Projects are entirely under the authority of CSU officials and will not require involvement from the Site Authority.

4.1.2 Impact Analysis and Mitigation Measures

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the anticipated change considering the fact that a campus complex is already largely established at the subject site.

Appendix G of the *State CEQA Guidelines* suggests that significant impacts could occur if a project:

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

An impact is considered significant if it can be reasonably argued that (a) the change would adversely affect a viewshed from a public viewing area (such as a park, roadway, or other publicly-accessible property), (b) new light and glare sources would be introduced that substantially alter the nighttime lighting character of the area, or (c) an existing identified visual resource would be adversely altered or obstructed.

In this analysis, modifications to the viewshed were considered less than significant if the modification would be unnoticeable or visually subordinate to existing predominating features. A modification that would be visually dominant, or one that would significantly and adversely modify the existing view is considered a significant impact.

b. Project Impacts and Mitigation Measures. Elements of the proposed 2009 Facilities Projects that may adversely affect the aesthetics of the site beyond what was discussed in the 1998 EIR, 2000 SEIR, and 2004 EIR are described below by type.

<u>New Physical Features in the Viewshed</u>

- Whereas the 2004 Master Plan revisions included the development of new access roads, surface parking, and playfields within the 153-acre New Access Road area, the 2009 Facilities Project provides detailed landscaping and roadway geometrics plans that both revise and further define these facilities. The proposed athletic fields would be improved to include bleacher seating and restroom and locker facilities.
- A new levee system would be developed, allowing for greater floodwater storage in rainy times and a wider riparian meander area. The new levee would be equipped with a Class 1 multi-purpose trail.
- The proposed project would include lighted bike paths on the new and old levees. A new flood control levee would be constructed within the upland area north of Long

Grade Canyon Creek (see Figure 2-4 and Figure 2-5). The levee would be 10 feet wide at the top and has been designed to accommodate a lighted Class 1 bike path/multi use path.
- Lighting proposed for athletic fields would be allowed to reach 33 feet in height, as opposed to the 30-feet currently required.
- Potential upgrade/construction of an electrical substation near the existing cogeneration facility to handle the increasing electrical demand of the campus.
- Installation of field lighting at the Potrero Road athletic fields.

Potential Future Land Conveyance

- Under the proposed project, the CSUCI would potentially take control of about 370 additional acres of Ventura County-owned public open space land adjacent to the north side of campus [see Figure 2-3(b)] pursuant to 40 U.S.C. § 550 (e). CSUCI proposes to preserve the site in its current use, while facilitating minor improvements to the site to enable regional educational and passive recreation area, consistent with the previous intended use of the site. This includes the development of a trailhead facility that would provide hiking access to the Santa Monica Mountains National Recreational Area.

Revisions to Previously-Adopted Mitigation Measures

- The proposed project involves revisions to mitigation measures that would enable reduction of landscaping for parking areas and an increase in the height of lighting. These changes would result in a different visual environment than currently envisioned.

AES-2(g) ~~All surface parking areas shall include a minimum of 15% landscaped area, and shading shall cover a minimum of 35% of the surface area when trees are 10 years of age.~~ All surface parking south of Long Grade Canyon Creek shall include perimeter landscaping on all sides and shall achieve a 10% coverage within five years of installation. Perimeter plant material shall be of a sufficient height to obscure vehicle headlights when the parking lot is viewed by a pedestrian at a ten meter distance. Landscaping shall be compatible in design with the existing landscape treatment, as determined by the Master Plan landscape architect. ~~In order to provide visual relief, glare reduction, and shade, large canopy trees planted in an orchard siting arrangement are recommended.~~ Pedestrian amenities shall be incorporated into the surface lot areas, including but not limited to textured paving at aisle crosswalks, walkways through parking aisles, bollard-style lighting, and seating areas.

S-AES-3(a) Prior to development, proposed lighting shall be indicated on site plans that demonstrate that spillover of lighting would not affect surrounding areas. Nighttime lighting standards shall be limited to ~~30~~ 33 feet in height. The lighting plan shall incorporate lighting

that directs light pools downward or otherwise shields adjacent areas from glare. Light fixtures that shield excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used.

