

## 5.1 AESTHETICS

This section addresses the aesthetic resources of the existing natural and human-affected environment in the project area. The potential for scenic resources of this area and their importance to adjacent communities shall be evaluated.

### 5.1.1 Setting

The project is located along the US Highway 101 corridor, just north of the Santa Maria River in unincorporated San Luis Obispo County. Within San Luis Obispo County, U.S. Highway 101 has been identified as an Eligible State Scenic Highway, extending from the southern County line northward to State Route 46 near Paso Robles. The area immediately to the north of the LUO/LUE amendment area is occupied by a variety of businesses operating under the Commercial Service land use category, including a solid waste transfer station. There are also a few residences to the northwest of the LUO/LUE amendment area, the nearest being approximately 500 feet from the northwestern-most corner. The area immediately east of the LUO/LUE amendment area is occupied by an abandoned sand and gravel mining operation and further to the east by U.S. Highway 101. The area immediately south of the LUO/LUE amendment area is occupied by the Santa Maria River, with a residential subdivision south of the river within the City of Santa Maria, where the nearest home is 2,000+ feet away. The area immediately west of the LUO/LUE amendment area is occupied by a sand and gravel facility, and lower density residential development on top of the Nipomo Mesa.

The South County Area Plan applies Sensitive Resource Area (SRA) designations over highly scenic and important backdrops and natural landmarks visible from scenic highways and urban areas. The SRA designation allows for the application of specific standards created to protect existing scenic resources. The SRA designation does not apply to the project area.

The purpose of the Highway 101 corridor design standards is to provide public views of:

- Varied topography, including ridgelines and rock features;
- Significant stands of trees and wildflowers; and,
- Historic buildings and pastoral settings.

These standards are intended to expedite the permit process for projects that maintain scenic views and the rural character along Highway 101, while providing opportunities to use other design solutions through a discretionary review process to achieve scenic goals. Only residential structures, residential accessory building, residential access roads, specified agricultural accessory buildings, and signs are governed by these standards. Such standards may also be considered for commercial and industrial uses.

The overall visual character of a site is defined by the landforms, water, vegetative patterns and existing man-made modifications that give the site its distinguishing visual qualities. The visual quality of a site involves a more subjective judgment of its overall attractiveness. The terrain of the LUO/LUE amendment area is relatively flat, except for the adjacent Nipomo Mesa bluff top

and Nipomo Creek. Mature vegetation exists along the bluff of the Nipomo Mesa, Nipomo Creek, and the Santa Maria River, which is usually a dry riverbed. Within the project area are scattered commercial buildings, an old farmhouse, a variety of heavy equipment and portable buildings, and large stockpiles of various materials, such as recycled asphalt and concrete. The existing concrete batch plant and recycling operations involve material stockpiles, silos, and equipment that are similar to those of the proposed asphaltic concrete plant.

The site is relatively geographically-separated with the Nipomo Mesa bluff top to the northwest, the Santa Maria River to the south, and U.S. Highway 101 along the eastern border. Considering the presence of the existing commercial buildings and concrete batch plant, the project area as a whole has a low to moderate scenic quality as viewed from public vantage points.

The visual sensitivity of an area is based on the public's expectation of the area and the number of people viewing the area, as well as the duration and dominance of views. The public visual expectation of the area is for a mixture of commercial and industrial land use with a few scattered rural residences. The Nipomo bluff face is a "band" of relatively intact natural features. There are no distinctive backdrops westward beyond the Nipomo Mesa bluff. Based on viewer expectation, viewer sensitivity of the site is relatively low.

