

ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.1 AESTHETICS

Acronyms

AMSL	Above mean sea level
BUG	Backlight, uplight, and glare
CALGreen Code	California Green Building Standards
CCR	California Code of Regulations
CEC	California Energy Code
CEQA	California Environmental Quality Act
FHWA	Federal Highway Administration
IESNA	Illuminating Engineering Society of North America
LFG	Landfill gas
SCAQMD	South Coast Air Quality Management District
SCLF	Scholl Canyon Landfill

4.1.1 Environmental Setting

This section evaluates Project-related impacts on visual quality, views, and light and glare. The visual characteristics of the proposed Project site and the surrounding area are described below.

4.1.1.1 Scenic Vistas and Ridgelines

The proposed Project is bordered on the north by the San Gabriel Mountains, on the northwest by the Verdugo Mountains, and on the east by the San Rafael Hills. The easternmost edge of the Santa Monica Mountains, in Los Angeles's Griffith Park, lies just beyond the City's boundary to the southwest.

According to the Open Space and Conservation Element of Glendale's General Plan, the Verdugo Mountains and the San Rafael Hills are the most significant physical landmarks in the community because these topographic features flank the central portion of the City. These landforms are important in that they create a dominant visual and physical resource that can be seen throughout the community. In the San Rafael Hills, the overall ridgeline form is less definitive as it is separated by numerous, well developed canyon areas such as Scholl Canyon. Within this area, however, the ridgelines can be readily identified (Glendale 1993).¹⁰ According to Map 4-25 of the Open Space and Conservation Element,

¹⁰ City of Glendale General Plan. Open Space and Conservation Element, 1993, pages 4-38 to 4-43. Available at: <https://www.glendaleca.gov/home/showdocument?id=4565>. Accessed May 14, 2019.



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“Ridgelines and Streams of the San Rafael Hills”, Scholl Canyon is not a primary or secondary ridgeline (Glendale 1993) However, the adjacent ridgeline south of the existing LFG collection facility and flares as well as proposed LFG power generation facility is a designated primary ridgeline. While the LFG power generation would be constructed on just north of this primary ridgeline, the proposed water tank would be located on the primary ridgeline.

The Open Space and Conservation Element further identifies visual and scenic resources as aesthetic functions that contain natural beauty, such as lush or colorful vegetation, prominent topographical stature, unique physical features, and an interesting visual effect.¹¹ Additionally, there are no scenic vistas, viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public, that have been designated by the City as possessing visual and aesthetic qualities of high value to the community near the proposed Project or within other parts of the existing Scholl Canyon Landfill (SCLF), nor are there any designated scenic vistas from which the proposed Project would be visible.

Scenic Highways

There are no state-designated scenic highways in the City of Glendale.¹²

Light and Glare

Perceived glare is the unwanted and potentially objectionable sensation experienced from looking directly into a light source (e.g., the sun, its reflection, automobile headlights, or other light fixtures or sources). Reflective surfaces on existing buildings, car windshields, and so forth also expose people and property to varying levels of glare.

A significant light impact would typically occur if a project would cause: (1) a substantial increase in ambient illumination levels beyond the property line, and (2) visible glare from either fixtures or illuminated surfaces.

The Project vicinity is characterized by a mix of urban, suburban and open space areas, as well as the remainder of the SCLF itself. The areas surrounding the proposed Project site include developed urban areas, multi- and single-family residential areas, Eagle Rock Reservoir and Eagle Rock Hills Park, the Rose Bowl, Arroyo Seco, and four golf courses, including School Canyon Golf and Tennis Club, Annandale Golf Club, Brookside Golf Club and Chevy Chase Country Club golf courses. Major illuminated highways in the vicinity include State Route 134 (Ventura Freeway), State Route 2 (Glendale Freeway) and US Route 210 (Foothill Freeway). In addition, there are open space and undeveloped areas, including the San Rafael Mountains and surrounding hills and ridges. As such, there are varied degrees of illumination, ranging from well-lit urban areas and freeways to less illuminated areas, such as mountains, hillsides, and park areas. Scholl Canyon Golf Course includes a driving range which is

¹¹ City of Glendale General Plan. Open Space and Conservation Element, 1993, pages 4-36 to 4-37. Available at: <https://www.glendaleca.gov/home/showdocument?id=4565>. Accessed May 14, 2019.

¹² California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed May 24, 2019.



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illuminated until 10:00 pm, as well as illuminated tennis courts. The Rose Bowl routinely holds events which require significant illumination.

4.1.1.2 Project Site

Views and Scenic Vistas

The proposed Project is located at 3001 Scholl Canyon Road, within a non-filled portion of SCLF. The property is located approximately 0.5 mile north of the State Route 134, in the City of Glendale. Public access to SCLF is via Scholl Canyon Road, the northern extension of North Figueroa Street, and State Route 134. The SCLF and the proposed Project site are surrounded by multiple jurisdictions: Glendale to the north, south, east, and west; La Canada-Flintridge to the northeast; Pasadena to the east; South Pasadena to the southeast; Los Angeles to the south, southwest, and west. The Project site is also located south and west of US Route 210 and east of State Route 2.

The SCLF property consists of a total of 535 acres, 440 acres of which are designated for landfill operations and 95 acres of which are designated for related operations. The 440-acre operation area includes 314 acres of active landfill area (Scholl Canyon) and 126 acres of inactive landfill area (northern canyon). Most of the 314 acres have been graded and/or excavated for landfill purposes, filled with solid waste, and covered with soil. Some areas have been vegetated. The currently permitted height of the landfill is 1,525 feet above mean sea level (AMSL), with an average top deck elevation of approximately 1,500 feet AMSL (Sanitation District of Los Angeles County Planning Section and AECOM, 2014). The proposed Project will be located on an approximately 2.2-acre segment of land within the inactive portion of the landfill at an elevation of approximately 1,410 AMSL (**Figure 2.2-1**). It is located along the southern boundary of SCLF, bordering Scholl Canyon Road.

Land uses surrounding the proposed Project site are primarily residential, with some open space, special recreation (parks, golf course), and commercial development. The Rose Bowl and the Arroyo Seco are located approximately 1.4 miles to the east, separated by the ridge adjacent to the eastern boundary of SCLF. The Scholl Canyon Golf and Tennis Club is located on fill on the northwest closed portion of SCLF. Scholl Canyon Ballfields are located midway up Glenoaks Boulevard, below the Scholl Canyon Golf and Tennis Club. Scholl Canyon Park is located to the west at the base of SCLF along Glenoaks Boulevard.

Light and Glare

Since most of the site is undeveloped, the Project Site itself is characterized by low levels of ambient nighttime lighting relative to surrounding streets and neighborhoods. Existing sources of light and glare in the proposed Project vicinity include automatic night lighting in the equipment and scales facility and portable light towers at the adjacent SCLF. Existing sources of light at the proposed Project site consist of security lighting located at the Sanitation District office trailers and overlooking the chemical storage areas. These lights are hooded and pointed downward in order to minimize illumination and glare. Existing sources of glare include glare from the windshields or reflective metal on automobiles traveling to, from and within the proposed Project site. Landfill gas (LFG) flaring is contained within open cylinder flares with no visible flame, and as such, these do not constitute a source of light or glare.



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4.1.2 Laws, Ordinances, Regulations and Standards

4.1.2.1 Federal

Rim of the Valley Corridor Preservation Act

The 2008 Rim of the Valley Corridor Preservation Act expands the Santa Monica Mountains National Recreation Area to include the mountains encircling the San Fernando, La Crescenta, Santa Clarita, Simi and Conejo Valleys, which are collectively described as the Rim of the Valley Unit. By including the Rim of the Valley Unit in the Santa Monica Mountains National Recreation Area, the National Park Service and the local communities are able to better protect natural resources and habitats, as well as increasing access to nature for recreational and educational purposes.¹³ Although SCLF is located within the boundaries of the Rim of the Valley Unit, SCLF, portions of the Scholl Canyon Golf and Tennis Club and some surrounding roadways are excluded from the Rim of the Valley Unit.¹⁴

4.1.2.2 State

California Environmental Quality Act

California Environmental Quality Act (CEQA) (Pub. Resources Code, §§21000 et seq.; California Environmental Quality Act Guidelines, Title 14, Division 6, Chapter 3, §§15000 et seq., of the California Code of Regulations) and case law interpreting those laws and guidelines have established that only public views, not private views, need be analyzed under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720 [3 Cal.Rptr.2d 488] the court determined that, “[w]e must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general.” Therefore, for this analysis, only public views will be considered when analyzing the visual impacts of implementing the proposed Project.

