4.2 Aesthetics/Visual Resources

This section describes the visual effects that may result in the implementation of the proposed Project. The visual effects of the LWEP were identified in the LWEP EIR Section 3.2, *Aesthetics/Visual Resources*.

Aesthetics, as addressed in CEQA, refers to important visual considerations in the physical environment. Aesthetics analysis, or visual resources analysis, is a systematic process to logically assess visible changes in the physical environment and the anticipated viewer response to those changes. This section addresses either directly by new analysis, or by reference to the LWEP EIR, the existing landscape character of the study area, important visual resources, existing views of the study area from various on-the-ground vantage points, the visual characteristics of the proposed Project, and the landscape changes that would be associated with the construction and operation of the proposed Project as seen from various vantage points. The term "aesthetics" is generally considered interchangeable with the term "visual resources".

4.2.1 Environmental Setting

4.2.1.1 Regional and Local Landscape

The regional and local landscape setting described in the LWEP EIR Sections 3.2.2.1 and 3.2.2.2 has not changed for SWEP. Please refer to those two sections.

4.2.1.2 Key Observation Points (KOPs)

KOPs are representative, stationary viewing locations selected for the purpose of analyzing and describing existing visual resources in the Project area and for preparing visual simulations and conducting impact assessments. KOPs were generally selected to be representative of the most critical or typical public viewing locations from which the Project would be seen and are typically located based on their usefulness in evaluating existing landscapes and potential impacts on the affected viewing populations, and from various vantage points. KOP locations for the Project include: (1) major or significant travel corridors or points of visual access; (2) residential areas; (3) important recreation areas; (4) locations of significant cultural value; and (5) locations that capture different viewing distances and view orientation. At each KOP, the existing landscape was characterized and photographed.

The LWEP EIR Section 3.2.5.2 describes 13 KOPs for the LWEP. For SWEP, 14 KOPs were selected to characterize the local setting and assess the Project-induced aesthetic impacts. KOP locations and view directions are shown on the KOP map presented as Figure 4.2-1 and are listed below.

- **KOP 1: Northbound SR-1**, approximately 0.72 mile south of the intersection with Jalama Road. This viewpoint captures the eastern end of the East WTG string along the ridgeline of the Santa Ynez Range (see Figures 4.2-2A/2B) and is the same viewpoint used for KOP 1 in the LWEP EIR.
- **KOP 2: Southbound SR-1**, at the southern edge of the City of Lompoc. This viewpoint captures the location of the proposed switchyard (approximately 0.12 mile to the southeast of KOP 2) adjacent to the south boundary of the City of Lompoc (see Figures 3.2-3A/3B). This viewpoint is new and replaces KOP 2 used for the LWEP EIR since SWEP has different switchyard and transmission line locations.
- **KOP 3: Southbound San Miguelito Road**, approximately 0.25 mile east of the intersection with Brazile Road and south of Miguelito County Park. This viewpoint captures a portion of San Miguelito Road that would be paralleled by the proposed transmission line (see Figures 3.2-4A/4B/4C). This

viewpoint is new and replaces KOP 3 used for the LWEP EIR since SWEP's location of the transmission line is different along San Miguelito Road.