#### **5.1.1.1 Key Viewing Areas**

Key viewing locations are defined as being public or private areas from which there are visually pleasing or otherwise attractive views. In this instance, project visibility from the following locations was evaluated and a determination made regarding its sensitivity:

**Key Viewing Area 1 - Southbound U.S. Highway 101** – The proposed asphalt concrete plant site is briefly visible on approach to the U.S. Highway 101/Santa Maria River Bridge. Southbound motorists have a direct view into the proposed asphaltic concrete plant area, although viewing time is brief (approximately 6 seconds @ 65 miles per hour (mph)) given travel speed and vegetation provides some screening. This area is currently comprised of considerable commercial-industrial development, which combine to dominate the view. This view has a relatively low scenic value.

**Key Viewing Area 2 - Northbound U.S. Highway 101** – The proposed asphalt concrete plant site is possibly visible from the U.S. Highway 101/Santa Maria River Bridge for a brief period (approximately 6 seconds @ 65 mph), although the bridge railing partially obscures this view depending on the size of the vehicle. This view has relatively low scenic value.

**State Route 166** – The proposed asphalt concrete plant site is not visible along any portion of this highway until it terminates at Highway 101.

**Residences to the northwest** – The proposed asphalt concrete plant site is not visible from atop the adjacent hills.



Source: County of San Luis Obispo

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**Key Viewing Area 3 - Residential Community to the south** – The proposed asphalt concrete plant site is visible from some area across the Santa Maria River (City of Santa Maria) approximately 2,000 feet away; however, an existing levee blocks views from virtually all homes. This view also has low scenic value relative to views of the Nipomo Mesa bluffs.

The locations of the three key viewing areas (KVAs) from public roadways are shown in Figure 5.1-1. These KVAs represent views of the existing plant site from different vantage points along U.S. Highway 101 and the Santa Maria River. As discussed above, the proposed asphalt plant would be visible from the residential community to the south, and briefly visible from both northbound and southbound U.S. Highway 101.

**View 1 – From Southbound U.S. Highway 101.** Figure E-1 of Appendix E is a photograph that was taken while standing on the roadside of U.S. Highway 101 from a vantage point where the proposed asphalt plant would be most visible. An access road to the site of the proposed asphalt plant is in the foreground. Southbound motorists on U.S. Highway have a direct view into the asphalt plant site, although viewing time is brief (approximately 6 seconds @ 65 mph) given their travel speed. The area is currently comprised of considerable commercial-industrial development, which dominates the view.

Figure E-1 of Appendix E shows the existing visual condition of the concrete batch plant, including its stockpiles and buildings from Key Viewing Area 1. The larger stockpiles directly beyond the red roof in the figure's center are approximately at the same location as those proposed by the asphalt plant.

Figure E-2 of Appendix E depicts that same area and includes proposed landscaping installed to conceal the asphaltic concrete plant after about 5 years of growth. Until landscaping reaches the height indicated in this photo, the asphalt plant's components, particularly the main silos, would be visible. Near-term, the aggregate stockpiles would be less apparent, given that they would occupy an area currently home to the recyclable concrete and asphalt stockpiles. The proposed portable lime treatment plant would be intermittently obscured by the stockpiles and landscaping in the long term.

Figure E-3 of Appendix E shows that in the long-term, the asphalt plant components, and stockpiles would be visually screened by the landscaping.

**View 2 – From U.S. Highway 101 Looking Northwest.** Figure E-4 of Appendix E is a photograph that was taken from the west side of the U.S. Highway 101/Santa Maria River Bridge, while looking northwest toward the proposed asphalt plant site. This photograph provides an oblique vantage point, which would only be experienced by those using the bike path in the foreground. Looking across the river, the area being evaluated is framed, right to left, by trees to the left of the light colored building and a white cut slope (an abandoned mine) adjacent to the U.S. Highway 101/Santa Maria River Bridge, and the area directly behind the three power poles that appear in the center foreground of the photo.

Figure E-4 of Appendix E shows the existing visual condition of the concrete batch plant.

Figure E-5 of Appendix E is the same area after the asphalt plant has been constructed and landscaping in the near-term. Prior to the maturing of newly planted trees and shrubs, it is expected that the silos, stockpiles, and portable lime treatment plant would be partially visible, as would portions of the concrete batch plant.