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

¹³ Rim of the Valley Corridor Preservation Act, Fact Sheet. Available at: https://schiff.house.gov/imo/media/doc/Fact%20Sheet_ROTIV.pdf. Accessed May 31, 2019.

¹⁴ Rim of the Valley Corridor Preservation Act Map. Available at: https://www.google.com/maps/d/viewer?mid=1y3NG9aR_TgQt_VLRF_NivvnLDys&ll=34.15916395129059%2C-118.20181171725136&z=14. Accessed May 31, 2019.



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California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3)^{15,16}

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress.

California Energy Code (Title 24, Part 6)

The California Energy Code (CEC) defines allowances for lighting power and establishes control requirements for different lighting systems, with the goal of increasing efficiency and reducing energy consumption equipment.¹⁷

CEC Section 130.2 sets forth Outdoor Lighting Controls and Luminaire Cutoff requirements. All outdoor luminaires rated above 150 watts are required to comply with defined backlight, upright, and glare (BUG) ratings in accordance with Illuminating Engineering Society of North America (IESNA) Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires Addendum A and must be fitted with a minimum 40 percent dimming capability activated by motion sensor or other automatic controls. (This requirement does not apply to streetlights for the public right-of-way, signs, or building façade lighting.)

CEC Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in Section 10-114 of the CEC. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Sports athletic field lighting is exempt from this energy limit, and additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Façade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

CEC Section 130.3 stipulates sign lighting controls with any outdoor sign that is on, both day and night, must include a minimum 65 percent dimming at night. Section 140.8 of the CEC sets forth the lighting power density restrictions for signs.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards (CALGreen Code) requires that non-residential outdoor lighting comply with the minimum light level requirements of the CEC's BUG ratings for outdoor lights defined by the; light ratings consistent with the CALGreen Code; or light and glare requirements set forth in a local ordinance, whichever is more stringent.¹⁸

¹⁵ California Buildings Standards Commission, California Code of Regulations, Title 24, Part 1, 2016 California Administrative Code. Available at: https://codes.iccsafe.org/content/document/652?site_type=public. Accessed May 21, 2019.

¹⁶ California Building Standards Commission, California Code of Regulations, Title 24, Part 3. 2016 California Electrical Code. Available at: <https://www.nfpa.org/codes-and-standards/all-codes-and-standards/codes-and-standards/free-access?mode=view>. Accessed May 21, 2019.

¹⁷ California Buildings Standards Commission, California Code of Regulations, Title 24, Part 6, 2016 California Energy Code. Available at: https://codes.iccsafe.org/content/document/659?site_type=public. Accessed May 21, 2019.

¹⁸ California Buildings Standards Commission, California Code of Regulations, Title 24, Part 1q, 2016 California Green Building Standards Code. Available at: https://codes.iccsafe.org/content/document/658?site_type=public. Accessed May 21, 2019.



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4.1.2.3 Local

City of Glendale General Plan Policies, Goals, and Objectives

The proposed Project is located within the City of Glendale, and therefore subject to the provisions of the City's General Plan. Policies pertaining to aesthetic resources that are applicable to the proposed Project are outlined within the Open Space and Conservation Element of the General Plan and are summarized below.

Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural aesthetic and ecologically significant areas from the negative impacts of development and urbanization.

- **Objective 2:** Provide buffer transition areas between sensitive open space and development.

Goal 5: Preserve prominent ridgelines and slopes in order to protect Glendale's visual resources.

- **Objective 1:** Identify visually prominent ridgelines and establish regulations to promote their preservation.

Goal 7: Continue programs which enhance community design and protect environmental resource quality.

- **Objective 1:** Extend landscape treatments along major arterials, into major activity centers, at major city/neighborhood access points, and along parkways and medians to provide aesthetic continuity and solidify open space linkages.
- **Objective 6:** Foster design objectives which ensure development that respects the character of existing neighborhoods and the natural setting.

City of Glendale Municipal Code

The GMC (16.08.010 (A) and 16.08.020 (A)) describes primary ridgelines as the highest undeveloped and visually dominant ridgelines in a watershed, recognized by the continuous horizon line formed against the sky, and secondary ridgelines as providing a significant visual backdrop or landmark at the community or neighborhood level. Protections and prohibitions regarding construction and development on primary or secondary ridgelines are discussed in 16.08.010 (A) (D) and 16.08.020 (A) (D) and outlined below.

Purpose: The primary ridgelines are an exhaustible and precious scenic resource of the city and its citizens worthy of preservation for the welfare of all the citizens of Glendale. As the hillsides of Glendale continue to be developed, proper planning is necessary to protect primary ridgelines from grading activities. Secondary ridges are lower "branches" or "fingers" of the primary ridgelines which extend in different directions, or separate lower ridgelines that provide a visual foreground feature for primary ridgelines or form the boundary of a watershed. The character of the secondary ridgelines must be maintained through the course of development to protect their importance at a community or neighborhood level.



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Prohibitions: No grading, engineered slopes, housing construction, streets, utilities or other manmade features shall be permitted within identified primary or secondary ridgeline areas.

The City of Glendale Municipal Code (GMC) (16.08.010 and 16.08.020) describes primary ridgelines as the highest undeveloped and visually dominant ridgelines in a viewshed, recognized by the continuous horizon line formed against the sky, and secondary ridgelines as providing a significant visual backdrop or landmark at the community or neighborhood level. Protections and prohibitions regarding construction and development on primary or secondary ridgelines are discussed in GMC 16.08.010 and 16.08.020. A primary ridgeline runs through the proposed Project area. However, GMC 16.08.010 (E) (G) states that nothing shall prohibit maintenance, upgrading or improvement of existing public or quasi-public utilities which traverse identified primary ridges. The Zoning Code (GMC 30.70.220 Definitions, "U") defines utilities and transmission facilities as, means facilities for the production, storage, transmission, distribution, and recovery of water, sewage, energy, and other similar utilities.

4.1.3 Methodology and Thresholds of Significance

4.1.3.1 Methodology

The assessment of the proposed Project's impacts to aesthetic resources was conducted through the review of applicable planning documents, site reconnaissance and photography, production of visual simulations, and application of the Visual Impact Assessment for Highway Projects methodology established by the Federal Highway Administration (FHWA). The assessment of aesthetic resources is based on the following FHWA steps:

- Establish the visual environment for the area that the proposed Project would be located in.
- Assess the visual resources of the proposed Project area by describing the visual character of the area and assessing the visual quality.
- Describe and assess the affected viewers in terms of viewer exposure to the components of the proposed Project and the levels of visual sensitivity.
- Assess Key Observation Points to determine the potential visual impact of the proposed Project. Visual impact is a function of the projected visual change of the proposed Project area and the anticipated viewer response.

In accordance with the FHWA methodology, this analysis organizes the baseline environmental setting and describes potential viewers of the proposed Project components. Representative viewpoints were selected to establish the existing conditions in views toward the proposed Project area, as well as estimate the level of contrast that would be introduced by components of the proposed Project. Visual simulations were developed to use as a basis for assessing visual impacts associated with the proposed Project. The Key Observation Points are presented on **Figures 4.1-1** through **4.1-4**.

Visual Quality

Visual quality is an expression of the visual impression or appeal of a given landscape and the associated public value attributed to the resource. Visual quality is an assessment of the features that define the



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visual character of the proposed Project area. The visual quality of the proposed Project area is described using criteria established by the FHWA for visual landscape relationships. The criteria established to describe visual quality is based on the relative degree of vividness, intactness, and unity, as defined below:

- Vividness is described as the visual power or memorability of landscape components as they combine in distinctive visual patterns. Vividness is represented by an assessment of landforms, vegetation, water features, and human-made components present in views.
- Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as natural settings. High intactness consists of a landscape that is free of unattractive features and is not broken up by features and elements that are out of place. Low intactness consists of visual elements that can be seen in a view that are unattractive and/or detract from the quality of the view.
- Unity is the visual coherence and compositional harmony of the landscape, considered as a whole. High unity frequently attests to the careful design of individual components in the landscape and their relationship in the landscape (FHWA, 2015).