03-AES-3(b) ~~Planned surface parking areas shall be landscaped with orchard style plantings, with trees organized in a grid pattern and planted at no less than 30 feet on center. Canopy coverage from directly overhead shall achieve 50% within five years of installation. Perimeter planting areas shall surround parking lot on all sides, and shall measure no less than 10 feet in depth.~~ Perimeter plant material shall be of a sufficient height to obscure vehicle headlights when the parking lot is viewed by a pedestrian at a ten meter distance. Tree species and plant material shall be approved by the Campus Architect.

These planned changes of existing and planned project features are evaluated as they relate to the impact statements below.

09-Impact AES-1 **The proposed project would alter the public viewshed from County eligible Scenic Highways and the aesthetic condition of the planned access road and surface parking lots would be altered through revised mitigation measures and new design details. The combined aesthetic effects would be considered similar to those proposed in the 2004 Amendment. This is a Class III, *less than significant* impact.**

The 2009 Facilities Projects would provide for detailed design features and construction of the previously planned access roadway, playfields, and surface parking areas as well as a new levee system within the 153-acre New Access Road Area that lies north of Long Grade Canyon Creek and east of Calleguas Creek as analyzed in the 2004 Master Plan Update.

In 2001, the Ventura County Board of Supervisors approved the Lewis Road Widening Project, and in so doing, the County decided to realign Lewis Road to remain northerly of Calleguas Creek. The project included the construction of a bridge over Calleguas Creek at the connection point to the planned new access road to the CSUCI campus. The project was completed in 2007. The realignment of Lewis Road north of the Calleguas Creek levee has had the result of partially obscuring views of the campus from this segment of Lewis Road, now called South Lewis Road. A portion of the 153-acre Access Road Area remains visible from portions of Lewis Road. View corridors are shown on Figures 4.1-1A and 4.1-1B.

Athletic Field Features and Lighting Standards. Changes to the design within this area would include a relaxation of height limits for the surface parking lot lighting poles from 30 feet to 33 feet, and the introduction of athletic field support facilities such as bleacher seating, locker facilities. In addition, lighting would be added to the Potrero Road athletic fields. The changed features in the access road land area could be visible from the portions Lewis Roads, however,

the surrounding Santa Monica Mountains would remain the visually dominant features of the viewshed. The athletic field lighting would be visible along a segment of Potrero Road, but would be subsidiary to existing structures within the Academic Core or to Round Mountain and other hillsides. In both cases, viewers would glimpse these features in a fleeting way, given that average speeds on this section of roadway are between 40 and 50 miles per hour. Of course, motorists using the new access road would view all of the new and changed features proposed within the New Access Road Area as they approach the campus using the new access road itself. The relaxation of lighting standards and introduction of athletic fields support facilities would represent a *de minimis* change to existing planned visual conditions and impacts would be less than significant.

New Levee System. A new levee system would be developed, allowing for greater floodwater storage in rainy times and a wider riparian meander area. The new levee would be equipped with a Class 1 multi-purpose trail that would be lighted and would partially block views of the campus from Lewis Road. However, the new levee design would expand the width of the riparian habitat area by approximately 30%, improving the natural vegetative look of the Long Grade Canyon Creek channel. Expansion of the riparian habitat area would complement the adjacent backdrop of Round Mountain and generally improve the aesthetics of this portion of the planning area. Therefore, impacts from construction of the new levee system would be potentially beneficial, and less than significant.

Road Design. The Facilities Projects proposes a roadway design that is more site specific than previous preliminary designs outlined in the 1998, 2000, and 2004 CEQA documents. Roadway design would include a gentle s-curve shape with a central vegetated bio-swale treatment component between the east and westbound lanes. The landscape design is shown in Figure 2-5, *Typical Landscaping Primary Access Road*. The central median bioswale would be vegetated with wetland types of vegetation transitioning to riparian edge vegetation and would include oak woodland and oak savannah vegetation near the outside edges of the roadway. The result would be the introduction of hundreds of native and cultivar tree species, providing a major landscape design feature for the New Access Road Area. This improvement would be expected to enhance the views of travelers entering campus from the new access road and along the southwestern-most segment of Lewis Road. The change would be considered a beneficial aesthetic impact for the entry road area.

