4.1 AESTHETICS

4.1.1 Introduction

This section of the EIR discusses the visual setting of the Project Site and the general scenic quality of the surrounding area that may by impacted by the Proposed Project. An aesthetic and visual quality analysis based on site photographs overlain with the Proposed Project design was undertaken to study the impact to adjacent properties and existing views of the Project Site. The analysis provided herein is based on information from site visits, site photographs, Applicant-provided design and engineering exhibits, and visual simulation prepared for the Proposed Project.

4.1.2 Environmental Setting

Area-Wide Visual Character

North – The view looking north from the Project Site consists of Interstate 210 (I-210) in the foreground and the San Bernardino Mountains in the background. I-210 is elevated approximately 30 feet above-ground in relation to the Project Site elevation. The I-210 overpass transects the area near the northeast corner of the Project Site just outside the Project boundary. The view of the freeway is screened looking north from the northwestern Project Site corner by the eastbound I-210 Highland Avenue off-ramp and commercial development immediately west of it.

South – The view from the Project Site to the south consists of Emmerton Elementary School and Colonel Joseph Rodriguez Prep Academy in the foreground and the distant hills of the Badlands to the south of Redlands in the background. Development associated with the schools immediately south of the Project Site includes buildings, parking lots and open fields.

East – The primary view from the Project Site to the east includes the I-210 freeway eastbound on-ramp to the northeast and multi-family residential development to the southeast. The freeway is elevated approximately 30 feet and no screening exists.

West – Multi-family residential development exists immediately west of the Project Site boundary. The properties are divided by a chain link fence that allows for views of the residential development with two story apartment buildings and open and covered parking areas.

Views of the Site from the Surrounding Area

From the North – Views from Highland Avenue are of the vacant land of the Project Site vegetated with grasses and non-native invasive plant species, soil stockpiles, fencing, and minor infrastructure. There are no building structures on-site. The Project Site slopes toward the south and contains remnants of infrastructure (e.g. curb and gutter, street signs, and fire hydrants) that served the previous multi-family development. There are also soil stockpiles on-site near the eastern boundary. The Project Site is currently surrounded by an approximately six-foot high chain-link fence.

Photo 1: View from the southern property line looking north. San Bernardino Mountains are visible beyond the I-210 overpass and off-ramp.

Photo 2: View from the southern property line looking south toward Colonel Joseph Rodriguez Prep Academy school buildings.

Photo 3: View from the southwestern corner of the property looking east. The San Bernardino Mountains are visible beyond the Interstate 210 overpass.

Photo 4: View from the southeastern corner of the property looking west. Multi-family residential units at Guthrie Street are visible beyond the western boundary of the Project Site.

From the South – The views of the Project Site from 20th Street looking north include the property as described above and the elevated I-210 observable beyond the Project Site boundary. The San Bernardino Mountains are visible in the background.

From the East – Views from Arden Avenue toward the eastern portion of the Project Site include the site and the two-story multi-family residential development which is located along Guthrie Street.

From the West – Views of the Project Site from the west include the site and the I-210 overpass which is visible along the northeast portion of the property.

4.1.3 Applicable Policies, Plans and Regulations

City of San Bernardino General Plan

The Land Use Element of the General Plan designates general site development standards and the distribution, location, and extent of uses, such as housing, business, industry, open space, natural resources, recreation, and public/quasi-public uses. The Zoning Ordinance is the primary mechanism for implementing the general land use categories of the General Plan. It provides the detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria to implement the goals and policies of the General Plan.

The City of San Bernardino General Plan establishes comprehensive goals, objectives, policies, and proposed implementation programs to meet the City's future planning needs. The Project Site is located within the City's Open Space Public/Commercial Recreation (PCR) zoning classification on the City of San Bernardino Zoning Map. Among permitted uses listed in Section 19.10.01 (Special Purpose Districts) of the City's Development Code are restaurants and specialty commercial facilities. Additionally, other such uses that the Director may find to be similar to those listed may be permitted within the PCR designation. The Proposed Project includes changing the existing land use designation from Public Commercial Recreation to Commercial General (CG-1). As is stated in Section 19.06.010 of the Development Code, CG-1 Districts are intended to provide for the continued use, enhancement, and new development of retail, personal service, entertainment, office and related commercial uses along major transportation corridors and intersections.