Viewer Groups and Visual Sensitivity

Visual sensitivity is based on the number and type of viewers and the frequency and duration of views. Typically, visual sensitivity increases with an increase in total numbers of viewers, the frequency of viewing (e.g., daily or seasonally), and the duration of views (e.g., how long a scene is viewed). The criteria for identifying the importance of views are related in part to the viewer's position relative to the resource, and the placement of the viewer in the viewshed, defined as the area surrounding the proposed Project area from which the proposed Project is, or could be, visible to viewers.

In order to quantify viewers, a viewshed may be broken into distance zones of foreground, middleground, and background. Generally, the dominance and importance of an object increases with its proximity to the viewer. Although distance zones in viewsheds may vary between different geographic regions or types of terrain. The standard foreground distance zone is 0.25 to 0.5 mile from the viewer, the middleground distance zone extends from the foreground zone to three to five miles from the viewer, and the background zone extends from the middleground zone to infinity (FHWA, 2015). Generally, visual contrast within foreground distances would be more noticeable to viewers than increased visual contrast within background distance zones.

Viewer groups in the proposed Project area are based on primary viewing activities and are described in terms of their physical location in relation to components of the proposed Project, the number of viewers, the duration of views, and viewer sensitivity, which takes into account viewer activity and awareness. The following viewer groups and their sensitivity to visual change are as were identified for the proposed Project:

- **Residents:** Residential viewer groups typically have high sensitivity to visual changes, since residential viewer groups have stationary and long-term views of the landscape.
- **Commercial Viewers:** Commercial viewers have moderate sensitivity to visual changes. Commercial business viewer groups are generally less sensitive to visual changes, because they



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are more focused on operational tasks and less focused on the greater surrounding visual environment.

- **Recreational Groups:** Recreational groups are likely to be highly sensitive to visual changes, as they typically regard the natural and built surroundings as a holistic visual experience.
- **Motorists:** Drivers on local roads and freeways include residents, workers, and commuters driving to businesses in the area. Motorists generally have low sensitivity to visual changes since their views are of short duration, and drivers are more concerned with surrounding traffic, road signs, and their immediate surroundings within their vehicle rather than visual features in the landscape.

Visual Character

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The FHWA describes visual character in terms of the four visual pattern elements: form, line, color, and texture. The appearance of the landscape is described in terms of the dominance of each of these components. Visual character in existing views and in views with the proposed Project is described below.

Viewpoint Evaluation

Four Key Observation Points (viewpoints) were identified as being representative of sensitive views toward the proposed Project site and serve as the basis for this analysis of potential impacts to aesthetic resources. Development and selection of the four viewpoints were based on discussions between Stantec Visual Resource Specialists and the City of Glendale Planning Department, and comments received during the public scoping period.

Based on fieldwork conducted on February 22, 2016, by Stantec staff, the existing visual conditions of the views from each of the four viewpoints were documented and evaluated. The assessment of existing conditions and visual impacts considered several factors including visual quality, viewer concern, visibility, number of viewers, and duration of view, as described above. These conditions were then factored into an evaluation of viewer exposure and viewer sensitivity. Existing viewing conditions from each of the four viewpoints are described below.

Figure 4.1-1: View 1

View 1 was taken from a turnout adjacent 1531 Glen Oaks Estate Drive, within the Glen Oaks Estates region in the City of Pasadena. The existing landfill boundaries are within 500 feet of this location, and the active operating area is clearly visible. However, the proposed Project site is approximately 0.6 mile to the southwest of this location. Perimeter landfill access roads and high-tension power lines and towers are visible, as is the Downtown Los Angeles skyline in the distance. However, the existing facilities at the proposed Project site are not visible from this location. As such, elements of the proposed Project will also not be visible from this viewpoint.



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Figure 4.1-2: View 2

View 2 was taken from the intersection of Colorado Boulevard and Hartwick Street, approximately one mile directly south of the proposed Project site, in the Eagle Rock community of the City of Los Angeles. State Route 134 is located between this viewpoint and the proposed Project site; however, the view of the proposed Project site is obscured by existing mature trees. Trailers associated with the existing Project site are visible in the distance, at the center of the photo along the ridgeline. Project design calls for the access road to be located below the ridgeline on the south side of the proposed Project site, where the visible trailer is now located. As such, the proposed Project elements will not be visible from this location.

Figure 4.1-3: View 3

View 3 was taken from the parking lot of the Scholl Canyon Ballfields on Glenoaks Road. The view in this photo is directly west toward the active landfill. The existing Project site is not visible from this location due to the presence of the active landfill, which is an intervening feature from this viewpoint.

Figure 4.1-4: View 4

View 4 was taken looking east from the Scholl Canyon Golf and Tennis Club, adjacent to the parking lot and driving range. The active landfill is intermittently visible through the trees. The proposed Project site could be partially visible from some locations on Scholl Canyon golf course; however, the active landfill would likely obstruct most views from this viewpoint.

Views of the proposed Project site from most developed residential, recreational, and commercial land uses are primarily obscured by intervening topography, including natural ridgelines, the active landfill, and existing mature trees at Scholl Canyon Golf and Tennis Club.

None of these locations are defined by the state or the City as designated scenic vistas.



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Notes

Photo 2: View north from intersection of Colorado Blvd and Hartwick Avenue in the City of Eagle Rock. Existing site trailers are visible along ridgeline in center of photo.

Project Location	Project No. : 20571 23300
Glendale, CA	Prepared by JJ on 2016-02-22 Technical Review by DR on 2016-02-22
Client/Project	City of Glendale Water and Power Biogas Renewable Generation Project Environmental Impact Report
Figure No.	4.1-2
Title	View 2



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Light and Glare

The analysis of light and glare describes the existing light and glare environments in the proposed Project area, identifies the light- and glare-sensitive land uses in the area, describes the light and glare sources resulting from the proposed Project, and qualitatively evaluates whether the Project would result in a substantial increase in nighttime lighting and daytime and nighttime glare as seen from the area's sensitive uses. Included in this analysis is consideration of the affected street frontages, the direction in which Project lighting would be directed, the potential for sunlight to reflect from the exterior surfaces of Project elements, and the extent to which glare would interfere with the operation of motor vehicles or other activities.

4.1.3.2 Thresholds of Significance

As determined in the Initial Study, the proposed Project would not have an adverse effect on a scenic vista or substantially damage scenic resources within a state scenic highway. There are no designated scenic vistas near the proposed Project site or within other parts of the existing SCLF, and there are no designated scenic vistas from which the proposed Project would be visible. Furthermore, there are no state-designated scenic highways in the City of Glendale. Therefore, the proposed Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. As such, only the following two checklist questions were determined to result in potentially significant impacts and are evaluated in this EIR.

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

1. 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 proposed Project is within an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
2. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Project Impacts

Threshold: In non-urbanized areas, would the Project 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 within an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project site can be considered to be in both a non-urbanized area, due to its location within the San Rafael Hills, and also in an urbanized area, since it is surrounded by heavily populated urban centers and major freeways. As such, this analysis considers the degradation of existing visual character and quality from publicly accessible vantage points, as well as the potential conflicts with applicable zoning and other regulations.



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Visual Character during Demolition

During Phase I of Project implementation, demolition and removal of existing equipment from the proposed Project site would be required to make room for the new Project facility. As described in Section 2.0, Project Description, tanks, piping, electrical systems, fencing, containers, existing office buildings, and other facilities would be dismantled and removed. Demolition activities would require the temporary use of construction vehicles and various types of construction-related heavy equipment. Existing concrete foundations and asphalt roads would be removed; however, this concrete and asphalt would be reused for road base on existing landfill roads or the proposed improved access road at the LFG utility facility. The duration of Project demolition is anticipated to be four to five months, with approximately five to ten worker-vehicle round trips to the proposed Project site during each workday.

The existing visual character of the proposed Project site is industrial in appearance, as existing industrial features and pieces of equipment and pipes are visible throughout the surrounding landscape. The majority of demolition activities and related equipment would not be visible to sensitive viewer¹⁹ groups; however, some activities, such as construction vehicles traveling to and operating construction equipment on the proposed Project site, may be visible to viewers. As such, the presence of demolition equipment and demolition activities would contrast with the visual character and quality of public views of the site and its surroundings, and these activities would also add to the existing industrial character of the of the proposed Project vicinity.