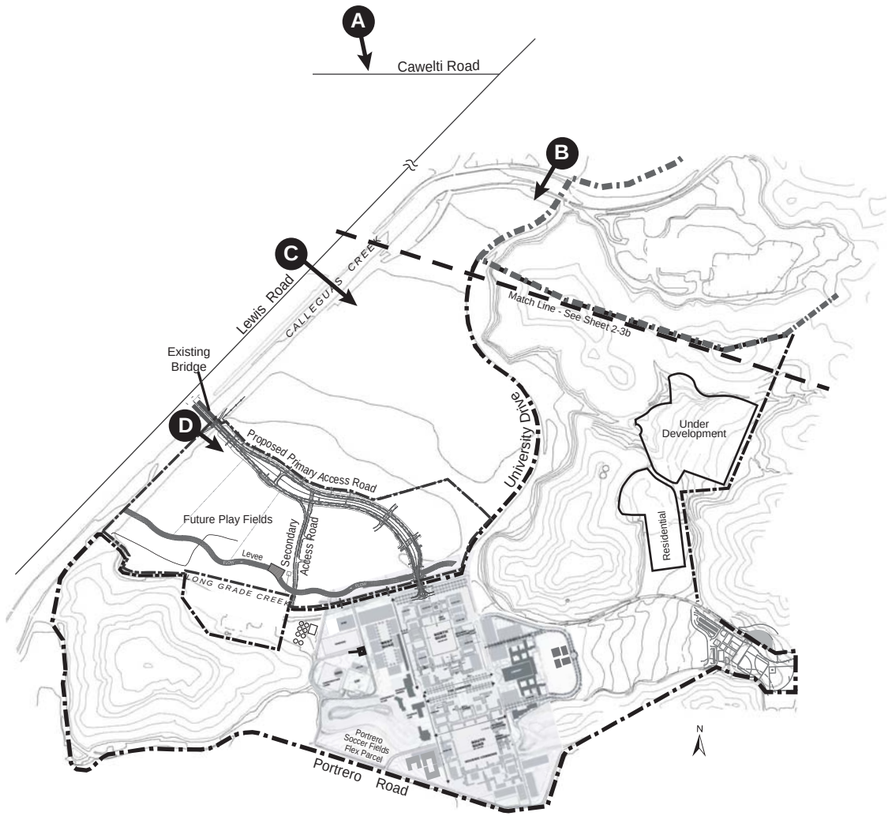
Parking Lots. Surface parking lots as proposed in the 2009 Facilities Projects would no longer include orchard style plantings. Mitigation measures AES-2(g) and 03-AES-3(b) would be altered to accommodate the 2009 proposed Facilities Projects changes to parking lot landscaping. The "orchard style planting" would be relocated to the roadway area, futher concealing the parking from the new road. Landscaping is proposed along the perimeter of the parking lot and tree plantings would be reduced from 50% canopy coverage to approximately 10%. Reduction of tree plantings in the parking areas would allow the University to incorporate pole-mounted solar panel arrays in these lots at a future date, which the orchard-style planting scheme would not. Although tree canopy coverage would be reduced with the new parking lot landscaping scheme, the proposed planting scheme of the new access road would more than double the amount of planned trees in the area. The change would essentially offset the reduction of tree plantings proposed for the surface parking lots. Therefore, changes to

Photo A - View towards campus from Cawelti Road. Agricultural fields and the Santa Monica Mountains are the dominant features of the viewshed.

Photo B - View towards campus from Lewis Road near University Drive. Agricultural fields and trees are prominent in the foreground and the Santa Monica Mountains dominate the background of the viewshed.

Photo C - Round Mountain is the dominant visual feature in the foreground and the Santa Monica Mountains visually prominent in the background from the portion of Lewis Road north of the bridge. The Calleguas Creek levee system obstructs views of the campus from this view corridor. Therefore, proposed Facilities Projects would not detract from the Lewis Road viewshed.

Photo D - The Facilities Projects would be visible from the portion of Lewis Road just south of the bridge. The Santa Monica Mountains and Round Mountain remain the dominant viewshed features along with existing buildings on campus. Facilities Projects would be secondary to these prominent features.