Figure E-6 of Appendix E provides a simulation of the proposed asphalt plant and the overall appearance of the landscaping in the long-term. Long-term asphalt plant components and the concrete batch plant would be well concealed by the landscaping.

**View 3 – From Residential Development Across the Santa Maria River.** Figure E-7 of Appendix E is a photograph taken while standing on the south bank of the Santa Maria River, directly in front of an existing residential development. This was taken atop of the existing levee, which would block public street-level views of the asphalt plant. This photograph provides a more direct vantage from the top of the public path that is located on top of the levee. Looking across the river, the area being evaluated is framed by a large stand of eucalyptus trees to the left of the white cut slope (an abandoned surface mine) to the left of the U.S. Highway 101/Santa Maria River Bridge, and westward to the area immediately before the concrete batch plant silos.

Figure E-7 of D shows the existing visual condition of the concrete batch plant, which includes silos, buildings and equipment that are visually obvious given their contrasting color, though not dominant due to height.

Figure E-8 of Appendix E is the same area after the asphalt plant has been installed and landscaping in the near-term.

Figure E-9 of Appendix E shows the proposed asphalt plant and landscaping in the long-term. As shown, the proposed silos would be partially visible. The landscaping would screen the concrete batch plant, except for the western-most silos.

## 5.1.2 Impact Analysis

### 5.1.2.1 Thresholds of Significance

For the purposes of this EIR, a significant aesthetic impact is assumed to occur if the proposed project results in any of the following conditions:

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

Because the project site is partially visible from vantage points in Santa Barbara County, the following thresholds of significance, based on the County of Santa Barbara's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 1995), are included:

5. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope, or other natural or man-made features which are publicly visible;
6. If so, does the proposed project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources;
7. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor);
8. If so, does the project have the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views; and,
9. Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas.

#### **5.1.2.2 Asphalt Plant Impacts**

##### **Short-Term Impacts**

**Impact AES-1:** Construction of the proposed project may result in visual impacts to motorists traveling along U.S. Highway 101.

**Discussion:** Partial removal of the existing concrete plant and construction of the asphaltic concrete plant would involve approximately 9 months of construction. Construction would entail removal of existing buildings and rubble and re-grading, laydown of plant components and appurtenant facilities, excavation of 500 cubic yards of material, and additional roadwork and paving to finish the site. Exposed soils, and the presence of construction equipment would result in short-term aesthetic impacts.

**Impact Category:** Insignificant

**Thresholds of Significance Criteria:** 1, 3, 6

##### **Mitigation Measures:**

Although there would be impacts to aesthetics due to construction activities, including excavation, these impacts would be short-term in nature and, thus, would not be significant. Dust will be kept to a minimum due to proposed air quality measures. In addition, there is an existing concrete batch plant that is partially located on the proposed asphalt plant site, which would be moved onto the adjacent Troesh site.

## Long-Term Impacts

**Impact AES-2:** The proposed asphaltic concrete plant would be visible to motorists traveling along U.S. Highway 101 and some residences.

**Discussion:** In addition to construction of an asphaltic concrete plant, a portable lime treatment plant and a portable rubberized asphalt blending system would be brought on-site on an as-need basis (maximum of 20 days per year). Associated with the operation of an asphaltic concrete plant would be several stockpiles having a maximum height of 35 feet.

The asphaltic concrete plant would be equipped with two side-by-side silos that would be approximately 69 feet high. The asphalt plant itself would have a height of 37 feet at the stack. When brought to the site, the portable lime treatment plant would be about 12 feet at its highest point and equipped with silos that would be up to 35 feet in height, depending on the type used at the site.

Stockpiles of recycled asphalt are currently onsite as are a variety of heavy equipment. Installation of proposed facilities and the placement of aggregate stockpiles at the project site would affect the appearance of the area. The principal changes to the viewshed would be the addition of the silos and the asphaltic concrete plant. The existing stockpiles, equipment and portable buildings currently onsite would be moved to an adjacent area. No change to the size (i.e., height or aerial extent) would occur.