Impacts to visual character and the quality of public views due to demolition would be temporary, as Phase I of the proposed Project is anticipated to occur for approximately four to five months. Furthermore, such impacts would be localized to the immediate Project site. Upon the completion of Phase I, demolition equipment would be removed from the proposed Project site and would no longer be visible to sensitive viewers. As such, demolition activities would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts would be less than significant.

Policy Consistency

Phase I of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project is required to comply with applicable state and local regulations, including CCR Title 24 regarding outdoor lighting standards. With respect to City General Plan policies related to aesthetic resources, Phase I of the proposed Project would be consistent with the goals and objectives stated above, as demolition of the proposed Project would not conflict with the goal of protecting vital or sensitive open space areas (Goal 2), since the Project would not negatively impact such areas with new development and urbanization. The proposed Project would not conflict with programs implemented to enhance community design and protect environmental resource quality (Goal 7), as there would be no activities that would impact community design on the existing landfill, and impacts to environmental resources would be minimal during the course of demolition activities. Project-related demolition activities would not conflict with Goal 5 related to the preservation of prominent ridgelines and slopes, since

¹⁹ Sensitive viewers or sensitive viewer groups could include residents, schools, recreation areas.



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demolition activities would not occur on a primary ridgeline, (see below for a discussion related to potential impacts of constructing and operating the proposed water tank on a primary ridgeline). The Project site and SCLF is excluded from the Rim of the Valley Corridor Preservation Act, a bill introduced in the U.S. Congress to expand the reach of the existing Santa Monica Mountains National Recreation Area. Although the hills surrounding the SCLF have been included in the Rim of the Valley Preservation Act, based on review of the Rim of the Valley maps, SCLF is excluded from the proposed Rim of the Valley Unit and would not be included as part of the Santa Monica Mountains National Recreation Area.^{20,21,22} As such, Project-related demolition activities would not conflict with application zoning or other regulations governing scenic quality, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

As discussed above, Project-related demolition activities would not substantially degrade the existing visual character or quality of public views of the proposed Project site and its surroundings. Furthermore, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, Project-related demolition impacts would be less than significant, and no mitigation measures are warranted.

Visual Character during Construction

After completion of Phase I, Project construction would be implemented in Phase II, during which earth moving equipment would be brought in for grading, excavation, site preparation and construction on the approximately 2.2-acre site. The Project would be constructed and operated adjacent to the existing LFG collection and LFG flaring systems. There are two existing LFG blowers, and one backup blower, delivering LFG to the LFG flaring system, consisting of 12 existing eight-foot diameter, 16-foot high ground flares. The blowers and the flares would remain, and pursuant to the existing South Coast Air Quality Management District (SCAQMD) permit, would be operating and disposing LFG during Project construction.

During the grading of the proposed Project site, approximately 20,000 cubic yards of soil would be excavated, of which 6,000 cubic yards of soil would be used on-site as fill and 14,000 cubic yards of clean soil would be used as cover at SCLF. **Figure 2.3-3** shows the extent of grading. In addition, concrete foundations would be poured, proposed Project components, such as pipes, conduits and wires would be installed, and construction equipment and materials would be delivered, as described in Section 2.0. The existing landfill condensate and groundwater collection system, piping systems and power lines located

²⁰ Rim of the Valley Corridor Preservation Act, 116th Congress (2019-2020). Available at: <https://www.congress.gov/116/bills/hr1708/BILLS-116hr1708ih.pdf>. Accessed May 31, 2019.

²¹ Rim of the Valley Corridor Preservation Act, Fact Sheet. Available at: https://schiff.house.gov/imo/media/doc/Fact%20Sheet_ROTIV.pdf. Accessed May 31, 2019.

²² Rim of the Valley Corridor Preservation Act Map. Available at: https://www.google.com/maps/d/viewer?mid=1y3NG9aR_TgQt_VLRF_NivvnLDys&ll=34.15916395129059%2C-118.20181171725136&z=14. Accessed May 31, 2019.



ENVIRONMENTAL IMPACT ANALYSIS

within the facility would be relocated. The storage and office buildings would be constructed. During Phase II, new pipelines and the new water tanks would be installed and the access roads would be constructed.

As described above, the existing visual character of the proposed Project site is industrial in appearance, and the majority of construction and installation activities would not be visible to sensitive viewer groups; however, some activities, such as construction vehicles traveling to and operating on the proposed Project site and construction of the water tank on a primary ridgeline may be visible to viewers, as approximately ten construction trucks and 12 construction worker vehicle round trips would occur each working day. As such, the presence of construction activities would contrast with the visual character and quality of public views of the site and its surroundings. These activities would also add to the existing industrial character of the of the proposed Project site.

After Phase II is complete, Phase III would be implemented over the next two to three months. Phase III would entail sandblasting, priming and painting the facility, delivery of products/materials, and verifying the operational capabilities of all systems required to make the facility safe and operational. During this period, approximately three trucks and 20 worker vehicles would be driven each way to the proposed Project location each workday.

Impacts to visual character and the quality of public views due to construction would be temporary, as Phase II of the proposed Project is anticipated to have a duration of approximately nine to ten months and Phase III of the proposed Project would last approximately two to three months. Furthermore, such impacts would be localized to the immediate Project site and the limited number of construction trucks and worker vehicles on Scholl Canyon Road. Decommissioning of the existing five-mile long underground pipeline would have no impact related to visual character. Upon the completion of Phases II, construction equipment would be removed from the proposed Project site and would no longer be visible to sensitive viewers. As such, construction activities would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts would be less than significant.

Policy Consistency

Similar to the impacts related to Phase I, described above, Phase II and Phase III of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project is required to comply with applicable state and local regulations, including CCR Title 24 regarding outdoor lighting standards. With respect to City General Plan policies related to aesthetic resources, Phase II and Phase III of the proposed Project would be consistent with the goals and objectives as stated above. Therefore, Project-related construction and system start-up activities would not conflict with the goal of protecting vital or sensitive open space areas (Goal 2). While construction of the proposed water tank would occur on a primary ridgeline, the proposed Project is a utilities land use that is exempt from the requirements of GMC related to development on identified primary ridges (see Section 4.1.2.3). Therefore, the Project construction and system start-up activities would not conflict, with goals related to the preservation of ridgelines and slopes (Goal 5). Additionally, Project construction and system start-up activities would not affect programs implemented to enhance community design and protect environmental resource quality (Goal 7), as there would be no Project-related activities which would affect community design on the existing landfill, and impacts to environmental resources would be minimal during the course of construction and system start-up activities. As such, Project-related



ENVIRONMENTAL IMPACT ANALYSIS

construction activities would not conflict with application zoning or other regulations governing scenic quality, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

As discussed above, Project-related construction activities would not substantially degrade the existing visual character or quality of public views of the proposed Project site and its surroundings. Furthermore, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, Project-related construction impacts would be less than significant, and no mitigation measures are warranted.

Visual Character during Operation

There are two existing blowers delivering LFG to the flaring system. The flaring system consists of 12 existing eight-foot diameter, 16-foot high ground flares. During Project operation, the flares would only operate as required during Project facility maintenance or in the unlikely event that there is excess LFG produced that cannot be used for generating electricity.

The tallest features will be approximately 40 feet above the ground surface, consisting of four 18-inch diameter exhaust stacks and a flare. Equipment height will be approximately 25 feet above the ground surface. Office and warehouse space will be approximately 12 feet high. An eight-foot high security fence, with automatic gates, would surround the entire Project site. Security safety and lighting systems would be provided. During regular business hours, a total of four operators and two technicians would be on the site, carrying out regular operations and routine maintenance of the facility. As such, operation of the proposed Project would not create numerous trips or visual disturbance.

