# 4.1 AESTHETICS

This section describes existing visual characteristics at the project site and surrounding area, and provides an assessment of short- and long-term visual changes that would result from project implementation. The analysis focuses on the views of the project site from offsite sensitive receptors (e.g., residential structures and State Route 113 [SR 113], a County designated scenic highway) in the vicinity of the project site.

Comments related to landfill litter and dust located outside of the landfill boundaries were received during public review of the Notice of Preparation (NOP) for the proposed project.

# 4.1.1 Regulatory Setting

## FEDERAL PLANS, POLICIES, AND REGULATIONS

No federal plans, policies, or regulations related to aesthetics are applicable to the proposed project.

# STATE PLANS, POLICIES, AND REGULATIONS

#### California Code of Regulations

Title 14 and 27 of the California Code of Regulations (CCR) require landfills and transfer stations to control litter and dust, which can have an adverse effect on visual quality. Specifically, Title 27 requirements include the following:

- Section 20830 Litter Control: Litter shall be controlled, routinely collected, and disposed of properly. Windblown materials shall be controlled to prevent the accumulation, or offsite migration, of litter in quantities that create a nuisance or cause other problems.
- Section 20800 Dust Control: The operator shall take adequate measures to minimize the creation of dust and prevent safety hazards due to obscured visibility.

Title 14, Chapter 3, Minimum Standard for Solid Waste Handling and Disposal, which applies to transfer stations and landfills, includes the following operating standards:

- ► 17408.1 Litter Control: Litter at operations and facilities shall be controlled, and routinely collected to prevent safety hazards, nuisances or similar problems and offsite migration, to the greatest extent possible given existing weather conditions.
- ► 17407.4 Dust Control: (a) The operator shall take adequate measures to minimize the creation, emission, or accumulation of excess dust and particles, and prevent other safety hazards to the public caused by obscured visibility. The operator shall minimize the unnecessary handling of wastes during processing to prevent the creation of excessive dust. Measures to control dust include, but are not limited to: reduced processing, periodic sweeping and cleaning, misting systems or ventilation control.

# REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS AND ORDINANCES

#### Solano County General Plan

The project site is located in Solano County and subject to the 2008 Solano County General Plan (Solano County 2008). SR 113 from the Interstate 80 interchange in Dixon to its intersection with State Route 12 is designated as a County Scenic Roadway. Aesthetic and scenic resources are discussed in the Resources Element of the General Plan, which includes the following policies and implementation programs that are relevant to the proposed project:

- Policy RS.P-36: Support and encourage practices that reduce light pollution and preserve views of the night sky.
  - Implementation Program RS.I-22: In new developments, require the use of fixtures that direct light toward target areas and shield it from spillage.
- ▶ Policy RS.P-37: Protect the visual character of designated scenic roadways.
  - Implementation Program RS.I-21: Preserve the visual character of scenic roadways as shown in Figure RS-5 through design review, designating alternate routes for faster traffic, regulating offsite advertising, limiting grading in the view corridor through the grading ordinance, limiting travel speeds, and providing pullover areas with trash and recycling receptacles.

# 4.1.2 Environmental Setting

## REGIONAL LANDSCAPE CHARACTER

Solano County covers 910 square miles, including 84 square miles of water area and 675 square miles of rural land area (Solano County 2015). The western portion of the county extends into the foothills of the coastal range, which is characterized by steep slopes; however, the remainder of the county is located within the Sacramento Valley and characterized by level topography with some isolated areas of low rolling hills. Visually, the rural landscape is predominantly irrigated pasture, row crops, and orchards with limited accessory buildings and rural residences scattered throughout. Important scenic resources include the County's agricultural landscapes, the delta and marshlands, and oak and grass covered hills. A portion of State Route (SR) 37 traverses the southwestern portion of the county and is eligible for designation as a State Scenic Highway (Caltrans 2011). This segment of highway is more than 23 miles from the project site and is not visible from the landfill. A number of County Scenic Roadways are located throughout the county (Solano County 2008: Figure RS-5), however, SR 113 is the only County Scenic Roadway located in proximity to the project site. No other scenic roadways provide views of the landfill.