- **KOP 4: Jalama Beach**, in Jalama Beach County Park. This viewpoint, approximately 4.1 miles south of the nearest WTG, captures a portion of Jalama Beach, the adjacent coastal bluffs, and a portion of the more distant Santa Ynez Range where the proposed WTGs would be located (see Figures 3.2-5A/5B). This viewpoint is similar to that used for KOP 4 in the LWEP EIR.
- **KOP 5: Ocean Park**, approximately 7.75 miles northwest of the nearest WTG. This viewpoint captures the foreground coastal bluffs and a very limited portion of the Santa Ynez Range where the proposed WTGs would be located (see Figure 3.2-6). This viewpoint is similar to that used for KOP 5 in the LWEP EIR.
- **KOP 6: 7th and Tangerine in the City of Lompoc**. This viewpoint, approximately 6 miles northeast of the nearest WTG, captures a foreground residential landscape in the eastern part of the City, backdropped by the Lompoc Hills and Santa Ynez Range (see Figures 3.2-7A/7B). This is the same viewpoint used for KOP 6 in the LWEP EIR.
- **KOP 7: North X Street at West Lemon Place in the City of Lompoc**. This viewpoint, approximately 4.5 miles north of the nearest WTG, captures a foreground residential landscape in the western part of the City, backdropped by the Lompoc Hills and Santa Ynez Range (see Figures 3.2-8A/8B). This is the same viewpoint used for KOP 7 in the LWEP EIR.
- **KOP 8: La Purisima Mission State Historic Park.** This viewpoint, approximately 7.4 miles northeast of the nearest WTG, captures a foreground open field at the Mission, backdropped by the distant Lompoc Hills and Santa Ynez Range where the Project would be located (see Figures 3.2-9A/9B). This viewpoint is similar to that used for KOP 8 in the LWEP EIR.
- **KOP 9: Harris Grade Road.** This viewpoint, approximately 6.8 miles north-northeast of the nearest WTG, captures a portion of the City of Lompoc backdropped by the Lompoc Hills and Santa Ynez Range, where the proposed WTGs would be located (see Figure 3.2-10). This viewpoint is similar to that used for KOP 9 in the LWEP EIR.
- **KOP 10: SR-1 North of Lompoc.** This viewpoint, approximately 8.9 miles north of the nearest WTG, would capture a foreground view of open, undeveloped fields and hills, backdropped by the distant Santa Ynez Range, where the proposed WTGs would be located (see Figure 4.2-11). This viewpoint is similar to, though farther south than, the SR-1 viewpoint used for KOP 10 in the LWEP EIR.
- **KOP 11: San Miguelito Road.** This viewpoint, in the immediate Project area, captures an upper portion of the undeveloped San Miguelito Creek Valley, backdropped by the Tranquillon Ridge, where a portion of the West WTG string would be located (see Figures 4.2-12A/12B). This viewpoint is similar to that used for KOP 11 in the LWEP EIR.
- **KOP 12: Miguelito County Park Overflow Parking Area.** This viewpoint captures the hill slopes immediately north of the park where the proposed transmission line would cross an open slope (see Figures 4.2-13A/13B). This viewpoint is new and replaces KOPs 12 and 13 used for the LWEP EIR since the locations of the transmission line and WTGs are different for SWEP.
- **KOP 13: San Miguelito Road.** This viewpoint captures an immediate-foreground view of the landscape surrounding a segment of San Miguelito Road that would be subject to road widening and tree removal to allow the transport of Project components (see Figures 4.2-14A/14B). This

viewpoint is new and was not included in the LWEP EIR since no significant road modifications along San Miguelito Road were proposed for LWEP.

- **KOP 14: East Olive Avenue in the City of Lompoc.** This viewpoint captures a portion of Beattie Park in the foreground, backdropped by the northern-most portion of the Lompoc Hills, the ridgeline of which supports an existing wood-pole electrical transmission line that would be paralleled by the proposed Project transmission line (see Figures 4.2-15A/15B). This viewpoint is new and, therefore, was not included in the LWEP EIR since SWEP's location for the transmission line is different.

4.2.2 Regulatory Setting

4.2.2.1 Federal

See LWEP EIR Section 3.2.3.1 as there is no new information for SWEP.

4.2.2.2 State

The LWEP EIR Section 3.2.3.2 lists and describes the La Purisima Mission State Historic Park General Plan. Additional State jurisdictions and programs with Aesthetic/Visual Resources guidance and policies that pertain to the Project include: California Coastal Act, the California Scenic Highway Program, and the California Historical Landmarks Registration Program

California Coastal Act

The Regulatory Setting section of the LWEP EIR did not include a discussion of the California Coastal Act, because the LWEP did not involve any work within the coastal zone. As the SWEP would involve grading and road improvements within the coastal zone, these activities would be subject to the California Coastal Act. However, no visual impacts have been identified for Project elements located in the Coastal zone. Although no other parts of the Project would be subject to the California Coastal Act, there would be visual impacts in the Coastal Zone from WTGs located in the inland area. The California Coastal Act establishes a comprehensive approach to govern land use planning along the entire California coast and sets forth general policies (Public Resources Code Section 30200 et seq.) that are used by the California Coastal Commission (Coastal Commission) to review permit applications and local plans. Coastal Act policies are implemented through the preparation of Local Coastal Programs (LCPs) by the cities and counties that are located in whole or in part within the coastal zone. The LCP consists of a land use plan (LUP) and a local implementation program that specify the relevant planning policies and zoning ordinances specific to the coastal zone within that jurisdiction. Once an LCP is certified by the Coastal Commission, coastal permitting authority is delegated to the appropriate local government, with the exception of certain specific lands for which the Coastal Commission retains original permit jurisdiction.