The General Plan Land Use and Community Development elements include goals and policies pertaining to aesthetics. Additional regulations pertaining to aesthetics relevant to the Proposed Project are found in Article III of City's Development Code. Goals and policies of the General Plan pertaining to aesthetics are enumerated below (refer to pages 2-40 through 2-41 and 5-8 through 5-15 of the General Plan):

Goal 2.5: Enhance the aesthetic quality of land uses and structures in San Bernardino

Policies

2.5.4 Require that all new structures achieve a high level of architectural design and provide a careful attention to detail.

2.5.6 Require that new developments be designated to complement and not devalue the physical characteristics of the surrounding environment, including consideration of:

a. The site's natural topography and vegetation;
b. Surrounding exemplary architectural design styles;
c. Linkages to pedestrian, bicycle, and equestrian paths;
d. The use of consistent fencing and signage;
e. The provision of interconnecting greenbelts and community amenities, such as clubhouses, health clubs, tennis courts, and swimming pools;
f. The use of building materials, colors, and forms that contribute to a "neighborhood" character;
g. The use of extensive site landscaping;
h. The use of consistent and well designed street signage, building signage, and entry monumentation;
i. A variation in the setback of structures;
j. The inclusion of extensive landscape through the site and along street frontages;
k. The articulation of building facades to provide interest and variation by the use of offset planes and cubic volumes, building details, balconies, arcades, or recessed or projecting windows, and other techniques which avoid "box"-like structures;
l. The integration of exterior stairways into the architectural design;
m. The screening of rooftop mechanical equipment;
n. The use of a consistent design through the use of unifying architectural design elements, signage, lighting, and pedestrian areas;
o. The provision of art and other visual amenities;
p. The inclusion of awnings, overhangs, arcades, and other architectural elements to provide protection from sun, rain, and wind; and
q. The location of parking at the read, above, or below the ground floor of non-residential buildings to enhance pedestrian connectivity. (LU-1)

Goal 5.2: Attractively design, landscape, and maintain San Bernardino's major corridors.

Policies

5.2.6 Ensure implementation of sign regulations, which address issues of scale, type design, materials, placement, compatibility, and maintenance. (LU-1)

5.2.9 Along major corridors, continue to pay special attention to design features that include screening, berms, fencing, and landscaping for outdoor storage and handling areas. (LU-1 and CD-1)

Goal 5.4: Ensure individual projects are well designed and maintained.

Policies

5.4.1 Aggressively apply and enforce citywide landscape and development standards in new and revitalized development throughout the City. (LU-1 and LU-6)

Goal 5.7: Develop attractive and safe commercial, office, and industrial projects that are creatively designed and intelligently sited.

Policies

5.7.2 Orient buildings toward major thoroughfares, sidewalks, and public spaces so that parking is convenient but not visually dominating. (LU-1)

5.7.3 Maintain architectural interest and variety through varied rooflines, building setbacks, and detailed façade treatments and maintain a strong sense of project identity through similarities in façade organization, signage, landscaping, material use, colors, and roof shapes. (LU-1)

5.7.4 The size, colors, type, materials, and design of signs shall be related to the scale of buildings or development and its relation to the street. (LU-1)

5.7.6 Encourage architectural detailing, which includes richly articulated surfaces and varied façade treatment, rather than plain or blank walls. (LU-1)

5.7.9 Ensure that the scale and massing of office, commercial, and industrial uses are sensitive to the context of surrounding residential development. (LU-1)

5.7.10 Lighting should provide for safety and to highlight features of center but not shine directly onto neighboring properties or into the eyes of motorists. (LU-1)

5.7.11 Loading bays should be screened by walls and landscaping and oriented away from major streets and entries. (LU-1)

<u>City of San Bernardino Development Code Standards</u>

19.20.030.4D Lighting shall be stationary and deflected away from all adjacent properties and public streets and rights-of-way.

19.20.030.11 No glare incidental to any use shall be visible beyond any boundary line of the parcel.

19.20.030.14 Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward an away from adjoining properties and public rights-of-way. No lighting shall blink, flash or be unusually high intensity, and height to the use it is serving. Security lighting shall be provided at all entrances/exits.