### LANDSCAPE CHARACTER OF THE PROJECT SITE AND SURROUNDING AREA

The project site is located in an unincorporated area of Solano County, southwest and adjacent to the intersection of Hay Road and SR 113 (Figure 4.1-1). The topography of the surrounding area is essentially flat with a ground surface elevation of approximately 25 feet above mean sea level. The Vaca Mountains to the northwest provide visual relief in the middle ground and background viewing distance from the otherwise flat valley floor, and attract visual attention from those at lower elevations to the southeast. Other visual features in the valley landscape include rural houses, stands of trees and farm equipment. Vegetation in the region consists mostly of introduced non-native grasses; however, there are remaining examples of native grassland and vernal pool vegetation. Land uses in the area consist primarily of open space for livestock grazing and dry-land farming. A handful of rural residences are located in the greater project area.

The visual character of the project site includes the existing developed landfill area where waste acceptance activities and composting operations are ongoing. The facility is surrounded by a six-foot chain-link fence with a taller litter control fence located along the perimeter of the landfill adjacent to Hay Road and SR 113. The current height of the existing landfill modules range from approximately 18 feet above mean sea level (MSL) to 145 MSL. The existing landfill is a major visual feature in the project area because of the lack of other features that rise above the valley floor. The majority of views to the site consist of large mounds of inactive disposal modules that are now covered by a soil cap and resembles rolling hills. With the exception of portions of Hay Road and SR 113, views of the site available to motorists on adjacent roadways consist primarily of steep, grass-covered terrain (i.e., landfill perimeter slopes) that obstructs views of landfill operations (Figure 4.1-2 and Figure 4.1-3, Viewpoints A-C).



Figure 4.1-1 Photograph Viewpoints





Viewpoint A - Hay Road looking south towards Triangle



Viewpoint B - Hay Road at SR 113 intersection looking southwest

Source: Images prepared and provided by Ascent Environmental in2019

X17010046 01 017

Figure 4.1-2 Photo Viewpoints A and B





Viewpoint D - SR 113 looking northwest from the bird sanctuary

Source: Images prepared and provided by Ascent Environmental in2019

X17010046 01 018

Figure 4.1-3 Photo Viewpoints C and D



Most views of landfill operations to motorists driving along the eastern portion of Hay Road and SR 113 are partially screened or obstructed because of steep terrain surrounding the landfill boundary. Located along the northwestern boundary of the project site along Hay Road is a row of eucalyptus trees that stretches approximately ½ mile and partially screens views of the project site from motorists. Some unobstructed views of landfill operations are available to motorists on Hay Road and include the landfill entrance, administrative building, and JPO facility located in the center of the site. As motorists on SR 113 approach the landfill property, views of active landfill operations (i.e. views of trucks and refuse) are possible (Figure 4.1-3, Viewpoint D). For motorists viewing the site from a distance, the landfill modules appear as rolling hills against the background of the Vaca Mountain range (Figure 4.1-4, Viewpoint E).

The nearest residence to the project site is located over one mile to the north. Due to the distance between the project site and the nearest residences, the facility presents only a very low visual profile to residents and only low quality views of the site are possible to residents. There are no public parks, schools, or designated viewing areas with a high quality view of the project site. There are no rock outcroppings or historic buildings within or adjacent to the project site. SR 113 is designated as a local scenic roadway in the Solano County General Plan (Figure RS-5; p. RS-39: 2008).

## VIEWER EXPOSURE AND SENSITIVITY

Viewer sensitivity is an important consideration in assessing the impacts of visual change and is a function of several factors. The sensitivity of the viewer or viewer concern is based on the visibility of resources in the landscape, proximity of the viewers to the visual resource, elevation of the viewers relative to the visual resource, frequency and duration of views, numbers of viewers, and types and expectations of individuals and viewer groups.