The Project's proposed power production equipment and related facilities are utility structures that are similar in size and design to the existing LFG collection system that the proposed Project will replace and also similar to other operational features within SCLF. The Project is designed to blend in with the surroundings, which will further minimize views of the proposed Project components. The Project would be consistent with the industrial character of the existing LFG collection facility and the SCLF, which has numerous temporary structures, trailers, and equipment interspersed throughout the facility. In addition, as discussed above, the Project site and SCLF is excluded from the Rim of the Valley Corridor Preservation Act and would not be included as part of the Santa Monica Mountains National Recreation Area. As such, Project-related operation activities would not conflict with application zoning or other regulations governing scenic quality. Portions of the proposed Project that may be visible from offsite viewing locations, within and outside of the City of Glendale, are similar to and would be consistent with the existing views of SCLF. Furthermore, due to natural features between the proposed Project site and public viewing areas, the proposed Project and its features would be minimally visible, if at all, as demonstrated by the following line of site analysis.



ENVIRONMENTAL IMPACT ANALYSIS

Line of Sight Analysis

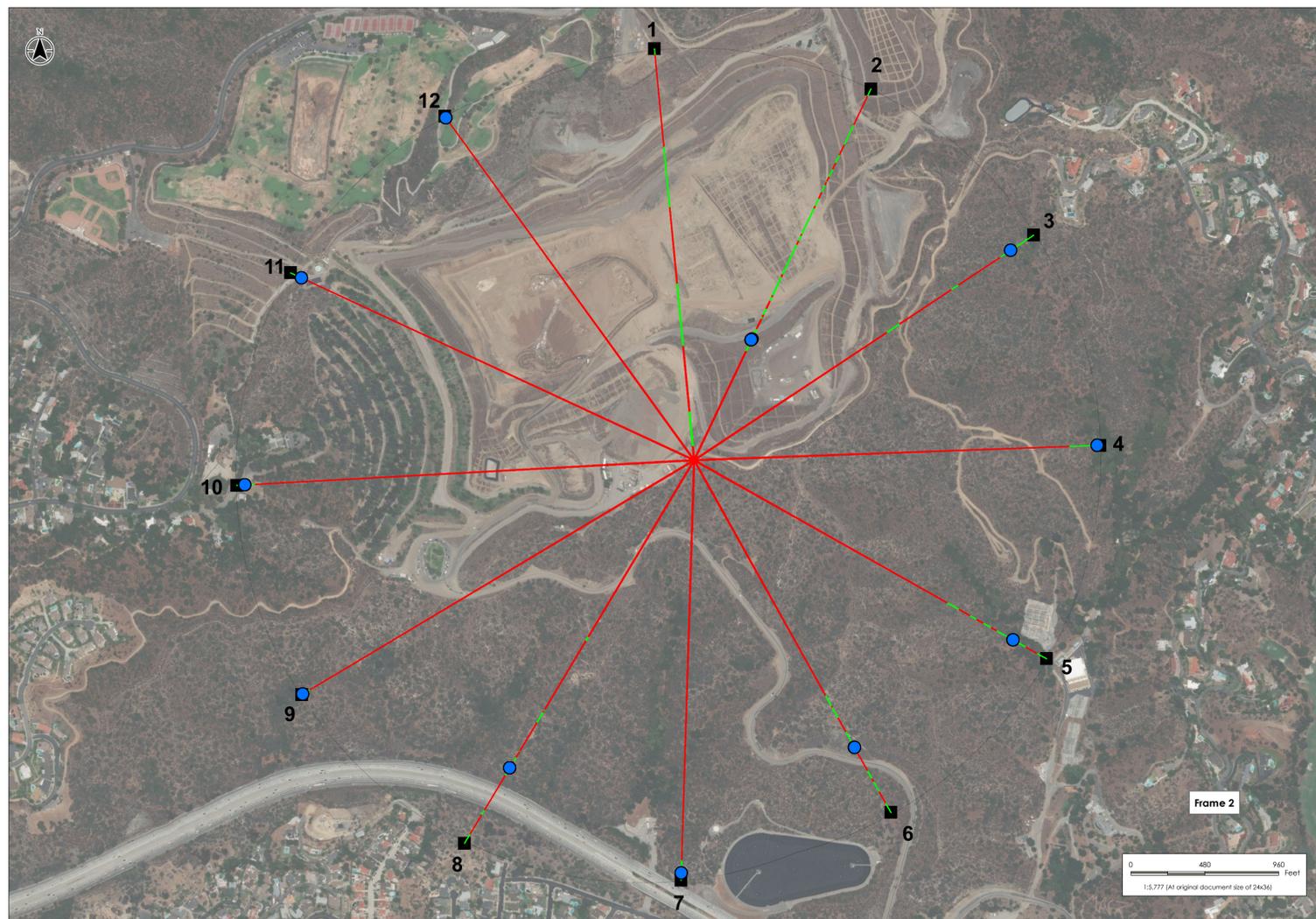
A line of sight analysis shows views of the proposed Project site from observation points located at a distance of 0.5-mile from the proposed Project site's exterior boundary. These analyses show the line of sight from 12 individual observation points and assumes an observer of six feet in height. The observation points are based on the most prominent proposed Project features, namely the engine exhaust stacks, the flare stack and the 60,000-gallon fire water tank. Within each exhibit, the line of sight is depicted as line segments of either red, which indicate points not visible to the observer, or green, which indicate points that would be visible to the observer. If the line of site to the targeted proposed Project feature is obstructed, due to an obstruction such as topography, the point at which it is obstructed is marked by a blue dot. It is important to note that any green line segments seen past an obstruction point do not mean that the target is visible from that observation point. Green line segments seen past an obstruction point indicate a high elevation that is visible to the observer.

Changes in the elevation from the observation point are seen in the associated observer point profiles. Within the profile, the black square marks the location of the observer. The line of sight is shown by a dashed line from the observer to one of the three targets. The point of obstruction, if there is one, is marked by a blue dot. If one of the target Project features is visible to the observer, a symbol of a green dot marks it. If a target Project Feature is not visible to the observer, it is marked by a red dot.

Figure 4.1-5 Engine Exhaust Stacks, demonstrates that the proposed Project's engine exhaust stacks are only visible from observation point 1; however, the engine exhaust stacks are not visible from observation points 2 through 12. **Figure 4.1-6** Flare Stack, demonstrates that that the proposed Project's flare stack is only visible from observation points 1 and 2; however, the flare stack is not visible from observation points 3 through 12. **Figure 4.1-7** Water Tank, demonstrates that the proposed Project's water tank is only visible from observation points 1 and 2; however, the water tank is not visible from observation points 3 through 12.