19.22.110.1 Every sign, and all parts, portions, and materials shall be manufactured, assembled, and erected in compliance with all applicable State, Federal, and City regulations and the Uniform Building Code.

19.22.110.2 Every sign included those specifically exempt from the Development Code in respect to permits and permit fees, and all parts, portions, and materials shall be maintained and kept in good repair.

4.1.4 Project Impact Analysis and Mitigation Measures

4.1.4.1 Thresholds of Significance

The Initial Study Checklist prepared for the Proposed Project was completed and circulated with a Notice of Preparation to identify potential environmental impacts that could occur as a result of the Proposed Project. The Checklist identifies the primary thresholds of significance relating to CEQA issues. The Proposed Project would have a significant effect on Aesthetics if it would:

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

4.1.4.2 Issues Identified to Have No Impact

As a result of the analysis conducted for the Draft EIR, the following areas of environmental concern related to Aesthetics were identified to have no impact:

Redevelopment of the Project Site could have a substantial adverse effect on a scenic vista as identified in the City's General Plan.

The Proposed Project may substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The General Plan identifies a segment of State Route 30 (now I-210) where it meets State Route 330 within the City Limits for future nomination as a Scenic Highway. Because this segment of the I-210/330 has been identified as eligible for official designation, it is protected by provisions of the California Scenic Highway Program. However, according to General Plan Figure C-1, the Project Site occurs approximately one-mile west of the I-210/330 segment, and therefore would not have an adverse impact to a State Scenic Highway.

4.1.4.3 Issues Determined to Have a Less Than Significant Impact

The Initial Study Checklist that was circulated with a Notice of Preparation (NOP) did not identify threshold areas where impacts associated with the Proposed Project would occur but be less than significant based on the information known at the time.

4.1.4.4 Issues Determined to Have Potentially Significant Impacts

The Initial Study Checklist for the Proposed Project that was circulated with the NOP identified the following thresholds areas where impacts associated with the Proposed Project could potentially be significant thereby warranting additional analysis in the Draft EIR. For each issue, the potential impact is provided in a numbered impact statement, followed by analysis, and mitigation measures if the impact is determined to remain significant after the analysis.

Impact AES-1:

The Proposed Project results in the redevelopment of property previously developed as a multi-family residential development, with commercial uses that would change the existing character of the Project Site. The Proposed Project could substantially degrade the existing visual character or quality of the site and its surroundings.

The Proposed Project involves the redevelopment of a previously developed multi-family residential site into a commercial shopping center with a maximum of 204,720 square feet of general commercial land uses on approximately 17.37 acres.

The Project Site was historically developed with residential apartment buildings, primarily four-plexes, totaling 296 units. The apartments were constructed in the 1970's, and, over the past decades had fallen into a state of disrepair, afflicting the neighborhood with a number of physical and economic conditions of blight, including substandard structures and dwellings, residential overcrowding, substandard property maintenance conditions, and criminal activity at rates documented to be substantially higher than crime rates in other neighborhoods of the City (*City of San Bernardino Code Enforcement files and photos*).

Demolition of the structures comprising the Project Site and relocation of the residents started in 2007, and was completed in or around 2010. The streets and certain utilities that served the residential neighborhood are still present on the Project Site and would be replaced to serve the Proposed Project.

Design Considerations

The Proposed Project would develop a vacant 17.37 acre site into a commercial shopping center that would include a 107,979 square-foot home improvement center with an attached 28,111 square-foot garden center, a 43,830 square-foot major retail structure with 8,340 square feet of attached general commercial shops, and an additional four general commercial land uses with a combined 16,460 square-feet of commercial development.

In order to reduce potential visual impacts to the surrounding area, certain architectural designs were taken into consideration. The proposed building façades are contemporary in nature and would include characteristics such as parapets, textured building materials, and towers to create a visually appealing development. Development of the home improvement center, major retail structure, and four pads of retail development, would be architecturally designed to create visual continuity and maintain a sense of project identity. Landscaping and a retaining wall along the perimeter of the Project Site would incorporate variation to the design of the development and aesthetically enhance the site.