For southbound motorists on U.S. Highway 101, the proposed plant would be briefly visible (approximately 6 seconds @ 65 mph). From this vantage point, the proposed use would be among similar commercial-industrial uses that would comprise the "foreground" viewshed. As such, rather than dominating the viewshed, the plant would be visually compatible with the surrounding environment (e.g., concrete batch plant, transfer station).

Northbound motorists on U.S. Highway 101 in vehicles tall enough to capture this view would, in the near-term, see the plant as having an appearance similar to the existing concrete batch plant (which is partially visible), although the new silos would be somewhat taller (approximately 5 feet). The proposed silos may be visible to the residential community south of the Santa Maria River.

Figure 3-4 shows proposed landscaping of fast-growing trees and shrubs to shield the facilities and equipment from key viewing areas. In addition to the landscaping along the eastern boundary of the asphalt plant site, it would be conducted along the entire southern, remaining eastern, and a portion of the northern boundaries. Given the immediate proximity to the Santa Maria River riparian plant community, the applicant has proposed landscaping of fast-growing riparian species native to the area, including California sycamore (*Platanus racemosa*), western Cottonwood (*Populus fremontii*), arroyo willow (*Salix lasiolepis*), wild lilac (*Ceanothus* "frosty blue") and California bay laurel (*Umbellularia californica*).

Most of these plant species are deciduous (shed leaves in advance of winter months); thus, the visual screening provided by the landscaping along the south side of the

asphalt plant site will be seasonal. Therefore, the landscape plan shall be revised to reflect use of non-deciduous (evergreen) species.

**Impact Category:** Significant but Mitigable

**Thresholds of Significance Criteria:** 1, 3, 4, 5, 6

**Mitigation Measure AES-2:**

- A. Prior to issuance of a building permit, the applicant shall submit for approval a revised landscape plan that utilizes a minimum 75 percent fast/tall growing evergreen tree species. The plan shall specify use of well-drained soils and tree species that are non-invasive to riparian vegetation. Where feasible, the plan shall use species and varieties that are low or non-emitters of Biogenic Volatile Organic Compounds (BVOCs). The plan shall utilize the following plant species:

| Species  | Height                   | Growth Rate                           | Container Size |
|--|--------------------------|---------------------------------------|----------------|
| Incense cedar ( <i>Calocedrus decurrens</i> )        | Max height = 80 ft       | 25 ft in 10 years<br>Fast growth rate | 24" boxes      |
| Blackwood acacia ( <i>Acacia melanoxylon</i> )       | Max height – 40 ft       | Fast growth rate                      |                |
| Madrone ( <i>Arbutus menziesii</i> )                 | Max height – 40 to 70 ft | Average growth rate                   |                |
| Catalina ironwood ( <i>Lyonothamus floribundus</i> ) | Max height – 30 to 60 ft | Moderate growth rate                  |                |

- B. At the time of application for building permits, the applicant shall submit a landscape maintenance plan to the County Department of Planning and Building for review and approval. The maintenance plan shall identify the program for growing and maintaining the proposed vegetative screens. It shall identify long-range maintenance and vegetative replacement procedures to ensure that said screening will be maintained for the life of the project, including replacement of any trees that may die.

**Residual Impacts**

In the long-term, landscaping would assume a density and height that would be sufficient to extend and lend continuity to the existing line of vegetation paralleling the north bank of the Santa Maria River. This would provide adequate screening of the plant and would serve to provide screening of the existing batch plant when viewed from the residences across the river and from persons on the public path located atop of the levee along the south bank of the Santa Maria River;]. In addition, landscaping would shield the plant from view by southbound motorists on U.S. Highway 101. With the incorporation of mitigation, impacts would be less than significant.