California Scenic Highway Program, Sections 260 through 263

The California Scenic Highway Program (Caltrans 2019a) preserves and protects scenic highway corridors throughout the State of California from changes that would diminish their aesthetic value. Caltrans designates scenic highway corridors and establishes those highways that are eligible for the program. The program was created in 1963 with the enactment of the State Scenic Highways Law. The Street and Highway Code includes a list of those highways that are either designated or considered eligible for designation (Caltrans 2019a). The purpose of the Scenic Highway Program is to enhance and protect scenic resources along California highways in the following ways (Caltrans 2019b):

- Protect the scenic corridor from encroachment of incompatible land uses, such as junkyards, dumps, concrete plants, and gravel pits.
- Mitigate activities within the corridor that detract from its scenic quality by proper siting, landscaping, or screening.
- Prohibit billboards and regulate on-site signs so they do not detract from scenic views.
- Make development more compatible with the environment and in harmony with the surroundings.
- Regulate grading to prevent erosion, cause minimal alteration of existing contours, and preserve important vegetative features along the highway.
- Preserve views of hillsides by minimizing development on steep slopes and along ridgelines.
- Prevent the need for noise barriers (sound walls) by requiring a minimum setback for residential development adjacent to a scenic highway.

When Caltrans determines that a proposed scenic highway satisfies its qualifications for designation, the local governing body, with citizen support, must adopt a program to protect the scenic corridor, i.e., a Corridor Protection Program (Caltrans 2008). Where there is more than one governing body involved, each jurisdiction shall jointly submit protection measures. The zoning and land use along the highway must meet the State's legislatively required elements for scenic highway corridor protection as stated in Section IV: Designation Process, of Caltrans' Scenic Highway Guidelines (Caltrans 2008).

A scenic corridor is the land generally adjacent to and visible from the highway and is identified by using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. Caltrans outlines the following minimum requirements for scenic corridor protection (Section 261 of the Streets and Highways Code):

1. Regulation of land use and density of development (i.e., density classifications and types of allowable land uses)
2. Detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments)
3. Control of outdoor advertising (i.e., prohibition of off-premise advertising signs and control of on- premise advertising signs)
4. Careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements)
5. The design and appearance of structures and equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.)

Caltrans is authorized by statute to revoke an official scenic highway designation if it determines that the Corridor Protection Program or the scenic quality of the corridor is no longer in compliance. Caltrans defines non-compliance for a Corridor Protection Program as a program that: (1) no longer complies with the five legislatively required elements under Section 261 of the Street and Highways Code, (2) no longer affords protection because required elements have been amended or changed, or (3) no longer is being enforced by the local governing body.

California Historical Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below (California Office of Historic Preservation 2019). The resource must also be approved for designation by the County Board of Supervisors (or the City or Town Council in whose jurisdiction it is located), be recommended by the State Historical Resources Commission, and be officially designated by the Director of California State Parks. La Purisima Mission is designated as a State Historic Landmark (CHL No. 340).

4.2.2.3 Local Agencies

Three County documents regulate Aesthetics and Visual Resources: the Santa Barbara County Comprehensive Plan (including Coastal Land Use Plan, Environmental Resources Management Element, Land Use Element, Open Space Element, and Scenic Highways Element); the Santa Barbara County Land Use & Development Code (LUDC); and the Santa Barbara County Article II Coastal Zoning Ordinance. These county documents are addressed in the Land Use Section 4.13 along with The City of Lompoc General Plan Urban Design Element, which also provides guidance relevant to scenic resources. The reader is also referred to Section 3.2.3.3 of the LWEP EIR for a discussion of local planning guidance, which is incorporated here by reference.

4.2.3 Significance Thresholds

The significance thresholds used for the LWEP were based on the thresholds identified in CEQA Appendix G. These thresholds, which have not changed since the LWEP analysis, indicate that a Project could have a significant impact if it would:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The County has adopted the following thresholds (Santa Barbara County 2015) with the intent of providing information to address the criteria specified in CEQA Appendix G. Affirmative answers to the following questions indicate possible significant impacts to visual resources:

1a. Does the Project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope, or other natural or man-made features which are publicly visible?

1b. If so, does the proposed Project have the potential to degrade or significantly interfere with the public’s enjoyment of the site's existing visual resources?

2a. Does the Project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)?

