



## 4.0 AESTHETICS

### 4.1 Regulatory Setting

PWP Volume 1 Chapter 4, 'Consistency with Local Coastal Plans and the Coastal Act,' includes a detailed discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with a discussion of PWP consistency related to local coastal plans and the Coastal Act that are applicable to aesthetics.

### 4.2 Environmental Setting

Descriptions of existing aesthetic resources and photographs of typical views in the PWP planning area and site-specific project sites are provided in PWP Volume 1 Chapter 3, 'The Plan' and Volume 2, 'Park History and Existing Conditions.'

### 4.3 Project Impacts

#### Threshold of Significance

Based on Appendix G of CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to aesthetics if it would:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

#### 4.3.1 Issues Not Discussed Further in This EIR

**Damage to Scenic Resources within a State Scenic Highway**—SR 1 and U.S. 101 are not designated as State Scenic Highways through the PWP planning area (California Department of Transportation 2017). SR 1 is a State Scenic Highway north of the City of San Luis Obispo, about 14 miles north of the PWP planning area. Therefore, no impact from damage to scenic resources within a State Scenic Highway would occur, and this issue is not discussed further in this draft EIR.

#### 4.3.2 Impacts and Mitigation

##### 4.3.2.1 Impacts from PWP Implementation

Ongoing operations, management and maintenance activities and programs from PWP implementation would not involve substantial alterations to or changes in the existing facilities. Minor building alterations or landscape changes could occur, as necessary, but these minor changes necessary for the upkeep of facilities and landscaping would not change the visual character or quality of the sites or the overall viewshed at any location, nor would they introduce substantial new sources of nighttime lighting or materials that could cause daytime glare. Therefore, PWP implementation would have **no impact** related to adverse



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effects on a scenic vista, substantial degradation of existing visual character or quality, or substantial sources of new lighting or glare.

#### **4.3.2.2 Impacts from PWP and Small Development Projects**

##### **Impact 4-1 Substantial Adverse Effects on Scenic Vistas**

Views of the beach and the Pacific Ocean in the PWP planning area represent a ‘scenic vista.’ The North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are located in existing developed areas and do not include views of the beach or the Pacific Ocean due to intervening topography and vegetation. These PWP Development Projects would include upgrades and improvements at existing facilities that are not part of the viewshed of a scenic vista, nor would the proposed improvements block any views of the beach or the Pacific Ocean. The Pismo Creek Estuarine (Floating) Bridge Project would involve installing a floating, pontoon-style bridge (8 feet wide and up to 400 feet long) with handrails across the Pismo Creek estuary, for visitor use in the spring and summer. The beach and the Pacific Ocean are not visible from the Pismo Coast Village RV Resort due to the intervening sand dunes. Similarly, the bridge would not be visible in eastward views from the beach or the Pacific Ocean due to the intervening sand dunes.

The 40 Acre Riding Trail Project would not be located in the viewshed of the beach or the Pacific Ocean because of the intervening sand dunes.

The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is currently used for cattle grazing and open space. Brief public views of the Phillips 66/Southern Entrance Project are only available for a few seconds from vehicles traveling on two small portions of SR 1, to the east and north. As viewed from SR 1, the land is nearly flat and is featureless, consisting of brown sandy soil with small, low-growing vegetation. The sand dunes, beach, and Pacific Ocean are not visible from SR1 from the property. There is no scenic vista. Therefore, the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, and Phillips 66/Southern Entrance Project would have **no impact** on a scenic vista.

The Pier and Grand Avenue Entrances and Lifeguard Towers Project would replace the aging entrance stations, temporary lifeguard towers (which are installed seasonally during the summer months), and comfort stations with new, more modern facilities that would better serve the needs of park visitors and staff. The replacement facilities would be of similar size, mass, and scale as compared to the existing facilities. The permanent lifeguard observation towers would be constructed on top of the existing restroom buildings; therefore, the existing structures would approximately double in height (to 23 feet above the ground surface). The increased height of the lifeguard stations would represent a change in the viewshed, and would be visible from public vantage points including the beach areas, visitor parking areas, and the adjacent public roadways. Although the new lifeguard stations would be taller, they would retain the same small circumference, and lifeguard stations are a common feature in beach viewsheds. All of these new facilities, including the permanent lifeguard towers