View Corridors

Map Source: Bobrow/Thomas and Associates, March, 2003, Boyle/Aecom Engineering, September 2008.

Figure 4.1-1a

Photo E - Traveling further south on Lewis Road, views of Round Mountain remain visually dominant and views of buildings on campus become more prominent. The Facilities Projects would be visible, but would remain secondary and would not detract from the dominant viewshed features.

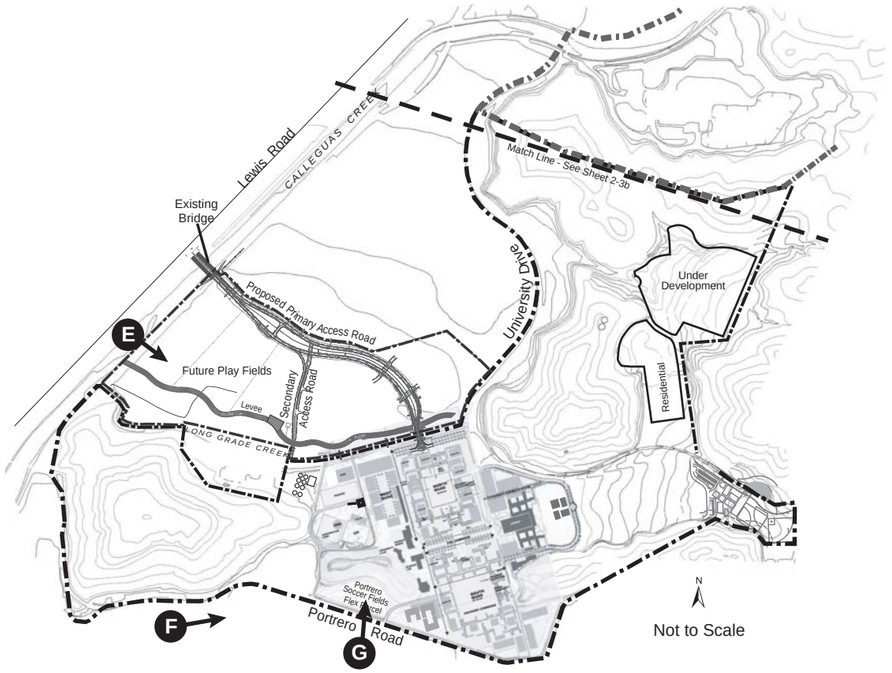


Photo F - Views from Potrero Road west towards Campus are limited due to the topography and viewing angles towards the property. Round Mountain, agricultural fields, and power lines are visually dominant in the foreground with the Santa Monica Mountains dominant in the background. Santa Cruz Village dormitory is also visually prominent from this corridor. Athletic field lighting would be visible along this segment of Potrero Road but would be subsidiary to existing structures and Round Mountain.

Photo G - Views from Potrero Road further west are even more limited due to the hillsides and mountains. Existing athletic fields and netting, power lines, and Santa Cruz Village dormitory are visually dominant in the foreground. The addition of athletic field lighting would blend with existing facilities in the foreground and would not detract from views of the hillsides.

View Corridors

Figure 4.1-1b

Map Source: Bobrow/Thomas and Associates, March, 2003, Boyle/Aecom Engineering, September 2008.

the landscaping of the surface parking lots would be considered less than significant.

Electrical Substation. A cogeneration facility constructed in the 1980s to provide power and steam to the former hospital continues to serve CSUCI. To satisfy the electrical power demand in the future due to continued campus growth, the campus proposes to construct an electrical substation. The new substation would be constructed in the area adjacent to the Cogeneration Plant and the new Central Plant. CSUCI proposes to construct a new substation that will be designed for the future addition of a second transformer and secondary main breaker. This project is currently in a planning and design stage. All improvements related to the substation would be confined to the area of the existing cogeneration facility. The electrical substation would be constructed and completed within six months and is planned for operation prior to winter of 2009.