2b. If so, does the Project have the potential to conflict with the policies set forth in the Coastal Land Use Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

2. Does the Project have the potential to create a significantly adverse aesthetic impact though obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

4.2.4 Environmental Impacts and Mitigation Measures

This section presents the findings of the impact analysis for the proposed Project. The approach used to assess the aesthetic/visual resources impacts of the LWEP is used for the SWEP and is summarized in Section 4.2.4.1. As previously mentioned, 14 KOPs were established from which Project-induced aesthetic/visual resources impacts were assessed (see Figure 4.2-1). Temporary Project construction impacts are the same as described for the LWEP and the reader is referred to the LWEP Final EIR Section 3.2.5.4 for that discussion. Some Project operation impacts are the same as the LWEP, but others are new. A summary of the previous LWEP Aesthetics impacts is presented in Section 4.2.4.2 along with a description of any changes between the LWEP and SWEP. The SWEP operation impacts are discussed in Section 4.2.4.3 by KOP and summarized under the appropriate impact headings in Section 4.2.4.4. The impact analysis is supported by visual simulations where appropriate, some of which are from the LWEP EIR and some of which are new, as noted in the discussions.

PG&E's upgrades, including the 0.8 miles of reconductoring an existing power line, will take place in or near existing facilities or in an existing right-of-way, in an area containing other infrastructure and similar facilities. Poles being replaced will be approximately the same size and height as the existing poles, except where taller poles are needed to cross other lines, and will be located in the same approximate locations.

4.2.4.1 Impact Assessment Methodology

The methodology used to analyze the SWEP is the same as that used for the LWEP. Therefore, the reader is referred to the LWEP EIR Section 3.2.4 for a complete discussion of the impact assessment methodology, which is summarized here. The basic approach consists of comparing the existing landscape condition to the anticipated landscape condition that would result from implementation of the Project. This requires assessing the existing scenic qualities and viewing circumstances (e.g., viewing distance, angle of view, view duration) and comparing the likely sensitivity and reactions of viewers to the pre- and post-project conditions. Scenic quality determinations are based on professional judgment; incorporating consideration of existing natural features and the effects of positive and negative man-made alterations; and are subsequently assigned a value of High, Moderate, or Low. Visual Sensitivity encompasses an assessment of viewers, viewing conditions, and viewer sensitivity and takes into consideration viewers from public roads, recreational and cultural areas, and residential areas, where applicable. Viewers in public places would have varying sensitivities depending on their reasons for traveling or using the public facilities and their viewing expectations while doing so. Overall levels of visual sensitivity are identified as being High, Moderate, or Low. The assessment of visual impact severity was based on a simulation that provided a reasonable representation of the anticipated project and resulting landscape changes. The simulations were prepared for the various representative KOPs in order to understand project-induced visual contrast (Is the project in or out of character with the existing landscape?), project dominance (Does the project dominate the existing setting?), and view impairment (Does the project obscure or impair significant views or alter

the character of a visually important scene?). As with Visual Quality and Sensitivity, the Impact Severity is rated as High, Medium, and Low.

4.2.4.2 Summary of LWEP Impacts and Mitigation Measures

Table 4.2-1 lists the impacts and mitigation measures identified for aesthetics and visual resources in the LWEP EIR. These same impacts are addressed in this section for the SWEP. The right-hand column of the table below indicates whether the LWEP impacts or mitigation measures have been modified or augmented for the SWEP.

Table 4.2-1. LWEP Impacts and Mitigation Measures – Aesthetics/Visual Resources

Impact No.	LWEP Impact Statements	LWEP Mitigation Measures	SWEP Changes
VIS-1	WTGs and related structures have the potential to be visible in the vicinity of the Project.	VIS-4: Landscape and Lighting Plan	Revised/updated mitigation.
VIS-2	Westernmost WTGs would be visible to users of Jalama Beach County Park; Northeastern-most WTGs would be visible to users of Miguelito County Park and La Purisima Mission.	VIS-3: Contribution to County Parks Fund	Updated impact statement. Updated impact discussion. Significance conclusion change.
VIS-3	WTGs would be visible throughout the SR-1 corridor and the Lompoc Valley.	None	Updated impact statement. Updated impact discussion.
VIS-4	Placement of the power line in the area of SR-1 introduces a significant new series of power poles that would silhouette against the skyline.	None	Updated impact statement. Updated impact discussion. Significance conclusion change.
VIS-5	Construction and operation of the power line would be visible from public roadways.	VIS-1: Materials Storage VIS-2: Location of Construction Activities	Updated impact statement. Updated impact discussion. Significance conclusion change. Revised/updated mitigation.
VIS-6	None	None	New impact statement. New impact discussion. New significance conclusion. Revised/updated mitigation.
VIS-7	None	None	New impact statement. New impact discussion. New significance conclusion. Revised/updated mitigation.
VIS-8	None	None	New impact statement. New impact discussion. New significance conclusion. Revised/updated mitigation.