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and the new entrance stations, would also have a more modern appearance than the current facilities. The facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design: ‘Design of park facilities should embody the same vigor and spirit that the Department applies to its Mission, while evoking forward-thinking design theories, producing meaningful places and spaces, worthy of preservation by future generations’ (California State Parks 2020) (see Figure 3-16 in PWP Chapter 3, ‘The Plan’). The more modern appearance of the facility improvements visually would represent an improvement in the viewshed. The new permanent lifeguard towers, although taller, would not substantially obstruct scenic views from public vantage points, or degrade the existing scenic viewshed due to the proposed modern design. The new entrance stations would be installed in the locations of the existing ones and likewise would not obstruct scenic views from public vantage points or degrade the existing viewsheds.

The Pismo State Beach Boardwalk Project would result in development of new visitor amenity—a boardwalk through the sand dunes with viewing platforms, between Grand Avenue and Pier Avenue. The boardwalk and viewing platforms would be situated above the sand, with anchors to hold them in place, and bridge structures would be constructed across low-lying riding areas to allow the passage of Park maintenance vehicles and horseback riders underneath. Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as ‘traditional’ beach amenities. The small size and natural visual appearance of the boardwalk would not detract from eastward facing views from the beach, and would not block westward facing views of the beach or the ocean. In fact, the new boardwalk and viewing platforms are designed to improve viewing opportunities of the existing scenic vista (i.e., beach and ocean) by providing pedestrians with improved access to Pismo State Beach resources.

The Safety and Education Center Project involves changes to an old, existing facility within the scenic viewshed of the beach area. The project would replace the existing facility with a newer, more modern facility, and therefore would not detract from the existing scenic vistas.

The Trash Enclosure Project site along the beach already includes an area where dumpsters are situated to collect trash, which detracts from the scenic vista of the beach and the Pacific Ocean under existing conditions. The Trash Enclosure Project would substantially improve the existing visual conditions by providing screening around the dumpsters.

There is no scenic vista at the Oso Flaco Improvement Project site. The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance, and therefore would not degrade the existing scenic vista at Oso Flaco Lake.

The new temporary lifeguard tower at the beach in the Oceano Dunes SVRA associated with the Oso Flaco Improvement Project would be a small structure that would be of a similar scale, mass, and visual appearance to existing temporary one-story lifeguard towers currently used on the beach near Pier and Grand Avenue during the summer months. Currently, there are no structures in this area of the beach. Therefore, installation of the proposed temporary lifeguard tower during the summer months would introduce a new structure with a small circumference, and which may have a somewhat tall height in comparison to the existing flat beach and undulating sand dunes. The height of the lifeguard station would contrast with the horizontal beach viewshed. However, lifeguard towers are a common and normal part of



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the viewshed at any beach/ocean environment and are structures that recreationists are accustomed to viewing during their recreational experience. Therefore, the Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, and the Oso Flaco Improvement Project would result in a **less-than-significant** impact related to adverse effects on scenic vistas.

**Mitigation Measure:** No mitigation is required.

**Impact 4-2** Substantially Degrade the Visual Character or Quality of Public Views in Non-Urbanized Areas, or Conflict with Zoning or Other Regulations Governing Scenic Quality in Urbanized Areas

Substantially Degrade Visual Character or Quality in Non-Urbanized Areas

The Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would be located in non-urbanized areas.

As described in Impact 4-1 above, the Pismo Creek Estuarine (Floating) Bridge Project and 40 Acre Riding Trail Project would not be visible to the surrounding areas due to the intervening sand dunes.

The Safety and Education Center Project would replace the existing facility with a newer, more modern facility, and therefore would improve the visual quality in this area. By placing an enclosure that would provide visual screening around the existing dumpsters, the Trash Enclosure Project would improve the visual quality.

Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as ‘traditional’ beach amenities. Furthermore, the small size and natural visual appearance of the Pismo State Beach Boardwalk Project would blend in with the existing dunes landscape (see Figure 3-30 in PWP Chapter 3, ‘The Plan’). Therefore, the new boardwalk would not degrade the existing visual character or quality.