The Electric substation may be visible from a portion of Lewis Road, but it would be visually subordinate to the existing Cogeneration Plant, which would be more than double the height and several times larger in scale. The Substation would not be visible from Potrero Road as the viewshed is foreshortened by hillsides. Moreover, the campus proposes to remove the above ground Southern California Edison (SCE) transmission towers and lines located in the area and install the lines underground within SCE easements in the area. Therefore, impacts from the upgrade of the electrical substation facility would be less than significant and would be beneficial with respect to undergrounding of utilities.

Potential Future Open Space Conveyance Area. The potential future Open Space Conveyance area would not be visible from the County eligible Scenic Highways. No substantial facilities are planned for the area. Therefore, impacts would be less than significant.

Mitigation Measures. Impacts to County eligible Scenic Highways public viewsheds would not be significantly altered from current conditions. The aesthetic conditions of the area would not be significantly altered and in some areas would be generally improved with implementation of the Facilities Projects. Impacts are less than significant without mitigation.

Significance After Mitigation. Alterations to the public viewsheds from County eligible Scenic Highways and changes in the aesthetic conditions of the site from implementation of the Facilities Projects would be less than significant without mitigation.

09-Impact AES-2 **The proposed project would create new sources of light and glare through modifications to planting standards for new surface parking lots, installation of athletic fields lighting at the Potrero Road fields, an electrical substation, and lighting along access roads and bike paths along the old and new levees. Additionally, lighting height standards would change from 30 feet to 33 feet in height. This is considered a Class II, *significant but mitigable* impact.**

Site illumination provides safety for traffic movement and crossings, warns of hazards, and increases security. It can also serve to interpret the site plan arrangement by giving emphasis to focal points, gathering places, and building entrances. Planned surface parking lots, athletic fields, the electrical substation, access roads, and bike paths would be equipped with lighting to serve the beneficial functions intended. In addition, cars in the parking lots, bleacher structures, and the electrical substation could result in additional glare.

Parking Lots. Under the 2009 Facilities Projects, landscaping for the proposed parking lots would be reduced from levels previously proposed through modification of mitigation measure 03-AES-3(b). However, perimeter landscaping would be provided per the language in mitigation measure 03-AES-3(b) and mitigation measure AES-3(a) would address the illumination of all parking areas, which would be accomplished in a manner that minimizes spillage of light canopies away from the lighted area. Lighting standards shall be designed to achieve one (1) foot-candle at the property line, considering weather conditions. Therefore, impacts from parking lot lighting would be less than significant.

Roadways and Athletic Fields. The 2009 Facilities Projects proposes lighting of the access roads and athletic fields at a height of 33-feet. The 2000 SEIR mitigation measure S-AES-3(a) sets a limit of lighting standards to 30-feet in height. The proposed project would amend S-AES-3(a) to allow for nighttime lighting of up to 33-feet in height. Depending on the degree and intensity of new nighttime lighting, and the physical extent of its installation, the ambient nighttime lighting of the athletic fields and campus could adversely affect the outlying rural area by extending urban pattern development and diminishing dark skies.

AES-1(e) addresses nighttime lighting of the athletic fields, which shall be of such a design as to not generate light pools in excess of 1 foot-candle at a distance of 100 feet from the field area. Additionally, AES-1(f) requires tree row perimeter landscaping of recreational fields be incorporated into the design such that mature canopies would interrupt light pools from spilling offsite along the Potrero Road corridor. Mitigation Measure S-AES-1(d) requires that permanent athletic field structural elements made of metal materials such as fences, bleachers, and lighting posts be coated with non-reflective dark gray to black in order to minimize their intrusion into the visual environment. This measure would require that restrooms and other support structures be surface-treated or painted in earthen tones that complement the color palette of Round Mountain and the adjacent wetlands and agricultural fields. Pools of light created by lighting of the athletic fields would be limited to the athletic fields and would not spill on to adjacent farmlands with adherence to these existing mitigation measures.

Additionally, lighting of the Potrero Road athletic fields would essentially result in an extension of existing campus lighted areas, and would not be introducing light in an area that is entirely dark. Lighting of the Santa Cruz Village dormitory and its surface parking areas and the interior buildings of the campus are visible from the Potrero Road fields. Therefore, impacts from the introduction of athletic field support facilities and lighting would be considered less than significant.