The viewer's distance from landscape elements plays an important role in determining an area's visual quality. Visibility and visual dominance of landscape elements depend on their placement within a viewshed. A viewshed is defined as all of the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (FHWA 2015). Landscape elements are considered higher or lower in visual importance based on their proximity to the viewer. Generally, the closer a resource is to the viewer, the more dominant, and thus the more visually important it is to the viewer. For purposes of analysis, landscapes are separated into foreground, middleground, and background views (USFS 1995). In general, the foreground is characterized by clear details (within 0.25 or 0.5 mile of the viewer); the middleground is characterized by the loss of clear detail in a landscape, creating a uniform appearance (from the foreground to 3 to 5 miles in the distance); and the background extends from the middleground to the limit of human sight (Bacon 1979).

Visual sensitivity is also affected by viewer activity, awareness, and expectations in combination with the number of viewers and the duration of the view. Visual sensitivity is generally higher for views that are observed by people who are driving for pleasure, or engaging in recreation activities such as hiking, biking, camping or by residents of an area. Sensitivity is lower for people engaged in work activities or commuting to work. Viewer response must be based on regional context. The same landform or landscape feature may be valued differently in different settings; landscape features common in one area would not be valued as highly as the same feature in a landscape that generally lacks similar features. For example, a small hill may have little value in a mountainous area, but may be highly valued in a landscape that has little topographic variation.

The primary viewer group to which the project site is visible is motorists on the surrounding public roadways (i.e., Hay Road, SR 113, and Brown Road) and would be expected to have the most sensitivity to changes in views because of their close proximity to the site. Project viewpoints from surrounding roads are described in more detail below.

#### Viewpoints

Five representative viewpoints from surrounding public roadways were selected and are shown in Figures 4.1-1 through 4.1-4. In addition to use of representative viewpoints, this analysis utilizes information from a field reconnaissance of the project area conducted in March 2018 as well as Google Maps street views. Most views of landfill operations at the project site are screened by steep terrain at the landfill boundaries.



Viewpoint E - SR 113 looking northwest at the site

Source: Images prepared and provided by Ascent Environmental in2019

X17010046 01 019





#### Light and Glare Conditions

The terms "glare" and "skyglow" are used in this analysis to describe the visual effects of lighting. For the purposes of this impact analysis, glare is considered to be direct exposure to bright lights and skyglow is a glow that extends beyond the light source and can dominate or partially dominate views above the horizon.

The RHR Landfill has a light control program because of the proximity of Travis Air Force Base and other municipal and private airfields. Fixed and portable lighting units are used to illuminate portions of the site during nighttime operations. Night lighting is downcast and shielded to prevent offsite glare and confine lighting to the work area. The landfill's light control plan limits portable nighttime lighting for specific occasions (i.e., at the public drop-off center as needed to process peak loads of recyclables and during base liner preparation work if the operator determines daytime temperatures are too high for efficient Leachate Collection and Removal System [LCRS] placement over geomembrane). Low energy security lighting (ex., high-pressure sodium lights) is installed at the maintenance shop and office facilities. The surrounding area is generally unlit except for a few streetlamps near the landfill's entrance and headlights from vehicles on nearby roadways. These light sources, in addition to the landfill, contribute to nighttime glare and skyglow effects in the project vicinity.

# 4.1.3 Environmental Impacts and Mitigation Measures

# SIGNIFICANCE CRITERIA

Based on Appendix G of the CEQA Guidelines, the project would result in a potentially new significant impact, or substantial increase in a previously identified significant impact, related to aesthetic resources if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway or other designated scenic corridor;
- ► substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

# METHODOLOGY

Buildings and other structures in the project vicinity, views across agricultural and open space land, and locations of residences and businesses in the project vicinity were considered when evaluating the general visual quality and character of the project area. The sensitivity of the viewer or viewer concern is a consideration in evaluating impacts of visual change. Viewer sensitivity is based on the visibility of resources in the landscape, proximity of the viewers to the visual resource, elevation of the viewers relative to the visual resource, frequency and duration of views, numbers of viewers, and types and expectations of individuals and viewer groups. Visual sensitivity is generally higher for views that are observed by people who are driving for pleasure, or engaging in recreation activities such as hiking or biking or by residents in close proximity to their homes. Sensitivity is lower for people engaged in work activities or commuting to work.

#### Viewer Groups and Viewer Awareness and Sensitivity

Most public viewers of the existing landfill are motorists on SR 113, Hay Road, and Brown Road. Travel speeds are relatively high (55 miles per hour) on SR 113; therefore, views of the project site are peripheral, of short duration, and/or screened by existing topography along the perimeter of the landfill.