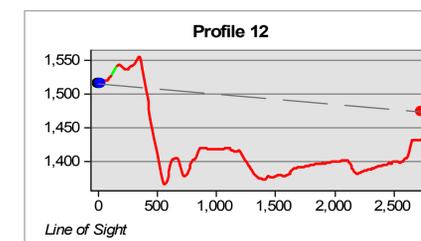
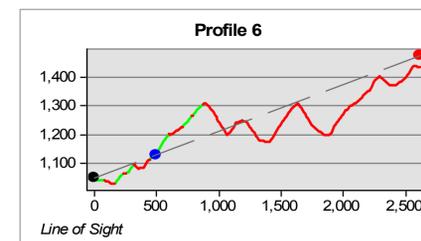
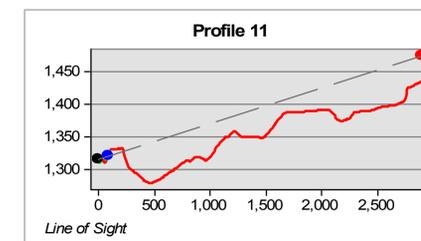
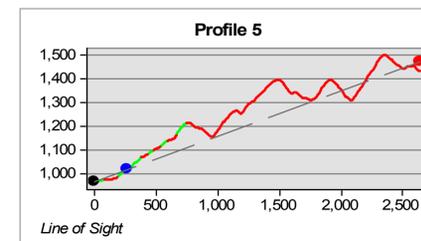
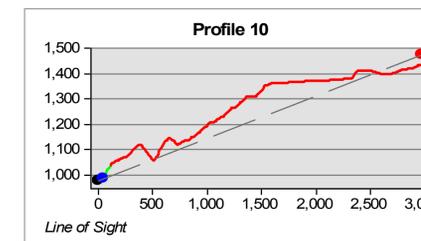
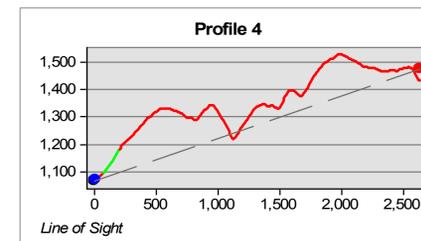
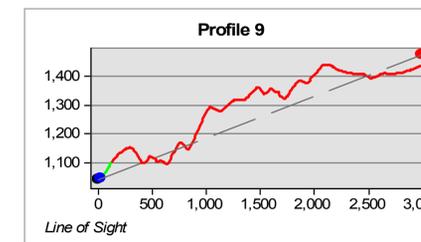
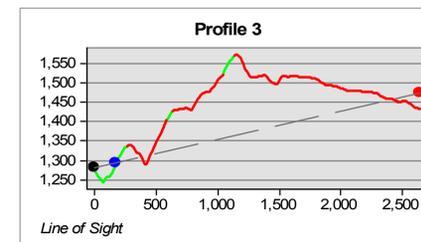
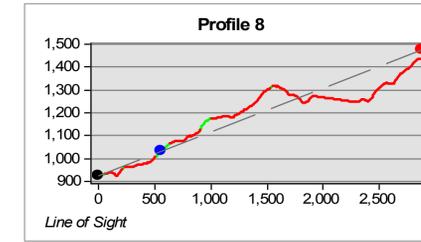
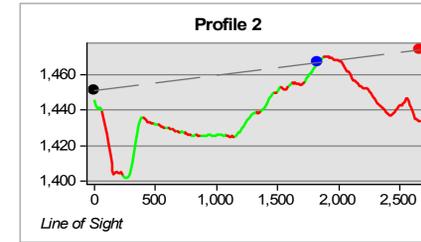
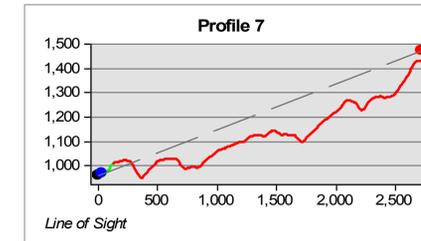
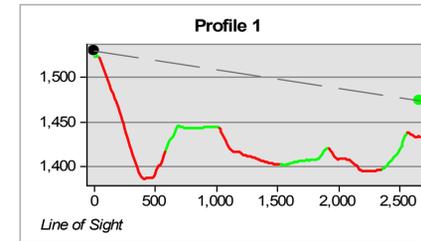
Based on the above analysis, operation of the proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts would be less than significant.





- Legend - Frame 1**
- Central Focal Point of Engine Exhaust Stacks for Line of Sight Analysis
 - Proposed Stack Locations
 - Engine Generators and Ground Flare Skid
 - Project Area

- Legend - Frame 2**
- Observation Points (ground surface +6 feet)
 - Line of Sight Analysis - Results
 - Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Engine Exhaust Stacks



- Legend - Profiles**
- Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Engine Exhaust Stacks
 - Engine Exhaust Stacks Not Visible to Observer
 - Engine Exhaust Stacks Visible to Observer
 - Observer (ground surface +6 feet)

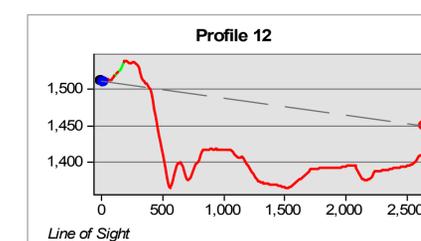
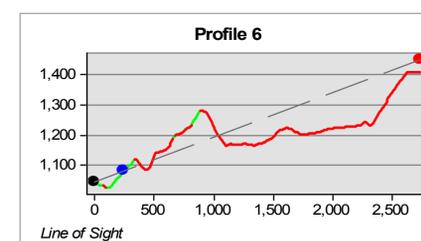
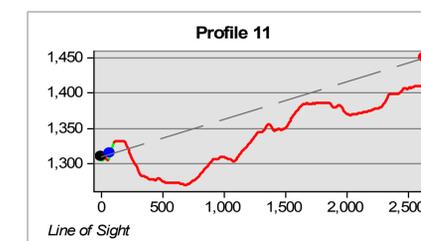
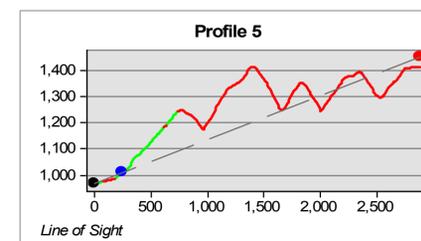
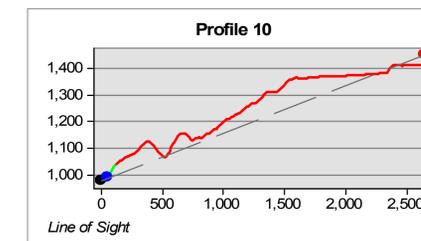
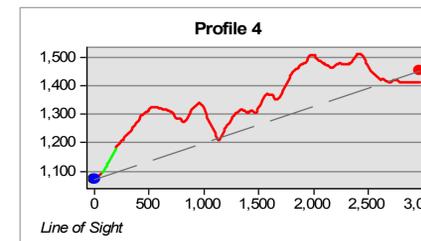
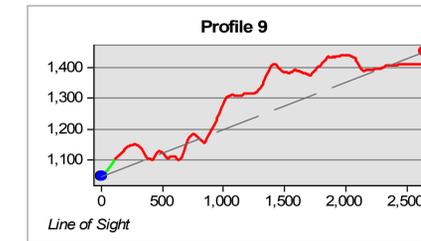
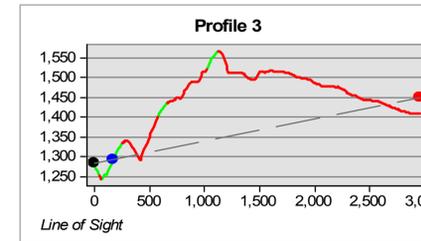
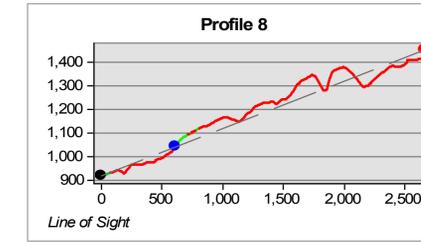
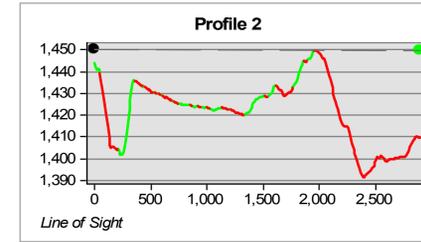
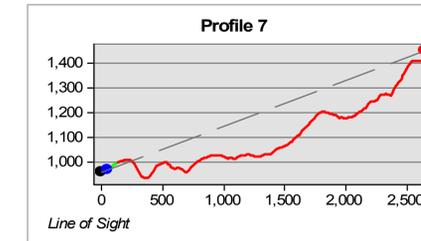
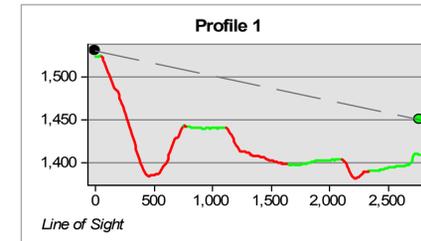
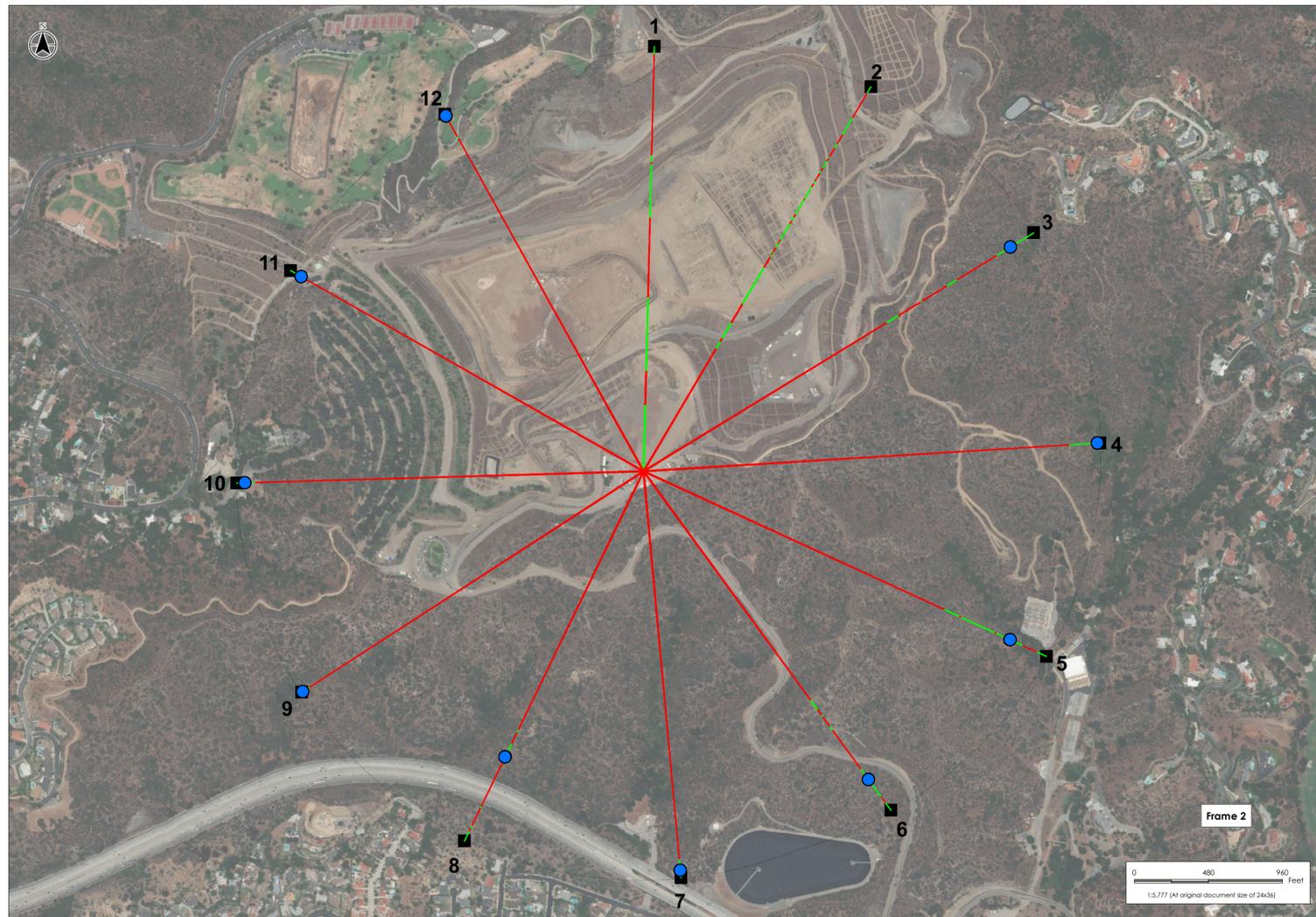
Notes:
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 2. Source Layer Credits: Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
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CITY OF GLENDALE BIOGAS RENEWABLE GENERATION PROJECT**