**Impact AES-3:** Use of nighttime lighting would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

**Discussion:** During night operations, nighttime lighting would be necessary for the safety of the workers. To illuminate the working area, one 25-foot and three 45-foot hooded (downward facing), shielded pole lights would be placed in such a manner, that they would light up the working area only. The height of these lights is typical with existing outdoor lighting of the project area.

Two of the 45-foot light poles would be placed on the northern edge of the plant site near the aggregate drop point, the 25-foot light pole would be placed near the parking area, and the third 35 to 40-foot light pole would be placed near the sand drop point on the south side of the plant site. Other lesser and more localized lighting would be provided directly on the plant facilities and on mobile equipment. Because the direction of these shielded lights is downward, and because there is an existing tree line and hill (approximately 40 feet) between the plant and U.S. Highway 101, nighttime lighting would not interfere with traffic on the road. Southbound motorists on U.S. Highway 101 would see diffused light that is consistent with other nighttime lighting in the area. In addition, the aggregate stockpiles would shield light and keep it from affecting other offsite properties, particularly the residential community across the Santa Maria River.

The visual impact of the lights at the plant is expected to be diffused at a distance, rather than a sharp glare associated with nighttime lighting at sport stadiums and fields; therefore, this is considered a less than significant impact.

**Impact Category:** Significant but Mitigable

**Thresholds of Significance Criteria:** 4

**Mitigation Measures AES-3:**

The following measure is recommended to ensure that light or glare impacts are minimal and consistent with Section 22.10.060 of the Land Use Ordinance:

At the time of application for building permits, the applicant shall provide an exterior lighting plan. The plan shall include the height, location, and intensity of all exterior lighting. All light poles, fixtures, and hoods shall be dark (non-reflective) colored. Lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, "hooded" lighting fixtures to prevent offsite light spillage and glare. Light intensity shall be limited to 2.0 foot candles at ingress/egress. Fixtures shall be shield cut-off type and compatible with the project setting, subject to staff approval. All lighting shall be consistent with the County Land Use Ordinance standards for exterior lighting.

**Residual Impacts:**

Impacts would be less than significant.

**Impact AES-4:** Implementation of **Mitigation Measure NOS-2** (construction of sound walls) may create visual impacts.

**Discussion:** Implementation of **Mitigation Measure NOS-2**, Noise monitoring at the two nearest residences shall be conducted immediately following project implementation to determine if noise levels are significant (greater than 58.1 dBA Leq, or 1 dBA above existing, without the asphalt plant operating). If noise monitoring indicates that noise levels are significant, the applicants shall construct and maintain an 8-foot high concrete or masonry block wall (noise barrier) along the northern and western boundaries of the asphalt plant site. which may involves construction of an 8-foot high concrete or masonry block wall (noise barrier) along the northern and western boundaries of the asphalt plant site may could result in visual impacts. The noise barrier would be placed between the plant and associated internal access roads and land uses north of the site. Additional 6- to 8-foot may be constructed adjacent to the affected residences (See figure 5.8-2) to reduce noise levels at these two residences below the significance threshold. These walls may also create visual impacts.

**Impact Category:** Significant but Mitigable

**Thresholds of Significance Criteria:** 1, 3, 4

**Mitigation Measures AES-4:**

- A. Prior to issuance of a Building Permit, the applicant shall prepare a visual analysis ~~of if the required~~ sound walls are constructed and amend the landscape plan identified in Mitigation Measure AES-2 (A) to include specifications for planting of trees and shrubs in front of the sound walls to visually screen the walls.
- B. The sound walls shall be painted a gray-green to blend in with the trees and shrubs that would be planted in front of the walls.

**Residual Impacts:**

Impacts would be less than significant.

**Impact AES-5:** Implementation of **Mitigation Measure PUB-2 (A)** (construction of an ~~180,000~~ 5,000 gallon water storage tank may create ~~short-term and long-term~~ visual impacts.