Levee Bicycle Paths. Class I bicycle paths are proposed to be built atop the old and proposed new levees to facilitate access to and from the Academic Core and Lewis Road. These bicycle paths would require lighting for safety and to facilitate nighttime usage. Bicycle path lighting would introduce new nighttime lighting to the New Access Road Area. Mitigation measures are included below to soften the effects of bicycle path nighttime lighting. Impacts would be less than significant with the inclusion of the mitigation measures below.

Mitigation Measures. In addition to the applicable mitigation measures from the 1998 and 2000 EIRs mentioned above, the following mitigation measures would further reduce the adverse effects of new sources of light and glare created by the Facilities Projects.

09-AES-2(a) **Bicycle Path Light Standards.** Lighting along the proposed bike paths shall be of a bollard-style design and pedestrian in scale, and shall not exceed a height of fifteen-feet. Fixtures shall be architecturally compatible with surrounding development. When streetlights are included to light access points, they shall be at a pedestrian scale.

09-AES-2(b) **Induction Light Bulbs.** Nighttime lighting fixtures shall utilize induction or other energy efficient light.

09-AES-2(c) **Surface Material of Electric Substation.** Surface materials of the electrical substation shall not be constructed of or coated with non-reflective material. If painted, the color shall be a dark hue with a matte-finish. Material and color shall be approved by the CSUCI Campus Architect.

09-AES-2(d) **Dark Skies.** All outdoor lighting shall implement the following "dark sky friendly" lighting design specifications by the International Dark-Sky Association to protect the nighttime environment from light pollution including sky glow, glare, light trespass, light clutter, decreased visibility, and energy waste.

- Low glare lighting equipment shall be incorporated. Area lighting, such as for parking lots, shall utilize full cutoff luminaries. Pedestrian and entry lighting shall utilize full cutoff luminaries or low wattage luminaries. Façade/architectural lighting shall be aimed from the top down or otherwise make certain that any uplight does not escape the lines of the building.

- Landscape and security lighting shall be fully shielded so that the majority of light hits the target and is shielded from normal viewing angles and does not cause glare.
- Areas shall not be over-lit. Lighting levels shall be kept low so as not to create reflected light that may contribute to sky glow. Projects shall target lower lighting levels and better uniformity for improved safety and security lighting.
- Lights shall be turned off when not needed. Landscape and façade lighting shall be turned off after midnight or earlier. Parking lot luminaries shall also be turned off after midnight or earlier.
- Project shall consult a certified lighting designer prior to design selection regarding design techniques and dark sky friendly lighting.

Significance After Mitigation. Effects from potential light and glare sources from newly proposed facilities, parking areas, and roadways would be considered less than significant with implementation of the above mitigation measures. In addition, mitigation measure 09-BIO-1(c) further limits lighting in areas adjacent to special status species.

09-Impact AES-3 The proposed facilities projects include a potential future Open Space Conveyance Area of about 370 additional acres adjacent to the north side of campus. CSUCI proposes to maintain and enhance the conveyed land for public access. Transfer of the property as proposed for future uses would not have adverse aesthetic impacts. This is a Class III, *less than significant* impact.

Under the proposed project, CSUCI would potentially receive approximately 370-acres adjacent to the north side of campus pursuant to 40 U.S.C. § 550 (e). CSUCI would potentially accept the land conveyance in order to preserve and improve the site into a multi-use regional educational and passive recreational area, consistent with the previous intended use of the site. CSUCI would construct a parking lot and restrooms to service the area.

The University would preserve portions of the site as open space and wildlife habitat while providing community access and education programs. CSUCI would improve the property by rehabilitating some structures, removing unsafe structures, and restoring natural areas. Trailheads and parking would be developed at a future date. Such features would be considered low impact, and not disruptive of the existing visual conditions.

Mitigation Measures. CSUCI's acquisition of the 370-acre land area would generally improve the aesthetics of the acquired land through maintenance and restoration. No mitigation measures would be necessary.

Significance After Mitigation. Acquisition of the 370-acres is less than significant without mitigation.