ENVIRONMENTAL IMPACT ANALYSIS

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- Legend - Frame 1**
- Ground Flare Stack Location for Line of Sight Analysis
 - Proposed Stack Locations
 - Engine Generators and Ground Flare Skid
 - Project Area

- Legend - Frame 2**
- Distance Buffer (0.5 miles)
 - Observation Points (ground surface +6 feet)
 - Line of Sight Analysis - Results
 - Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Ground Flare Stack

- Legend - Profiles**
- Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Ground Flare Stack
 - Ground Flare Stack Not Visible to Observer
 - Ground Flare Stack Visible to Observer
 - Observer (ground surface +6 feet)

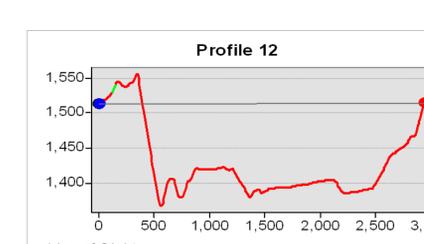
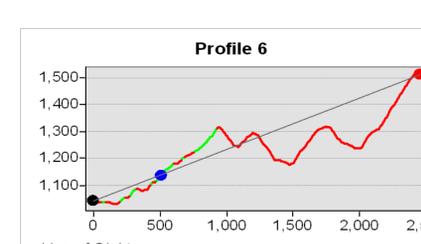
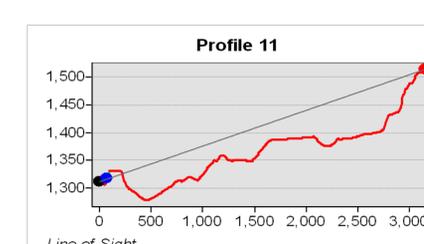
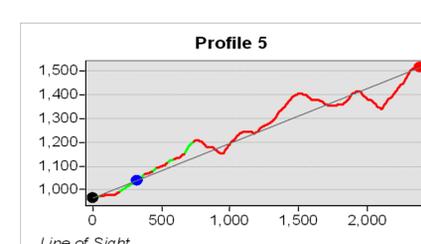
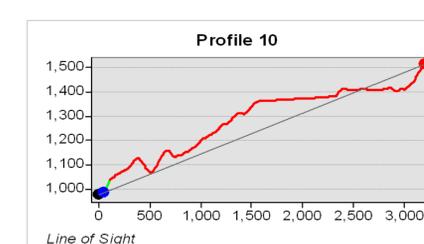
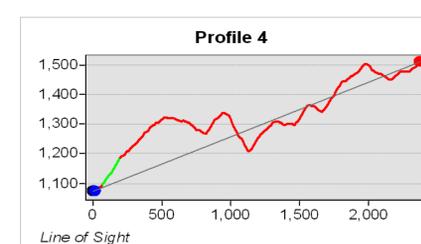
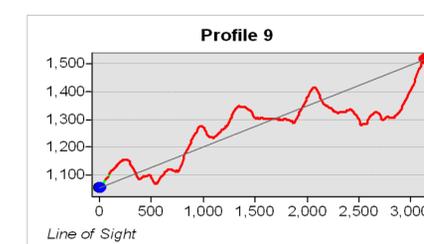
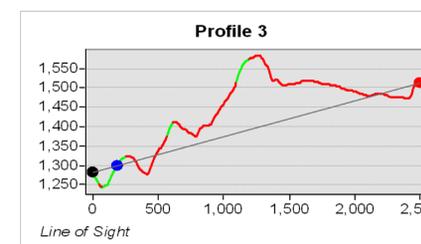
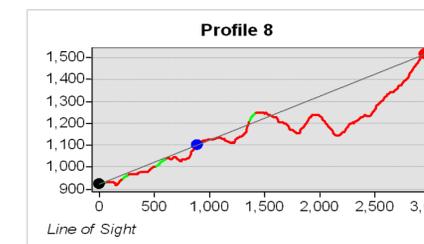
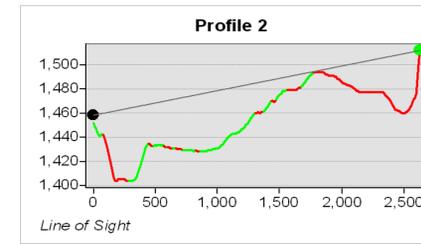
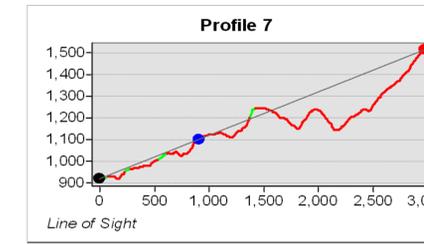
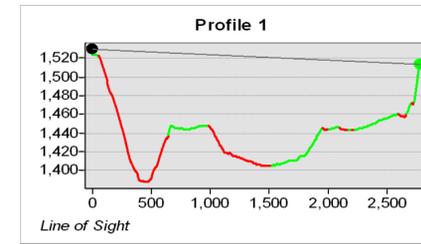
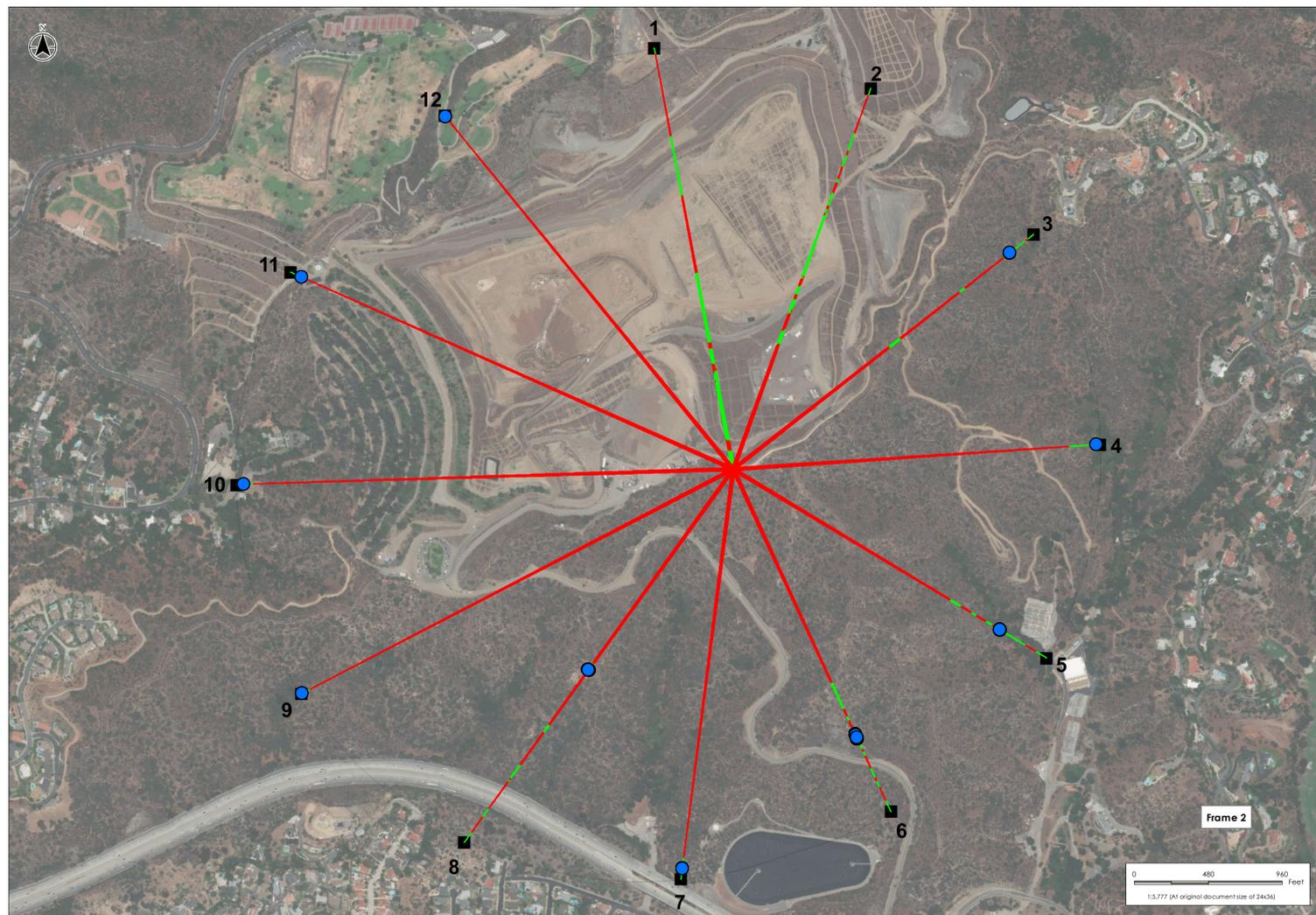
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CITY OF GLENDALE BIOGAS RENEWABLE GENERATION PROJECT**