4.2.4.3 SWEP Impact Discussion by KOP

KOP 1: Northbound SR-1

Although the SWEP WTGs would be placed in slightly different locations along the distant ridgeline of the Santa Ynez Range visible from KOP 1 (only the upper portions of WTGs E-6, E-7, and E-8 would be

visible), the visual impact of the proposed Project on northbound SR-1 views in the vicinity of KOP 1 would be the same as for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 1 impact discussion in the LWEP EIR and Figures 4.2-2A/2B of this SEIR.

KOP 2: Southbound SR-1

With the SWEP transmission line and switchyard adjacent to, and south of, the residential subdivision along Sheffield Drive, the original KOP 2 location on northbound SR-1 that was used for the LWEP EIR became inappropriate (due to limited visibility of the Project) and has been replaced with a new, southbound SR-1 location at the southern boundary of the City of Lompoc. As mentioned previously, this viewpoint captures the location of the proposed switchyard adjacent to the south side of the City (see Figures 4.2-3A/3B) and is representative of the southbound SR-1 foreground views of the switchyard.

The scenic qualities and viewer sensitivity are rated moderate and reflect the transition from the suburban landscape that dominates the southern portion of the City to the relatively natural, rural setting where SR-1 becomes a State-designated Scenic Highway. The view to the southwest from KOP 2 captures not only elements of the adjacent subdivision but several poles of the existing transmission line that converge on, and then span, SR-1, some of which noticeably skyline (extend above the ridgeline). Views of the switchyard site from SR-1 would be relatively brief because of the screening of the site by intervening terrain, vegetation, structures, and increasing rate of speed as southbound travelers head south out of Lompoc. Northbound viewers would have a limited view of the switchyard due to the initial screening by the intervening hill adjacent to the west side of SR-1. Once past the hill face, the switchyard would be substantially beyond the primary cone of vision of northbound travelers.

The addition of the proposed switchyard, as illustrated in the visual simulation of Figure 4.2-3B, contributes noticeable industrial character and structural complexity to the edge of the adjacent residential development. Additionally, the switchyard pad would introduce a visually prominent feature that would create substantial color and line contrast with the existing vegetation. Even though the proposed facility would be relatively small in scale and would be seen in the context of the existing, adjacent transmission line and utility poles and span of SR-1, given the moderate visual quality and viewer expectations of the existing setting and the close proximity to the portion of SR-1 designated scenic, the impact experienced at KOP 2 would be significant but mitigable (Class II). Appropriate mitigation would include the planting of screening vegetation around the switchyard pad to substantially reduce pad visibility and, potentially, some of the ~~lower~~ complex, industrial-appearing structural elements within the fenced area. Screening vegetation should achieve a minimum height of six to eight feet at maturity. Also, the application of appropriate colorant to the gravel base would be appropriate to further reduce the color contrast of any portions of the pad visible through the screening vegetation. It should be noted that if the alternative project, Alternative Switchyard Location, described in Chapter 5, *Alternatives*, of this SEIR, were selected to reduce visual impacts at KOP 14, the impact at KOP 2 would be substantially reduced.

KOP 3: Southbound San Miguelito Road

With the change of the proposed Project transmission line to an H-Frame and multi-pole facility (from a single-pole line) with a different alignment relative to what was previously proposed for the LWEP, the original KOP 3 location on San Miguelito Road and north view orientation that was used for the LWEP EIR became inappropriate and has been replaced with a new, southbound KOP 3 location and northwest view orientation. The new KOP 3 is located south of Miguelito County Park, approximately 0.25 mile east of the intersection with Brazile Road, and captures a primarily rural, undeveloped,

natural landscape setting with a prominent parallel ridge (see Figure 4.2-4A). Similar to the LWEP EIR, the scenic quality for the current KOP 3 is rated moderate, and viewer sensitivity is rated moderately high since many of the travelers would either use the road for recreational or scenic purposes or would be local residents. While the numbers of viewers would be low, views of the transmission line would be relatively extended.

The addition of steel H-frame (2/7), wood H-frame (2/8), and multi-wood-pole angle (3/1) structures along the ridgetop, as illustrated in the visual simulation presented as Figure 4.2-4B (and location of structural poles shown in Figure 4.2-16A), would contribute industrial character to a landscape presently absent such features. The skylining of the structures would exacerbate the structural prominence and visibility and contribute considerable visual contrast. Also, construction of pole/structure pads would contribute noticeable color contrast between the lighter exposed rock and soils and darker vegetation. The resulting visual impact in the vicinity of KOP 3 would be moderately high. Given the moderate scenic quality and moderately high viewer sensitivity, the impact severity experienced at KOP 3 would be significant and unavoidable (Class I). Appropriate mitigation would include revegetating the cut/fill slopes and pole pads or treating with appropriate colorant to reduce the color contrast of the lighter exposed soils against the darker vegetation as shown in the mitigation simulation presented as Figure 4.2-4C. Though reduced, the residual visual impact would still be significant. This level of impact is higher than that previously determined for the LWEP.