A retaining wall varying in height from three to eight feet is planned along portions of the northern (adjacent to Highland Avenue) and eastern (adjacent to Arden Avenue) boundary of the Project Site, as well as portions of the southern and western boundary. A split-level retaining wall constructed of a six-foot high lower level section, above which would be a ten-foot wide landscaped area, and another six-foot high second level retaining wall topped with a three-foot high railing, is proposed for approximately 330 feet along the southern boundary, and approximately 240 feet along the western boundary (beginning at the southwest corner of the site, and gradually decreasing to a single level retaining wall).

Master Sign Program

The Proposed Project would include the implementation of a Master Sign Program for the installation of appropriate business signage throughout the development. The Master Sign Program would incorporate sign regulations established in the City's Development Code and landlord-established criteria to assure consistent quality, size, variety, and placement of tenant signs.

Proposed signage includes one, 75-foot freeway pylon sign at the northeast corner of the Project Site, and three, 10.5-foot high monument signs to be located at the Highland Avenue and Arden Avenue points of ingress/egress. Additionally, the Master Sign Program would provide guidance for the installation of storefront wall signs by individual tenants.

Freeway Pylon Sign: The freeway pylon sign would be located on the northeast corner of the Project Site and visible to travelers along I-210. The double-faced pylon sign would include the Highland Marketplace identification name, one anchor tenant name, and four major tenant names. The height of the sign, measured from ground level to the highest vertical reach would be 75 feet. The sign would incorporate a combination of illumination styles such as internally illuminated faces, illumination by fluorescent lamps, LED illuminated channel letters, and halo-illuminated channel letters. In compliance with the City Development Code the sign would be no

taller than 50 feet above the freeway grade and would allow for a maximum sign area of 200 square-feet per face.

Monument Signs: An internally-illuminated double-faced monument sign would be installed at each of the Highland Avenue and Arden Avenue points of ingress/egress. The proposed monument signs would be 10',6" tall by 9',4" wide. Like the freeway pylon sign, the monument signs would include the Highland Marketplace identification name, one anchor tenant name, and four major tenant names.

Storefront Signage: The Master Sign Program would set sign standards and guidance for the design of storefront signs. Individual tenants would be responsible for the design of storefront signs that comply with the Master Sign Program and with the City of San Bernardino sign regulations as established in the Development Code.

Visual Simulation Analysis

In order to evaluate the visual impact of the site development, including perimeter and parking lot lighting, delivery vehicle traffic, and drive-thru operations, two visual simulations were prepared. The visual simulations illustrate the location, scale and conceptual appearance of the Proposed Project as seen from two representative public Key Observation Points (KOPs). Factors considered in selecting the KOPs included: angle of observation, number of viewers, length of time the project is in view, relative project size and light condition. The KOP locations are delineated in Figure 4.1-1, Project Site and Key Observation Viewpoints.