**Discussion:** Construction of an ~~180,000~~ 5,000-gallon water storage tank would result in exposed soils during grading. Grading, exposed soils, and the presence of construction equipment would result in short-term aesthetic impacts. ~~If the tank were located in a location viewable from Highway 101 and the residences south of the Santa Maria River, there is the potential to change the visual character of the area. If the tank were painted a bright, reflective color, it could create light and glare impacts. The construction of the 5,000-gallon water storage tank is not anticipated to result in long-term visual impacts.~~

**Impact Category:** ~~Significant but Mitigable~~ Less than significant

**Thresholds of Significance Criteria:** 1, 3, 4

**Mitigation Measures ~~AES-5:~~ None Required.**

- ~~A. During design, the edge where the walls of the tank meet the roof shall be engineered to have a rounded form with a minimum 900 mm to avoid a sharp visual angle when seen against the adjacent visual backdrop.~~

- ~~B. The proposed tank shall be painted an exterior color that is a non-reflective gray/green that blends with the existing and proposed vegetation.~~
- ~~C. During final design, the tank shall be set into the grade with rear retaining walls to reduce its apparent visual mass when seen from Highway 101 and the residences south of the Santa Maria River.~~
- ~~D. Prior to issuance of a Building Permit, the applicant shall prepare a visual analysis of the water storage tank and amend the landscape plan identified in Mitigation Measure AES-2 (A) to include specifications for planting of trees and shrubs in front of the sound walls to visually screen the walls. The landscape plan shall meet the following requirements:~~
- ~~• Provide low maintenance screening of the public views of the proposed tank;~~
  - ~~• Provide erosion resistance to the relatively steep slopes around the tank;~~
  - ~~• Utilize native plants to the extent feasible to blend into the surrounding landscape; and,~~
  - ~~• Locate plants in clusters and relatively natural configurations to provide a depth of foliage to screen the tank.~~

#### **Residual Impacts:**

Impacts would be less than significant.

**Impact AES-6:** Implementation of **Mitigation Measure HAZ-3 (A), WR-2 (B), WR-6, WR-7, and WR-9**, which involve construction of structures, such as berms, and detention basins, at elevations a minimum 1-foot above the 100-year flood profile and designed to withstand a 100-year flood event, may create visual impacts.

**Discussion:** These measures involving constructing berms, detention basins, and other structures and elevations a minimum 1-foot above the 100-year flood profile and designed to withstand a 100-year flood event. Structures constructed at elevations that causes them to visible from public places may create visual impacts. Such impacts may include degradation of the visual character if the structures were visible from Highway 101 and the residences south of Santa Maria River. According to Mr. Tim Tomlinson of the County Public Works Department, actual flood stage elevations for the project area are not available (refer to Section 5.14.8). As such, the required height in which these structures would need to be constructed is unknown. Therefore, visual impacts may be significant, but are unknown. **Mitigation Measure WR-2 (A)** would require the applicant to, prior to issuance of a Building Permit, conduct a flood analysis to determine the flood stage elevation of the project area. Results of this analysis would be used to determine the required elevation of berms, detentions basins, etc. Visual impacts could then be determined.

**Impact Category:** Potentially Significant but Mitigable

**Thresholds of Significance Criteria:** 1, 3, 4

**Mitigation Measures AES-6:** According to the results of **Mitigation Measure WR-2 (A)**, if the required heights of the berms, detention basins, and related structures will be greater than 6 feet, the applicant shall prepare a visual analysis and amend the landscape plan identified in Mitigation Measure AES-2 (A) to include specifications for planting of trees and shrubs in front of the structures to visually screen them.

**Residual Impacts:**

Impacts would be less than significant.

**5.1.2.3 LUO/LUE Amendment Impacts**

**Impact AES-7:** Construction of either a machinery manufacturing or chemical products manufacturing facility within the LUO/LUE amendment area may result in greater visual impacts than either a residential care facility or a metal fabricating facility.