Distant views of the landfill may be available to rural residents located a mile or more from the project site. The nearest resident, located a mile north of the site, would have middleground views of the landfill property and low sensitivity to visual change from this area and distance. Motorists would have foreground and/or middleground views of the landfill but the views would be of shorter duration and partially and/or fully screened by onsite topography; therefore, drivers may have a low sensitivity to visual change.

# ISSUES NOT DISCUSSED FURTHER

A scenic vista is generally considered a view of an area that has remarkable scenery or a natural feature or cultural resource that is indigenous to the area. The project site and surrounding area do not contain any scenic vistas; therefore, the project would not have a substantial adverse effect on a scenic vista, and this topic is not addressed further in this SEIR.

# PROJECT IMPACTS AND MITIGATION MEASURES

#### Impact 4.1-1: Temporary Changes in Visual Character

Temporary changes in views would occur as a result of construction activities, primarily related to the presence and operation of heavy equipment associated with lateral expansion of the landfill within the Triangle. These activities would include excavation of a realigned drainage ditch segment, construction of a 10-foot high perimeter berm, and installation of a required base liner containment system. Foreground views of these construction activities would be available to motorists heading northbound on SR 113. These changes would be temporary, largely screened from outside views, and not out of character with the existing landfill operations onsite. Therefore, the temporary changes as a result of the proposed project would not substantially degrade views of the project site. This impact would be **less than significant**.

Construction of the lateral landfill expansion of the Triangle is anticipated to occur over the summers of 2021 and 2022 and would include grading activities, installation of a base liner containment system, excavation for the realigned drainage ditch segment, and construction of a 10-foot high perimeter berm. The Triangle area is located approximately 0.25-mile from SR 113. During construction, foreground views of heavy equipment and associated vehicles, construction workers, staging areas, and construction activities within the Triangle would be visible from motorists heading northbound on SR 113. Due to distance and intervening landscape, construction activities would not be discernable to motorists on SR 113 with middleground or background views of the site. With the exception of northbound SR 113, views of the Triangle are obscured from other surrounding viewpoints by intervening distance, existing landfill modules located east, west, and north, vegetation, and/or steep terrain surrounding the eastern half of the landfill boundary. Views of equipment onsite would be similar to views of equipment used in routine operation of landfill operations currently surrounding the Triangle and would not result in a substantial change in views. In addition, these changes in views would be temporary and none of the changes would be visible from Viewpoints A-C.

Construction of the lateral landfill expansion within the Triangle would include the use of construction equipment; however, changes in views would be temporary and would only be visible to motorists travelling northbound on SR 113 with foreground views of the site. This impact would be **less than significant**.

#### Mitigation Measures

No mitigation measures are necessary.

#### Impact 4.1-2: Long-Term Adverse Changes in Visual Character

Lateral expansion of the landfill into the Triangle area and modification of existing landfill operations near the landfill's existing administrative office (i.e. storage of baled recyclables and addition of a new flare at G2 facility) would result in changes to views of the project site. However, views of the landfill expansion and operation modifications would be consistent and blend in with existing views of landfill operations from Hay Road and immediately north, east, and west of the Triangle area. Further, design of the landfill expansion area would include vegetated landfill perimeter slopes with a 4:1 (horizontal: vertical) slope along the southern boundary of the Triangle to screen views of landfill operations onsite and substantial adverse changes would not occur. With project implementation, the increase in truck trips and the expansion of the landfill into the Triangle area could result in an increase in the amount of windblown litter generated from the facility. Although existing litter removal is governed by the 2016 RHR Road and Litter Agreement, it does not factor in the proposed lateral expansion and increase in truck trips. Therefore, the impact is considered **potentially significant**.