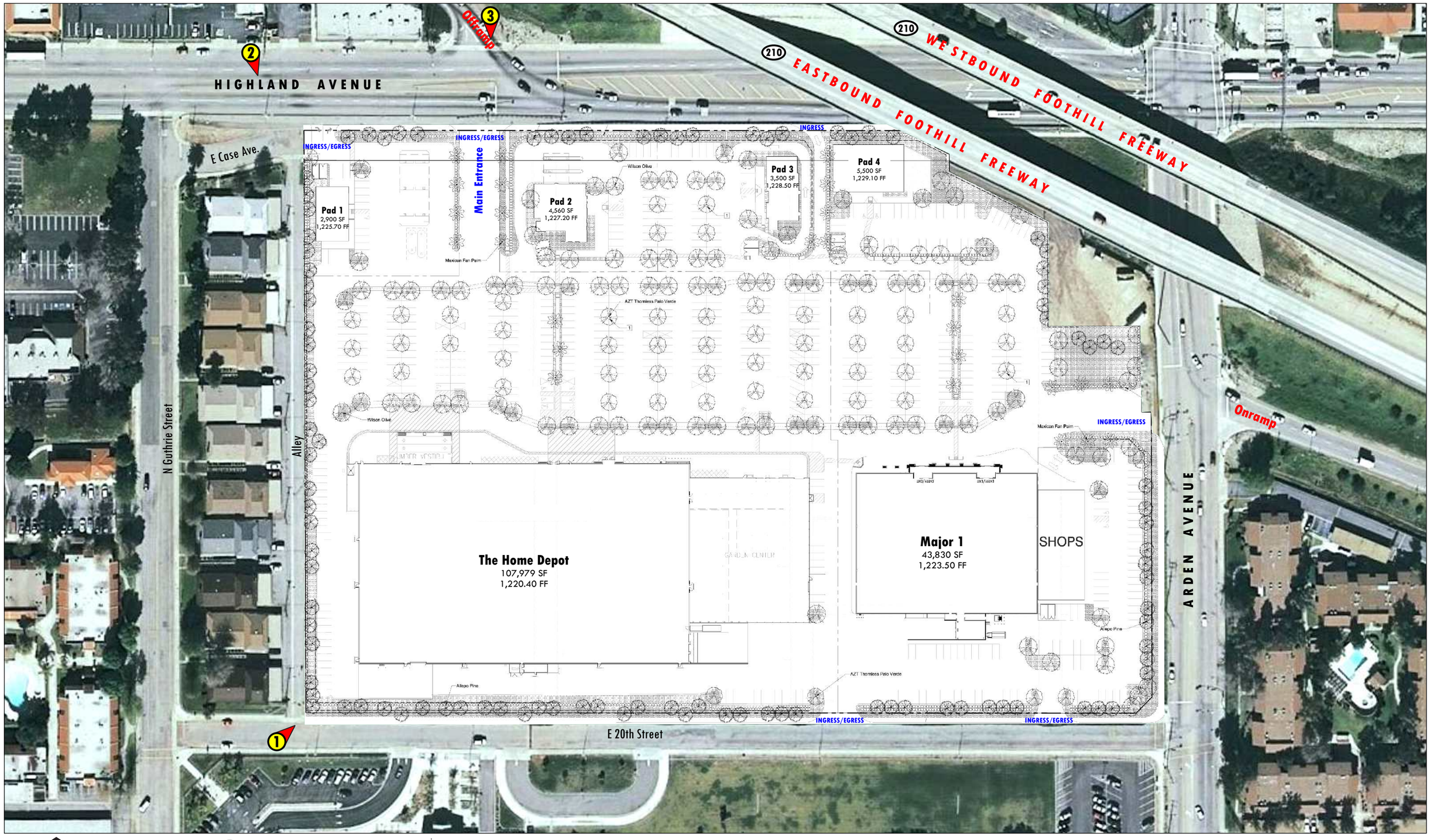
The objectives of the visual simulation assessment were to:

- illustrate the change from existing conditions following implementation of the Proposed Project; and to
- show the location, scale, and appearance of the Project Site from key observation points.

Methodology: Computer-generated digital-elevation models (DEMs) were used to illustrate the visibility of the Proposed Project from a given area. The surface model is based on digital-terrain modeling and may not account for surface elements like vegetation or buildings that might block views. Field analysis is essential to verify actual visibility.

Photographs of the Project Site were taken with a 50-mm lens, which most closely match human visual perception. Ideal field conditions included clear weather to provide the best clarity of the scene as well as "worst-case conditions," which are represented in all of the simulations to allow a complete evaluation.

Using a DEM, various 3D programs were used to create accurate digital models of the terrain from a particular point along the angle of view. The Proposed Project's site plan was used to insert the exact locations of the proposed structures and other project infrastructure. Images of the proposed development were created on the DEM using programs such as Microstation and Sketchup and merged with a photograph using a digital photo editing program. The color,



0 150
Feet

Source: ESRI World Imagery and Tait, 8/2011

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LEGEND

Key Observation Point (KOP) Number, Location and Direction of View (3 total)

4-1-11

PROJECT SITE and KEY OBSERVATION VIEWPOINTS

Highland Marketplace EIR
City of San Bernardino, California

FIGURE 4.1-1

brightness, shadows, and sharpness of the Proposed Project were then adjusted to appear consistent with the photograph.