KOP 4: Jalama Beach

The SWEP WTGs would be placed in slightly different locations along Tranquillon Ridge compared to the LWEP. While 13 LWEP WTGs would have been visible from KOP 4 and Jalama Beach, only eight WTGs of the western string (W-4 through 6 and W-9 through 13) would be visible with the implementation of the SWEP, though some of the SWEP WTGs would extend higher above the ridgeline due to their new placement locations. As a result, the visual impact of the proposed SWEP on views from Jalama Beach would be essentially the same as for the LWEP (significant and unavoidable, Class I). Therefore, the reader is referred to the KOP 4 impact discussion in the LWEP EIR and Figures 4.2-5A/5B contained in this SEIR.

KOP 5: Ocean Park

The LWEP analysis for KOP 5 placed the KOP 5 location in the Ocean Park parking lot (also referred to as the Surf Beach parking lot in the LWEP EIR) but describes the impact as if the view is from the beach areas. Neither the LWEP configuration nor the SWEP configuration would be visible from the Ocean Park picnic area or parking lot due to visual screening by intervening terrain. Therefore, there would be no visual impact experienced from these areas. However, both projects would be visible from portions of Surf Beach during the approximately six months of the year that the beach is not closed due to snowy plover nesting. Although the SWEP WTGs would be placed in slightly different locations along the distant ridgelines of the Santa Ynez Range, the visual impact of the proposed Project on views from Surf Beach would be similar to that as described for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 5 impact discussion in the LWEP EIR and Figure 4.2-6 in this SEIR.

KOP 6: 7th and Tangerine in the City of Lompoc

Although the SWEP WTGs would be placed in slightly different locations along the Santa Ynez Range ridgeline visible to the south from KOP 6 (only portions of WTGs E-4 through E-8 would be visible), the

visual impact of the proposed Project on views from KOP 6 would be the same as for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 6 impact discussion in the LWEP EIR and Figures 4.2-7A/7B in this SEIR.

KOP 7: North X Street at West Lemon Place in the City of Lompoc

Although the SWEP WTGs would be placed in slightly different locations along the Santa Ynez Range ridgeline visible to the south from KOP 7 (only portions of WTGs W-5, W-9, and N-9 would be visible), the visual impact of the proposed Project on views from KOP 7 would be the same as for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 7 impact discussion in the LWEP EIR and Figures 4.2-8A/8B in this SEIR.

KOP 8: La Purisima Mission State Historic Park

The SWEP WTGs would be placed in slightly different locations along the ridgelines of the Santa Ynez Range south of Lompoc compared to the LWEP. While portions of up to 10 LWEP WTGs would have been visible from KOP 8 at the Mission La Purisima, portions of 12 SWEP WTGs (E-2 through E-8; N5, N-7, and N-9; and W-5 and W-13) would be visible from the Mission grounds. Although all of the visible SWEP WTGs would extend higher above the ridgeline due to their new placement locations, only four would be partially backdropped by the darker color of the ridge. The increased skylining would be partially offset by a reduction in visible color contrast since the light color of the WTGs would be backdropped by the light-colored sky. The color contrast of the LWEP WTGs is more apparent when backdropped by the ridge with its darker vegetation color. As a result, the overall visual impact of the proposed SWEP on views from La Purisima Mission State Historic Park would be the same as for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 8 impact discussion in the LWEP EIR and Figures 4.2-9A/9B contained in this SEIR. This impact assessment is also applicable to residential views from the northern portion of the City of Lompoc.

KOP 9: Harris Grade Road

The SWEP WTGs would be placed in slightly different locations along the ridgelines of the Santa Ynez Range south of Lompoc compared to the LWEP, with portions of 18 SWEP WTGs visible from KOP 9 on Harris Grade Road. Although all of the visible SWEP WTGs would extend above the ridgeline, most of the increased skylining that would occur (compared to the LWEP) would be attributable to rotor blades. The resulting color contrast associated with the WTGs would be less prominent compared to the LWEP WTGs since the light color of the SWEP WTGs would be backdropped by the typically light-colored sky, while more of the LWEP WTGs would be backdropped by the ridge with its darker vegetation color. As a result, the overall visual impact of the proposed SWEP on views from Harris Grade Road would be the same as for the LWEP (adverse but not significant, Class III). Therefore, the reader is referred to the KOP 9 impact discussion in the LWEP EIR and Figure 4.2-10 contained in this SEIR.