The Oso Flaco Improvement Project site consists primarily of agricultural fields (i.e., row crops) (see Figure 3-3 in PWP Chapter 3, ‘The Plan’). Implementing this project would result in a substantial change to the existing viewshed, since approximately 166 acres of agricultural land (row crops) would be converted to tent and RV campgrounds, rental cabins, restroom buildings, campfire center area environmental education center and amphitheater, a maintenance area with office buildings and parking, materials storage area, greenhouses, staff residences, concession building(s), and an entrance kiosk. New trails would also be developed around the campgrounds and around Little Oso Flaco Lake. Views from the Oso Flaco Lake recreational area looking east to the agricultural fields where development would occur are blocked by heavy tree cover around the lake and along both sides of Oso Flaco Creek. Therefore, public views of the new Oso Flaco Improvement Project site would only be visible to recreationists traveling on Oso Flaco Lake Road. The Oso Flaco Improvement Project includes extensive native vegetation planting to create a buffer to the adjacent creek and to shield the site from neighboring agricultural lands. Recreationists traveling on Oso Flaco Road would have views of the new landscaping, the entrance kiosk, and the southern edge of the tent and RV campgrounds; views of the other proposed facilities would be blocked by proposed landscaping and campground development. Views of the new



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landscaping, entrance kiosk, and the tent and RV campgrounds would be consistent with typical views of both State Parks facilities and privately-owned recreational facilities throughout the state.

The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance, and therefore would be consistent with the existing visual character and quality.

The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is currently used for cattle grazing and open space and consists of flat, featureless land. Implementing this project would result in a substantial change to the existing viewshed, since the existing Santa Maria refinery would be demolished and replaced with much smaller State Parks facilities consisting of small new buildings and OHV racing and practice tracks. Furthermore, portions of the existing cattle grazing and open space would be replaced with OHV trails, tracks, and new tent and RV campgrounds. However, the Santa Maria Refinery, and the proposed new State Parks facilities at the refinery, are not visible from any public vantage point. The only new facilities at the Phillips 66/Southern Entrance Project that would be visible from public views would be the new campgrounds, which would be approximately 0.5 mile west of SR 1 and only visible for a few seconds from vehicles traveling on the roadway. Depending on the exact location of the new entrance kiosk near the intersection of SR 1 and the private access road to the Santa Maria Refinery (which would be determined in the future), the kiosk could be visible to motorists travelling on SR 1; however, the topography in this area consists of gently rolling hills, which could block all views of the entrance kiosk from SR 1.

All State Parks facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design: ‘Design of park facilities should embody the same vigor and spirit that the Department applies to its Mission, while evoking forward-thinking design theories, producing meaningful places and spaces, worthy of preservation by future generations’ (California State Parks 2020). The Guiding Principles for Aesthetic Design also include the following (California State Parks 2020):

- design of facilities by a design professional;
- design decisions that are sensitive to the context of the site including the cultural and physical environment;
- design and maintenance of meaningful places and spaces; and
- the use of sustainable design, universal accessibility, and new technology and materials.

Therefore, the Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would not substantially degrade the existing visual character or quality of public views of the sites or their surroundings, and would result in **less-than-significant** impacts.



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### *Conflict with Zoning or Other Regulations Governing Scenic Quality in Urbanized Areas*

The North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are located in urbanized and highly developed areas including the cities of Pismo Beach and Grover Beach, and the community of Oceano. As described above, the proposed improvements, upgrades, and replacement facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design (California State Parks 2020). Furthermore, replacement of the existing aging facilities with the new, more modern facilities would improve the overall appearance of the recreational facilities within each viewshed. The Park Corporation Yard Improvement Project would include construction of a new two-story facilities building, along with a several one-story buildings, storage sheds, and parking. Although a portion of the existing trees and shrubs that currently provide visual screening from SR 1 would be removed to accommodate additional Corporation Yard parking, an approximately 50-foot-wide setback from SR 1 along the east side of the new parking area would be implemented. This setback area would include a portion of the existing trees and shrubs, which would help to provide visual screening of the new and modified facilities at the Corporation Yard from adjacent public viewpoints along SR 1. The existing approximately 80-foot-wide setback between the Corporation Yard and SR 1 along the northern half of the project site, which is currently vegetated with grass and scattered trees, would continue to be maintained. PWP Chapter 4, 'Consistency with Local Coastal Plans and the Coastal Act,' provides a detailed discussion and analysis of project-related consistency with zoning and other regulations that pertain to scenic quality. PWP Chapter 4 concludes that the proposed PWP improvement projects and management programs are consistent with the Local Coastal Plan and Coastal Act principles and policies related to coastal visual resources. Therefore, the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project would improve the existing visual character and quality at each project site and would not result in conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas; therefore, these impacts would be **less than significant**.