**Discussion:** A metal machinery manufacturing or chemical products manufacturing facility may have project components that are either taller or use more exterior nighttime lighting than either a residential care facility or metal fabricating facility. Additional height may create greater visual impacts to motorists traveling on U.S. 101 or to residences located south of Santa Maria River. More extensive nighttime lighting could result in additional light and glare impacts to adjacent residents.

**Impact Category:** Significant but Mitigable

**Thresholds of Significance Criteria:** 1, 3, 4, 5, 6

**Mitigation Measures AES-7:**

The following general mitigation measures should be implemented to reduce visual impacts that may result from new industrial development:

- A. New discretionary development proposals may need to include a visual impact analysis using photo-simulation to identify visual impacts associated with the development;
- B. At the time of application for building permits, the applicant shall submit landscape, landscape irrigation, and landscape maintenance plans and specifications to the County Department of Planning and Building for review and approval. The landscape maintenance plan shall identify programs for growing and maintaining proposed vegetative screens so that they achieve short-term and long-term objectives, including measures to ensure that screening will be maintained for the life of the project, including replacement of any trees that may die.
- C. At the time of application for building permits, the applicant shall provide an exterior lighting plan. The plan shall include the height, location, and intensity of all exterior lighting. All light poles, fixtures, and hoods shall be dark (non-reflective) colored. All exterior lighting sources shall be of heights no more than

absolutely necessary and adjusted so that light is directed down and inward to avoid light from extending into sensitive areas (e.g., residential, highway, etc.)

- D. Lighting shall be consistent with the County Land Use Ordinance, which contains the following measures designed to mitigate light pollution generated by all exterior lighting:
- Outdoor lighting is to be used for the purpose of illumination only, and is not to be designed for or used as an advertising display, except as provided by Sections 22.04.300 et seq (Section 22.04.320[a]);
  - Light sources are to be designed and adjusted to direct light away from any road or street, and away from any dwelling outside the ownership of the applicant (Section 22.04.320[b]);
  - No light or glare shall be transmitted or reflected in such concentration or intensity as to be detrimental or harmful to persons, or to interfere with the use of surrounding properties or streets (Section 22.04.320[c]);
  - Any light source used for ground area illumination, except incandescent lamps of 150 watts or less and light produced directly by the combustion of natural gas or other fuels shall be shielded from above in such a manner that the edge of the shield is level or below the lowest edge of the light source. Where any light source intended for ground illumination is located at a height greater than eight feet, the required shielding is to extend below the lowest edge of the light source a distance sufficient to block the light source from the view of any residential use within 1,000 feet of the light fixture (Section 22.04.320[d.1]);
  - Where lights are used for the purpose of illuminating or accenting building walls, signs, flags, architectural features, or landscaping, the light source is to be shielded so as not to be directly visible from off-site (Section 22.04.320[d.2]);
  - Free standing outdoor lighting fixtures are not to exceed the allowed height of the tallest building on the site (Section 22.04.320[e]); and,
  - Street lighting shall be designed to minimize light pollution by preventing the light from going beyond the horizontal plane at which the fixture is directed (Section 22.04.320 [f]).
- E. Utilities shall be placed underground to minimize their visibility from public view corridors.

**Residual Impacts:**

With the incorporation of mitigation, impacts would be reduced to less than significant levels.

#### **5.1.2.4 Cumulative Impacts**

As discussed in Section 8.2 of this EIR, cumulative projects include the Troesh Land Use Ordinance Amendment, which includes receipt, processing, storage and sales of green waste, and the Caldwell and Loomis projects. Construction of the office building/warehouse, tank storage yard, and the commercial composting facility would affect scenic views of the area from motorists traveling on U.S. Highway 101. The contribution of the proposed project to regional visual impacts of the cumulative projects would be considerable. These cumulative impacts could alter the significance of visual impacts of the project.

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