KOP 10: SR-1 North of Lompoc

Although KOP 10 has been shifted slightly farther to the south on SR-1 compared to the KOP 10 location for the LWEP, the viewing distance to the Project is still considerable at approximately 8.9 miles to the nearest WTG. The SWEP WTGs would also be placed in slightly different locations along the ridgelines of the Santa Ynez Range south of Lompoc compared to the LWEP. However, the overall visual impact of the proposed Project on views from SR-1 would be the same as for the LWEP (adverse but not

significant, Class III). Therefore, the reader is referred to the KOP 10 impact discussion in the LWEP EIR and Figure 4.2-11 contained in this SEIR.

KOP 11: Upper San Miguelito Road.

Although the larger, but fewer, SWEP WTGs would be placed in slightly different locations along Tranquillon Ridge compared to the LWEP, they would still appear as the dominant landscape features in the foreground view from KOP 11. Also, with the revised SWEP, neither the associated transmission line, nor the ancillary building would be visible in the frame of view presented for KOP 11. However, the visual impact of the proposed SWEP on views from Upper San Miguelito Road would be the same as for the LWEP (significant and unavoidable, Class I). Therefore, the reader is referred to the KOP 11 impact discussion in the LWEP EIR and Figures 4.2-12A/12B contained in this SEIR.

KOP 12: San Miguelito Road in the Vicinity of Miguelito County Park.

Two KOPs (12 and 13) were used to assess the visual impacts of the previous LWEP WTGs on views from Miguelito County Park and San Miguelito Road in the immediate vicinity of the park. Therefore, both KOPs used southerly view orientations toward the WTGs to the south. The proposed transmission line to the north of the park (screened from view by the park's surrounding vegetation) was not considered in the assessments from KOPs 12 and 13. Under the SWEP, the WTGs would be placed in slightly different locations (relative to structure placement previously proposed under the LWEP) along the Santa Ynez Range and would not be visible from Miguelito County Park or the adjacent segment of San Miguelito Road. However, the revised transmission line route, while also not be visible from within the park or the primary parking area due to screening by the surrounding tree canopy, would be intermittently visible from portions of San Miguelito Road adjacent to the park and the park's overflow parking area. Therefore, a new KOP 12 location with a view to the northwest was established for the SWEP approximately 170 feet south of the LWEP KOP 12 in the park's overflow parking area and substitutes for both KOP 12 and KOP 13 used in the previous LWEP EIR.

The existing view quality and viewer sensitivity would be the same as for the LWEP KOP 12, and the reader is referred to the LWEP EIR impact discussion for KOP 12. While the addition of the proposed wood, triple-pole angle structure (No. 3/5) and H-Frame tangent structure (No. 3/4) to the hillside north of the park (shown in the visual simulation of Figure 4.2-4B) would contribute additional industrial character and structural complexity and contrast to the predominantly natural-appearing hillside landscape under the SWEP, they would be seen in the context of the existing (hillside) wood-monopole transmission line, roadside utility line, and parking lot. Also, visible hillside grading to provide access to the angle-point structure would expose lighter-colored soils similar to other soils visible in the landscape. Although the contrast associated with the structures and graded surfaces may attract the attention of park visitors in the overflow parking area on the east side of San Miguelito Road, traveler views of the transmission line from the road would be brief and intermittent due to roadside screening by trees and vegetation and would not appear visually dominant, nor would they attract the attention of the casual observer. Therefore, the resulting visual impact would be adverse but not significant (Class III), which represents a reduction from the significant and unavoidable (Class I) impact described in the KOP 12 analysis in the LWEP EIR.

KOP 13: San Miguelito Road Tree Removal and Road Modifications.

Under the SWEP, portions of San Miguelito Road would need to be widened, and some roadside trees would need to be removed to enable the vehicular transport of large Project elements (e.g., WTG

components) to the site. To assess the representative visual impact of road widening and tree removal on views from San Miguelito Road, a new KOP 13 was established on San Miguelito Road approximately 1.1 miles southwest of the intersection with Brazile Road. As shown in the existing view image presented as Figure 4.2-14A, the view to the north-northwest encompasses a rural landscape where the narrow roadway winds around the toe of a slope and is bordered by trees that overhang the roadway. Views are generally confined to the foreground landscape as more distant sightlines are intercepted by intervening vegetation and terrain. The rural landscape is predominantly natural in appearance, and both the scenic quality and viewer sensitivity are rated moderately high. Although the number of viewers would be low, many of the travelers along this portion of San Miguelito Road would either use the road for recreational or scenic purposes or would be local residents.