Currently, the Triangle area is largely undeveloped open space with a private gravel road that is directly adjacent to existing landfill disposal areas to the south, east, and west. Lateral expansion of the landfill disposal area is proposed within 16-acres of the 24-acre Triangle (the Triangle includes an approximately 8-acre existing setback area). Views of the Triangle would change, therefore, to include the expanded disposal area. While this area is visible to landfill workers and customers and to northbound motorists on SR 113, the expansion area is consistent with adjacent landfill disposal area development and ongoing landfill operations. To enhance and partially screen views of the landfill expansion area from SR 113, the project would include vegetated landfill perimeter slopes with a 4:1 (horizontal: vertical) slope at its southern boundary. Views of the Triangle from SR 113 would blend in with adjacent onsite uses and would be partially screened by vegetated landfill perimeter slopes. In addition, a rounded, rolling land formation at final grade is proposed to enhance the aesthetic appearance of the Triangle, consistent with final grade of surrounding disposal modules. Due to distance and intervening landscape, construction activities would likely not be discernable to motorists on SR 113 with middleground or background views of the site.

In addition to the lateral expansion, four bale stockpiles and the addition of a new flare are proposed and would be visible to motorists on Hay Road as they pass the center of the property. Specifically, the stockpiles and flare would be located near the existing administrative buildings and G2 Landfill Gas to Energy facility (shown in Figure 3-2 of this Draft SEIR). The stockpiles would be located a minimum of 180 feet from the edge of Hay Road with a combined maximum allowable size of 40 feet wide by 105 feet long by 12 feet high and would be partially screened by existing structures (ex. office building and G2 Landfill Gas to Energy facility structures). The new flare would be located within the existing G2 Landfill Gas to Energy facility and comparable in size to existing onsite flares (i.e. 9.5 feet in diameter and 30 feet in height) within the G2 facility (see Figure 3-2 of this document). Both project features would be visually consistent with existing views of landfill and JPO-related structures located in this portion of the site.

As a result, while the change in visual character as a result of the proposed project would be noticeable from foreground views to motorists on SR 113 and Hay Road, it would not be considered a substantial adverse change because the proposed project features are consistent with the current visual condition of the site.

Lateral expansion of the landfill disposal area as well as the addition of baled recyclable stockpiles and an additional flare would result in changes to views from SR 113 and Hay Road; however, these changes would be consistent with existing landfill operations onsite and would not result in substantial adverse modifications to existing views. Therefore, this impact would be less than significant.

With the proposed increase in peak daily tonnage and additional truck trips associated with the temporary storage of recyclable material, peak daily vehicle trips could increase at the RHR Landfill. This increase could potentially increase the amount of windblown litter generated from the facility. The generation of litter from the transport of solid waste and facility operations was identified as a potentially significant impact requiring mitigation in the 1993 Final EIR and 2012 Initial Study/ Mitigated Negative Declaration (IS/MND). The mitigation from the 1993 Final EIR and 2012 IS/MND required the facility operator to use portable litter fences on an ongoing basis and to routinely pick up litter on adjacent properties and roadways. The mitigation also required the facility operator to install a permanent litter fence

around the site perimeter. The impact was considered less than significant following implementation of the identified mitigation measures.

Although the facility is currently surrounded by a six-foot chain-link fence with a 25-foot tall litter control fence located along the portions of the northern and western perimeter of the existing landfill, the lateral expansion of the landfill into the Triangle area and the potential for increase in litter generation from the facility due to increased truck trips could result in the scattering of windblown litter along the haul routes and onto adjacent agricultural parcels from the working face. If the litter remained on the adjacent parcels and roads for extended periods, it could degrade the visual character of the surrounding land uses. This impact is considered **potentially significant**.

#### **Mitigation Measures**

#### Mitigation Measure 4.1-1: Litter Control

The facility operator shall implement the following litter control mitigation measures to address the lateral landfill expansion area and/or the increase in landfill truck trips following implementation of the proposed project:

- ► Windblown Litter from the RHR Site:
  - Portable litter control fences shall be installed directly downwind of the working face during site operations.
  - Additional litter collection crews shall be deployed following high wind events to remove litter from the
    parcels adjacent to the landfill. The RHR facility operator shall work to establish site access agreements with
    the adjacent property owners prior to project implementation.
  - The maximum size of the working face shall be limited to 200' x 75' or smaller.
  - Use of portable fencing in the immediate vicinity of the landfills working face and downwind of the working face shall be used to contain litter.
  - Fencing along the site boundary of the landfill expansion area shall be high enough to contain litter from migrating offsite.
  - Prior to the start of landfill operations within the expansion area, RHR shall construct a permanent 25 ft. tall litter-control fence that extends along the entire length of the southerly site boundary of the landfill expansion area.
  - Adequate staffing shall be onsite to remove litter immediately from the property boundary in the event of a sudden change in wind speed or direction. Similarly, additional litter collection crews shall be deployed following such high wind events to remove litter from parcels adjacent to the landfill. The permittee (RHR) shall establish site access agreements with the adjacent property owners within 90 days of issuance of the use permit.
- ► Windblown Litter from RHR-Related Truck Trips:
  - If waste is hauled by RHR or its contractors over the following roads, RHR shall check for and pick up litter, on a weekly basis, or more frequently, on the following roads: Vanden Road from Peabody Road to Canon Road, Canon Road from Vanden Road to North Gate Road, North Gate Road from Canon Road to McCrory Road, McCrory Road from North Gate Road to Meridian Road, Meridian Road from McCrory Road to Hay Road, Hay Road from Meridian Road to Lewis Road, Lewis Road from Midway Road to Fry Road, and Midway Road from I-80 to SR 113.
  - If Solano County personnel identify litter on roads used by RHR and its contractors, Solano County shall immediately notify RHR and request that it be removed. RHR shall respond and remove such litter within twenty-four (24) hours of receiving notification from Solano County.

- Litter Control:
  - The facility operator shall negotiate an agreement with Solano County regarding reimbursement for the cost
    of removing trash and materials dumped along the above mentioned County roads, should County
    employees be required to assist in the removal of trash associated with the expanded use of the landfill.
  - Litter control shall be the responsibility of the RHR compliance officer and shall be monitored by the Solano County Local Enforcement Agency (LEA) to ensure compliance with state minimum standards. A plan for litter control, by means of fencing, crews, adjustment of the size of working the face and use of soil cover, shall be detailed in the litter management plan.
  - On a weekly basis, or more frequently if needed, RHR shall check for and pick up litter along adjacent properties, and along Burke Lane south of Hay Road, Dally Road north and south of Hay Road, Box R Ranch Road, Binghampton Road between SR 113 and Pedrick Road, Main Prairie Road between SR 113 and Pedrick Road, Brown Road between SR 113 and Pedrick Road, Pedrick Road between Brown Road and Binghampton Road, and along the following major haul routes: Fry Road between Leisure Town Road and SR 113, Lewis Road between Fry Road and Hay Road, Hay Road between SR 113 and Meridian Road, and Meridian Road between McCrory Road and Fry Road. The site, offsite properties, and roads listed above shall be kept as litter free as possible depending upon weather conditions. The County shall not be charged for disposal of litter or trash picked up during these activities. Within 90 days of the issuance of the land use permit, RHR shall execute an agreement with Solano County regarding reimbursement to the County for the cost of removing trash and materials dumped along the above mentioned County roads, should County employees be required to assist in the removal of trash associated with use of the RHR landfill in the event that RHR does not remove the litter within 24 hours of receiving notification from Solano County.

#### Significance after Mitigation

Implementation of Mitigation Measure 4.1-1, which is a continuation of existing litter control measures from the RHR landfill's existing LUP (U-11-09), measures provided in Chapter 9 of the 1993 EIR (p. 9-17), and Mitigation Measure 1 from the RHR Landfill's 2012 IS/MND, would reduce potentially significant impacts related to long-term adverse changes in visual character because the potential for an increase in scattering of windblown litter onto adjacent parcels and roads would be reduced with implementation of required litter control measures. In addition, the Road Damage and Fee Agreement is updated regularly and will continue to be implemented. With implementation of Mitigation Measure 4.1-1, this impact would be reduced to a less-than-significant level.