KOP 1: KOP-1 is located at the southwestern corner of the Project Site and includes views of the adjacent alley and East 20th Street (see Figure 4.1-2). The KOP depicts the southwestern corner of the Proposed Project and retaining wall features as viewed from standing on 20th Street and looking northeast. The Proposed Project elements as seen from KOP-1 and shown in Figure 4.1-2 appear prominently in the foreground and dominate the view. Views at street-level of the San Bernardino Mountains and of the I-210 overpass are completely eliminated. Elements of the Proposed Project as viewed from KOP-1 result in the addition of new forms, lines, colors, and textures at the site.

Design features of the Proposed Project along portions of the southern and western boundary include a split-level retaining wall constructed of a six-foot high lower level section, above which would be a ten-foot wide landscaped area, and another six-foot high second level retaining wall topped with a three-foot high railing. The proposed split-level retaining wall would minimize the visual effect of an overall retaining wall height of 12 feet.

Views from the back side of 2-story residences along the western boundary of the Project Site, at the street level would be significantly altered. Views of the mountains and freeway that currently exist from the back side of the residential units adjacent to the alley would be limited upon Project Site development to being only from second-story windows, staircases leading to the second level, and from carport areas. There are no backyards or common space areas along the eastern boundary (area facing the Project Site) of the residential development. Large setbacks along the west side of the residential development provide open, green space for residents. During a visit to the Project Site, children swing sets and sandboxes were visible within the front yard areas. The alley way, located between the residential development and the Project Site, is used by residents of the development to access carports. Views of the proposed split-level retaining wall and Home Depot building which would be restricted to five of the 11 units that occur along the western boundary because: 1) the split-level retaining wall would occur for 240 feet along the western boundary of the Project Site; and 2) the Home Depot building would extend north from the approximate southern boundary for approximately 250 feet ending near the end of the fifth residential structure. From this point, the split-level retaining wall would end and a single-level retaining wall would continue northerly and descend in height toward the northeast corner of the Project Site.

Views of the southern boundary of the Project Site would also be visible for travelers along 20th Street, and at the nearby Colonel Joseph C. Rodriguez Prep Academy School located on the south side of 20th Street. Views from the school would be time-restricted and would occur during drop-off/pick-up of students. Given the proposed split-level retaining wall design feature, minimum exposure of the Project Site to travelers along 20th Street, and the five residential units adjacent to the western boundary of the Project Site, potential visual impacts from the Proposed Project are considered less than significant.

Existing View looking northeast from the southwest corner on 20th Street and alley.

View with Proposed Project in place.

Source: Lilburn Corp., (by TAG) 11/2011

KEY OBSERVATION POINT 1

Highland Marketplace EIR
City of San Bernardino, California

FIGURE 4.1-2

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KOP 2: KOP 2 is located at the northwestern corner of the Project Site (see Figure 4.1-3). The direction of view for KOP 2 is due south and encompasses a view of the alley adjacent to the western property line. As viewed in Figure 4.1-3, the western retaining wall can be seen ascending in height in a step-like fashion toward the southern boundary of the Project Site. Landscape plantings are prominent within the proposed split-level retaining wall. The second level of the retaining wall is not visible from this viewpoint. The building proposed within Pad 1 is visible as is the western portion of The Home Depot building. Parking spaces and thoroughfares within the proposed development appear typical for a retail center. Proposed lighting at the entry and additional vegetation within the proposed development is also visible. Colors, rooflines, and exterior architectural treatments appear uniform between the two visible buildings. No significant visual impacts would result along Highland Avenue from implementation of the Proposed Project.

Previous Land Use Visual Assessment

Previous uses at the Project Site included residential apartment buildings, primarily four-plexes, totaling 296 units. The apartments were constructed in the 1970's, and, over the past decades had fallen into a state of disrepair, afflicting the neighborhood with a number of physical and economic conditions of blight, including substandard structures and dwellings, residential overcrowding, substandard property maintenance conditions, and criminal activity at rates documented higher than crime rates in other neighborhoods of the City. Demolition of the structures comprising the Project Site and relocation of the residents started in 2007, and was completed in or around 2010.

The primary purpose of EDA's acquisition of the properties comprising the Project Site, and subsequent demolition of the existing residential structures and relocation of residents, was to promote and foster a commercially viable and economically sustainable plan of redevelopment and reuse of the Project Site and to prevent the spread of blight and related crime into other surrounding neighborhoods and communities.