ENVIRONMENTAL IMPACT ANALYSIS

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- Legend - Frame 1**
- Water Tank Location for Line of Sight Analysis
 - Water Tank Locations
 - Engine Generators and Flare Skid Proposed Scholl
 - Power Plant Project Area

- Legend - Frame 2**
- Distance Buffer (0.5 miles)
 - Observation Points (ground surface +6 feet)
 - Line of Sight Analysis - Results
 - Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Water Tank

- Legend - Profiles**
- Visible to Observer
 - Not Visible to Observer
 - Obstruction of Line of Sight Between Observer and Water Tank
 - Water Tank Not Visible to Observer
 - Water Tank Visible to Observer
 - Observer (ground surface +6 feet)



Project Location: Glendale, CA
 Client/Project: City of Glendale Water and Power
 Title: Environmental Impact Report

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Policy Consistency

Similar to the impacts related to Phases I, II and III, as described above, operation of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project is a conditionally permitted use by the City of Glendale General Plan and Zoning Ordinance. While the proposed water tank would be situated on a primary ridgeline, the proposed Project is a utilities land use that is exempt from the requirements of GMC related to development on identified primary ridges (see Section 4.1.2.3).²³

The proposed Project is required to comply with applicable state and local regulations, including CCR Title 24 regarding outdoor lighting standards. With respect to City General Plan policies related to aesthetic resources, Project operation would be consistent with the goals and objectives stated above. Operation of the proposed Project would not conflict with the goal of protecting vital or sensitive open space areas (Goal 2), as operation of the Project would not create new development within a community or contribute to urbanization. Furthermore, operation of the Project would not conflict with the programs implemented to enhance community design and protect environmental resource quality (Goal 7), as there would be no activities that would impact community design on the existing landfill, and impacts to environmental resources would be minimal during Project operation. As such, Project operation would not conflict with application zoning or other regulations governing scenic quality, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

As discussed above, Project operation would not substantially degrade the existing visual character or quality of public views of the proposed Project site and its surroundings. Furthermore, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality or protection of ridgelines. Therefore, impacts related to operation of the proposed Project would be less than significant, and no mitigation measures are warranted.

Threshold: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

The Project site and the surrounding area current has security lighting. Construction of the proposed Project would involve minimal new sources of light, mainly from safety and security lighting and construction equipment and worker vehicles accessing the proposed Project site. All construction activities would be performed during daylight hours and would not result in an increase in offsite light or glare. All Project lighting is required to comply with applicable state and local regulations, including CCR

²³ City of Glendale Municipal Code, Section 16.08.010, Primary Ridgeline Areas – Preservation. Available at: http://qcode.us/codes/glendale/view.php?topic=16-16_08-16_08_010&frames=on. Accessed June 4, 2019.



ENVIRONMENTAL IMPACT ANALYSIS

Title 24 regarding outdoor lighting standards. As such, Project-related construction light and glare impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

As discussed above, Project-related construction activities would have a less than significant impact with respect to light and glare, and no mitigation measures are warranted.

Operation

The proposed Project would represent an expansion of an existing use which is presently a limited source of nighttime light and glare from the existing LFG collection facility. In compliance with CEC standards and the CALGreen code, shielded area lighting, with light switches and motion sensors, would be provided for safety at the proposed Project site. Lighting at the proposed Project site would incorporate features to minimize spillover and offsite impacts, including use of shields and directing light downward.

The incremental amount of light and glare generated by the operation of the proposed Project would be minimal due to the design measures incorporated into the proposed Project, and because the proposed Project site is located on a portion of the existing SCLF that is currently negligibly visible from public viewing locations. Furthermore, all Project lighting is required to comply with applicable state and local regulations, including CCR Title 24 regarding outdoor lighting standards. Therefore, light and glare impacts from operation of the proposed Project would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

As discussed above, operation of the proposed Project would have a less than significant impact with respect to light and glare, and no mitigation measures are warranted.

4.1.5 Cumulative Impacts

The proposed Project would not degrade the existing visual character or quality of the site and its surrounding area. The incremental amount of light and glare generated by the proposed Project would be minimal due to the design measures incorporated into the proposed Project, and the proposed Project site is located in a portion of the existing landfill that is negligibly visible from public viewing locations. The proposed Project and Grayson Power Plant Repowering Project are spatially separated by approximately five miles and do not have the potential to adversely impact the same viewsheds. Construction and operation of the proposed Project, when considered in combination with potential aesthetic impacts from other projects, would not degrade the existing visual character of the site and its surroundings as visible from public viewpoints. The proposed Project would not have cumulatively considerable aesthetics impacts.