# Impact 4.1-3: Potential to Substantially Damage or Change Views from Any Scenic Resources Within a Designated Scenic Corridor

SR 113 is a County Scenic Roadway located adjacent to the eastern boundary of the RHR Property boundary and approximately 0.25 mile from the Triangle area. Foreground views of the expanded landfill into the Triangle area would be available to motorists on northbound SR 113. Foreground views of the Triangle from SR 113 may include new views of landfill operations (i.e., trucks and refuse) within this area of the site. However, views of the expanded landfill area would be consistent with and blend into existing views of landfill operations located immediately north, east, and west of the Triangle. Consistent with existing landfill design onsite, the landfill expansion area would include vegetated landfill perimeter slopes with a 4:1 (horizontal: vertical) slope to partially screen views of landfill operations from SR 113. At final grade, a rounded, rolling land formation is proposed to enhance the aesthetic appearance of the landfill modules. With implementation of the project, changes to views of the Triangle from SR 113 would be consistent with existing views of landfill operations and design measures included in the project would partially screen views of the landfill expansion area from SR 113 motorists. This impact would be **less than significant**.

The lateral landfill expansion is proposed in a triangular area surrounded by existing landfill operations (see Figure 3-2 of this Draft SEIR) that is visible to motorists heading northbound on SR 113, a County Scenic Roadway. No other scenic resources or designated scenic corridors are in the project vicinity and other elements of the project are not visible to motorists on SR 113 because of intervening topography and distance.

The lateral landfill expansion into the Triangle area is located 0.25 mile from SR 113. Due to distance and intervening landscape, landfill expansion within the Triangle would likely not be noticeable to motorists on SR 113 with middleground or background views of the site. Foreground views of the landfill expansion area and operations would be available to motorists heading northbound on SR 113. However, views of the site would be temporary to passing motorists and an active landfill is currently located immediately north, east, and west of the Triangle (see Figure 3-2 of this Draft SEIR). Therefore, views of the expanded landfill area would blend in with surrounding views, resulting in a minor change to views from SR 113. Consistent with existing landfill design onsite, the landfill expansion area would include vegetated landfill perimeter slopes with a 4:1 (horizontal: vertical) slope that would partially screen views of landfill operations from SR 113. At final grade, a rounded, rolling land formation is proposed to enhance the aesthetic appearance of the landfill modules. Therefore, the proposed project would not substantially damage or change views from any scenic resources within a state scenic highway or other designated scenic corridor, including but not limited to trees, rock outcroppings, and historic buildings. This impact would be **less than significant**.

#### **Mitigation Measures**

No mitigation measures are necessary.

#### Impact 4.1-4: Potential for Increased Light and Glare

The existing landfill includes fixed and portable nighttime lighting, which would continue after implementation of the project. No new sources of fixed lighting are proposed. The project would include base liner preparation work during construction of the landfill expansion area that could result in the need for occasional and temporary portable nighttime lighting lf the operator determines daytime temperatures are too high. Use of portable nighttime lighting under this circumstance is allowable under the landfill's light control program and would require downcast and shielded lighting to prevent offsite glare and confine lighting to the work area. This impact would be **less than significant**.

The landfill's existing light control program allows for fixed and portable lighting units to illuminate portions of the site during nighttime operations. The landfill's light control program limits onsite lighting considerably and is consistent with Policy RS.P-36 of the Solano County General Plan (2008: p. RS-37). Night lighting is downcast and shielded to prevent offsite glare and confine lighting to the work area. Low energy security lighting (ex., high-pressure sodium lights) is installed at the maintenance shop and office facilities. No new sources of fixed lighting are proposed. The landfill's light control program allows portable nighttime lighting for specific occasions, including base liner preparation work when the operator determines daytime temperatures are too high. During construction of the landfill expansion area, use of portable nighttime lighting may be needed on occasion for base liner preparation work. This use of portable nighttime lighting would be temporary, consistent with the existing lighting program, and would not introduce substantial new sources of light or glare.

Therefore, because no additional sources of fixed lighting are included as part of the project and any portable lighting to be used onsite would be limited to base liner preparation work, as needed, during construction of the landfill expansion area, the proposed project would not introduce substantial new sources of light or glare. In addition, the nearest residence is located one mile from the RHR Landfill; therefore, light spillover from nearby residences would not occur due to distance. This impact would be **less than significant**.

#### **Mitigation Measures**

No mitigation measures are necessary.

This page intentionally left blank.