Residents and businesses within this area of the City would benefit from redevelopment of the currently vacant site into an upscale retail center. The City as a whole would benefit from redevelopment of the Project Site, continuing Highland Avenue as a visually-pleasing, commercial gateway for the City.

As a result of the analysis conducted, impacts to visual resources are considered to be less than significant.

Impact AES-2:

Commercial development of the Project Site would create a new source of light or glare which could adversely affect day or nighttime views in the area, and adjacent residential areas.

The 17.37 acre Project Site was previously developed with approximately 296 multi-family units. Relocation of residents and demolition of the housing units began in 2007 and was

Existing View looking south from the northwest corner on Highland Avenue and alley.

View with Proposed Project in place.

Source: Lilburn Corp., (by TAG) 11/2011

KEY OBSERVATION POINT 2

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City of San Bernardino, California

FIGURE 4.1-3

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completed in or around 2010. Currently the site is vacant and no light sources occur on-site. Development of the site into a commercial shopping center would therefore result in new sources of light and glare.

Development of the Proposed Project would require installation of outdoor lighting necessary for public safety and security and to accommodate nighttime business operations. All lighting would comply with the regulations set in the property development standards contained in the City's Development Code. The standards require that on-site lighting be arranged to reflect away from adjoining property or any public streets. A photometric plan of the proposed lighting layout was prepared by Tait & Associates in August 2011. Two varieties of light fixtures, light-poles and wall-mounted fixtures, are proposed to illuminate the commercial development. The parking field and project site perimeter would include three models of 40-foot light-pole fixtures. All light-pole models would have boxed lens reflectors designed to optimize light output and control spillover lighting. The perimeter of the Home Depot would include one, 40-foot light-pole fixture model in the outdoor garden center and three models of wall mounted fixtures. The wall mounted fixtures proposed for use along the back and sides of the home improvement center would have specular anodized aluminum reflectors; the lighting fixtures utilized along the store front would have segmented reflectors for increased lighting uniformity and control. According to the photometric plan, average site luminance of the study zone was 1.3 foot-candles (fc); average luminance of the Home Depot parking field was determined to be 3.0 fc.

The impact of nighttime lighting depends on the proximity of sensitive receptors, intensity of the new light sources, and existing ambient lighting combined. Sensitive receptors located in the vicinity of the Project Site include multi-family residential development immediately west of the Project Site boundary, residential development to the east of the Project Site across Arden Avenue, and two schools located just south of the Project Site. Existing nighttime illumination sources include street lights along Highland Avenue and Arden Avenue, security lighting in the residential development areas, traffic signals, surrounding commercial development lighting, and glow from vehicle traffic along Highland Avenue, Arden Avenue and I-210. While the Proposed Project could involve nighttime activities such as late night operation of the drive-thru facilities and gas station that would result in new sources of light, substantial nighttime lighting in the surrounding areas of the Project Site already exist. Addition of new sources of permanent light and glare as a result of implementation of the Proposed Project would not significantly increase ambient lighting in the project vicinity.

Based on evaluation of the site lighting photometric plan, the Proposed Project is not anticipated to create substantial light which could adversely affect the adjacent residential development and public rights-of-way. However, specific grading near the southwest corner of the site would result in a split-level retaining wall constructed of a six-foot high lower level section, above which would be a ten-foot wide landscaped area (see Figure 4.1-2), and another six-foot high second level retaining wall topped with a three-foot high railing, is proposed for approximately 330 feet along the southern boundary, and approximately 240 feet along the western boundary (beginning at the southwest corner of the site, and gradually decreasing to a single level retaining wall). Based on the final height of the retaining wall and final grade that cars would be driving/parking, it is possible that vehicle highlights could provide a new source of glare to

second-story windows of residents along the western boundary. To ensure potential impacts are reduced to a less than significant level the following mitigation measures shall be implemented:

Mitigation Measure AES-1:

Project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare for residential development along the western boundary of the site.

Mitigation Measure AES-2:

The final height of new lighting structures shall be minimized for surface parking areas, vehicular access ways, and walkways.

Level of Significance After Mitigation

Less than significant.