**Mitigation Measure:** No mitigation is required.

#### **Impact 4-3** Substantial Light and Glare Effects from New Lighting Sources

Skyglow is artificial lighting from urbanized uses that alters the rural landscape and, in sufficient quantity, lights up the nighttime sky, thus reducing the darkness of the night sky and the visibility of the stars. Daytime glare effects can result from the use of large areas of reflective surfaces.

Pismo State Beach is located in an urbanized and highly developed area. The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are all surrounded by intensive urban development to the north, east, and south, including residential, commercial, and industrial



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land uses in the cities of Pismo Beach and Grover Beach, and the community of Oceano. The surrounding land uses emit a substantial amount of nighttime lighting and include the use of reflective building surfaces that cause daytime glare.

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project facilities would typically operate during daylight hours, from 8 a.m. to sunset. Interior roadways within the Oso Flaco Improvement Project site would not be equipped with nighttime lighting. Nighttime security lighting for all proposed buildings would be minimal, and would be shielded and directed downward to prevent nighttime glare and light spillover. Minimal nighttime lighting would also be present from campfires and low-wattage exterior RV lights. New structures would be designed with minimal reflective surfaces and would employ the use of appropriate architectural coatings to reduce daytime glare. The only sensitive receptors in the vicinity consist of recreationists at the nearby Oso Flaco Lake Natural Area, which is not available for public use after dark. There is no existing development in this area that would be affected. Since the project would be operated at the end of a dead-end rural roadway that only serves Oso Flaco Lake (closed at night) and provides access to agricultural fields (no activity at night), there would also be no impacts to motorists on Oso Flaco Lake Road from nighttime glare.

If night riding is allowed on the 40 Acre Riding Trail Project, light and glare from ATV headlights would be shielded by the surrounding sand dunes, and there is no existing development in this area that would be affected.

The Phillips 66/Southern Entrance Project could include a multi-use special events area with nighttime lighting for a limited number of evening events that would occur infrequently over the course of a year. The special events area would be located within the existing cluster of buildings that currently house the Phillips 66 Santa Maria Refinery (since this area already has a network of underground utilities such as electrical line that could serve the proposed special events area). Thus, the nighttime lighting of the special events area would be located approximately 0.5 mile from the nearest development, which consists of mixed light industrial/commercial/residential land uses to the northeast; this distance would eliminate light spillover effects and would reduce light and glare effects from headlights of OHVs that may operate at the Phillips 66/Southern Entrance Project after dark. However, lighting of the larger special events area during nighttime events could contribute to skyglow. Because the special events area would be constructed with shielded and downward-facing lights, skyglow effects would be minimized to the maximum extent feasible. Furthermore, the special events area would be used at night infrequently during the year, and the lighting would only be used for a few hours after darkness while the event is taking place. All new lighting would be designed to be consistent with the following PWP design guidance for lighting as stated in Section 3.3.2, 'PWP Lighting Design Standards,':



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**PWP Lighting Design Standards:** Implement the following actions to minimize potential nighttime light pollution and daytime glare effects:

- Design all new exterior lighting to be architecturally integrated with the building style, material, and colors.
- Include shielding on new light fixtures.
- Angle new light fixtures downward to prevent light spillover into adjacent areas.
- Minimize the use of reflective surfaces, and include appropriate architectural coatings, to reduce glare from new structures.

With adherence to these PWP lighting design standards, new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized. Therefore, substantial new light and glare effects would not occur, and impacts from the Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would be **less than significant**.

**Mitigation Measure:** No mitigation is required.

## 4.4 Cumulative Effects

### 4.4.1 Effects on Scenic Vistas

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, and Phillips 66/Southern Entrance Project would have no project-level impact on a scenic vista, and therefore, would have **no cumulative** impacts.