09-Impact AES-4 Revisions to Previously Adopted Mitigation Measures intended to address previously-identified aesthetic impacts

could affect the visual environment by modifying parking lot planting and lighting standards. These policy changes are considered Class III, *less than significant* impacts.

As presented above, three previously existing mitigation measures would be modified.

Parking Lots. The 2009 Facilities Projects would relocate the orchard-style landscaping to the entry road. Instead, the parking areas would include only perimeter landscaping and canopy coverage would achieve 10% coverage within five years of installation. Existing mitigation measures from the 1998 and 2004 EIRs addressing parking lot landscaping are included below. Language to be removed from previous mitigation measures is shown with ~~strikethrough~~ to delineate deletions and underline to delineate additions.

AES-2(g) ~~All surface parking areas shall include a minimum of 15% landscaped area, and shading shall cover a minimum of 35% of the surface area when trees are 10 years of age.~~ All surface parking south of Long Grade Canyon Creek shall include perimeter landscaping on all sides and shall achieve a 10% coverage within five years of installation. Perimeter plant material shall be of a sufficient height to obscure vehicle headlights when the parking lot is viewed by a pedestrian at a ten meter distance. Landscaping shall be compatible in design with the existing landscape treatment, as determined by the Master Plan landscape architect. ~~In order to provide visual relief, glare reduction, and shade, large-canopy trees planted in an orchard siting arrangement are recommended.~~ Pedestrian amenities shall be incorporated into the surface lot areas, including but not limited to textured paving at aisle crosswalks, walkways through parking aisles, bollard-style lighting, and seating areas.

03-AES-3(b) ~~Planned surface parking areas shall be landscaped with orchard style plantings, with trees organized in a grid pattern and planted at no less than 30 feet on center. Canopy coverage from directly overhead shall achieve 50% within five years of installation. Perimeter planting areas shall surround parking lot on all sides, and shall measure no less than 10 feet in depth.~~ Perimeter plant material shall be of a sufficient height to obscure vehicle headlights when the parking lot is viewed by a pedestrian at a ten meter distance. Tree species and plant material shall be approved by the Campus Architect.

Reduction in parking lot tree coverage would be offset by the proposed landscaping plan for the new entrance road which would more than double the amount of existing trees in the area. Impacts resulting from revisions made to parking lot landscaping plans would be less than significant.

Lighting Standards. The Facilities Projects proposes a relaxation of lighting

height standards from a 30-foot maximum height standard established in the 2000 SEIR to a new maximum height of 33-feet. Revisions to this mitigation measures is shown below in ~~strikethrough~~ and underline format.

> **S-AES-3(a)** Prior to development, proposed lighting shall be indicated on site plans that demonstrate that spillover of lighting would not affect surrounding areas. Nighttime lighting standards shall be limited to ~~30~~ 33-feet in height. The lighting plan shall incorporate lighting that directs light pools downward or otherwise shields adjacent areas from glare. Light fixtures that shield excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used.

The change in the criterion to allow an additional three feet in height for lighting standards would result in a nominal increase in the lighting spread pool and allow for concrete bases on the standard 30 foot poles. Lighting would remain subject to previously adopted mitigation measures that address the generation of light pool spread. Perimeter landscaping requirements would further mitigate the spread of lighting from parking lots. Therefore, changed to anticipated lighting impacts would be considered less than significant.

Mitigation Measures. Amendments to existing mitigation measures would be less than significant, and therefore no mitigation measures would be necessary.

Significance After Mitigation. The proposed changes to existing mitigation measures above would be less than significant without mitigation.

c. Cumulative Impacts. For the purposes of this Supplemental EIR, the cumulative geography of the proposed project area includes the southeastern edge of the Oxnard Plain, in the vicinity of Calleguas Creek. In general the overall aesthetic condition in these areas is not expected to undergo major changes within the buildout period of the Master Plan. The proposed 2009 Facilities Projects, in combination with pending and approved development on the CSUCI campus and elsewhere in this part of Ventura County as identified in Table 3-1, could contribute to the degradation of the area's aesthetics. However, the projects included in the cumulative development scenario do not include urban facilities components that would result in significant alterations to the area's aesthetics and would generally complement and improve aesthetics in some areas. For that reason, cumulative air quality impacts are considered less than significant.