Several of the projects considered in this cumulative analysis would result in a significant impact to scenic vistas and include mitigation to reduce impacts on scenic vistas to a less-than-significant level, including design plan reviews, landscaping plans, and minimization of grading and incorporating natural grade and slope into plans. For the same reasons discussed in detail in Impact 4-1, the Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, the Oso Flaco Improvement Project, and the Oso Flaco Lake Boardwalk Replacement Project would not contribute to a cumulative degradation of scenic vistas. Therefore, the PWP would result in a **less-than-significant** cumulative impact on scenic vistas. No mitigation is required.



#### 4.4.2 Degrade Existing Visual Character (in Rural Areas) or Conflict with Applicable Zoning Governing Scenic Quality (in Urban Areas)

Some of the projects considered in this cumulative analysis would have significant impacts related to degradation of existing visual character or conflicts with zoning or other regulations governing scenic quality. Where necessary, those projects include mitigation measures that would reduce visual impacts to a less-than-significant level. However, as described in detail in Impact 4-2, the PWP would not substantially degrade the existing visual character in rural areas, and would not conflict with applicable zoning governing scenic quality in urban areas. In particular, for the two largest development projects (Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project), changes to the existing visual character would occur. For the Oso Flaco Improvement Project, approximately 166 acres of agricultural land (row crops) would be converted to tent and RV campgrounds and other buildings associated with new State Parks facilities. However, the only portion of the project site that would be visible from a public vantage point is the southern end, which would include views of the tent and RV campgrounds and the entrance kiosk, from recreationists traveling on Oso Flaco Lake Road. These facilities would be designed in accordance with the Guiding Principles for Aesthetic Design (California State Parks 2020), and would be consistent with typical views of both State Parks facilities and privately-owned recreational facilities throughout the state. For the Phillips 66/Southern Entrance Project, the western portion of the project site consists of an oil refinery, which would be demolished and replaced with small State Parks buildings and OHV tracks and trails. Furthermore, portions of the existing cattle grazing and open space at Phillips 66 would be replaced with OHV trails, tracks, and new tent and RV campgrounds. However, the Santa Maria Refinery and associated proposed State Parks facilities in that area are not visible from any public vantage point. The new entrance station to the north (depending on the exact location) may be visible to motorists traveling on SR 1, and the eastern end of the campgrounds could be visible to motorists 0.5 mile away on SR 1. These new facilities that would be visible would employ the same State Parks design principles discussed above, and would be consistent with the visual appearance of other similar recreational facilities throughout the state. Therefore, the PWP would result in a **less-than-significant** cumulative impact on visual character and would not conflict with applicable zoning governing scenic quality. No mitigation is required.

#### 4.4.3 Create a New Source of Substantial Light or Glare

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, and the Oso Flaco Lake Boardwalk Replacement Project would have **no to minimal** cumulative impacts related to substantial new sources of light or glare.

The development projects considered in this cumulative analysis would all include new sources of nighttime lighting associated with buildings, parking lots, streets, residences, and hotels. The larger projects, such as the Nipomo Mesa Woodlands Development, have and will continue to create new substantial nighttime lighting that results in skyglow effects. The Oso Flaco Improvement Project includes minimal nighttime lighting for security purposes on exterior buildings, which would be shielded and directed downward consistent with State Parks' standards; minimal lighting from campfires and low-wattage exterior RV



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lights; and there are no sensitive receptors within 3 miles of the project site. Therefore, the Oso Flaco Improvement Project would result in a **less-than-significant** cumulative impact. The Phillips 66/Southern Entrance Project would result in new sources of nighttime lighting for security purposes, and from high-mast light standards when nighttime events would be occurring at the special-events center. The nearest sensitive receptors are within a mixed light industrial/ commercial/residential area approximately 0.5 mile east/northeast of the proposed special-events center. The northwestern portion of the Phillips 66/Southern Entrance Project site contains a substantial amount of existing nighttime lighting associated with the Santa Maria Refinery, which would be demolished as part of the project. With implementation of PWP Lighting Design Standards, the Phillips 66/Southern Entrance Project would result in a reduction in the amount of nighttime lighting as compared to current conditions, and therefore would result in a **less-than-significant** cumulative impact related to substantial new sources of light or glare.