Figure 4.2-14B presents a conceptual simulation of the road widening and tree removal at the KOP 13 location. As shown in the simulation, the toe of the slope on the east side of the road would be cut back, and the overhanging trees and vegetation would be removed. The simulation assumes no immediate regrowth of vegetation on the cut slope as the underlying soils would likely be less conducive to vegetation growth than the natural top soil. Attempts could be made to salvage the top soil and minimize slope erosion, but they would likely not be fully successful in restoring the vegetation on the slope. Therefore, evidence of the cut would remain visible for many years with more rock and soil showing on the slope compared to adjacent natural slopes. Over years, the vegetation would gradually fill in and make the cut less prominent, though it would still be discernable. Therefore, the visual contrast associated with the cut slope would persist over a longer term, and the overall visual impact would be significant and unavoidable (Class I). Appropriate mitigation would include revegetating the cut/fill slope and/or treating with appropriate colorant to reduce the color contrast of the lighter exposed soil and rock against the darker adjacent vegetation. Though reduced, the residual visual impact would still be significant. This impact is new under the SWEP.

KOP 14: East Olive Avenue in the City of Lompoc.

With the change of the proposed Project transmission line to a mixed steel and wood H-Frame and multi-pole facility (from a single pole line) with a different alignment relative to what was previously proposed for the LWEP, a new KOP 14 was established to assess the transmission line's impact on views from the residential area in the southern part of the City of Lompoc. KOP 14 is located on East Olive Avenue, adjacent to Beattie Park on the south side of the street and residences on the north side of the street (see Figure 4.2-15A). The view to the south from KOP 14 captures a portion of Beattie Park in the foreground, backdropped by the northern-most portion of the Lompoc Hills, the ridgeline of which supports an existing wood-pole electrical transmission line that would be paralleled by the proposed Project transmission line. With the exception of the existing transmission line and its associated access road, the hills retain a predominantly natural character. The scenic quality is rated moderate. Viewer sensitivity is rated high since most viewers would be either local residents or people accessing the park for recreation purposes. In addition, the number of viewers would be moderate to high and view durations would be extended.

The addition of the proposed steel, H-Frame transmission line structures and conductors along the ridgetops, as illustrated in the visual simulation of Structures 6/2 through 6/5 (Figure 4.2-15B and location of structural poles shown in Figure 4.2-16B), would contribute industrial character to a landscape presently absent such features. The skylining of the structures would exacerbate the structural prominence and visibility and contribute considerable visual contrast. Also, construction of pole/structure pads would contribute noticeable color contrast between the lighter exposed rock and

soils and darker vegetation. The resulting visual impact in the vicinity of KOP 14 would be moderately high and would not be consistent with the City of Lompoc 2030 General Plan Urban Design Element Policy 1.2, which requires the protection of Scenic Ridgelines, including the ridgeline where the transmission line would be sited. Given the moderate scenic quality and high viewer sensitivity, the impact severity experienced at KOP 14 would be significant and unavoidable (Class I).

Appropriate mitigation would include revegetating the cut/fill slopes and pole pads or treating with appropriate colorant to reduce the color contrast of the lighter exposed rock and soils against the darker vegetation as required under Mitigation Measure VIS-4 (Landscape and Lighting Pan) and shown in the visual simulation presented as Figure 4.2-15C. Though reduced, the residual visual impact would still be significant. It should be noted that if the alternative project, Alternative Switchyard Location, described in Chapter 5, *Alternatives*, of this SEIR, were selected, it would reduce the significant impact of the transmission line structures extending above the ridgeline at this KOP substantially. Visual impacts would be reduced because a new transmission line would not be constructed along the ridge (see pole locations 6/2 through 7/2 in Figure 4.2-16B) and the existing PG&E power line that runs along this area would be reconductored (replacement of conductor wires) instead.

Nighttime Light and Glare Impacts; Possible Visual Impacts on Private Adjacent Ranches; and Possible Visual Impacts on San Miguelito Road South of Miguelito County Park.

These three impact categories would be the same as described for the LWEP. The reader is referred to those discussions at the end of Section 3.2.5.5 of the LWEP EIR and to the discussions presented above under KOPs 3, 11, and 13 for impacts on views from San Miguelito Road South of Miguelito County Park. Also, the nighttime light and glare impact analysis in the LWEP EIR (adverse but not significant impact, Class III) assumes that only the WTGs at the end of each turbine string (six lighted WTGs total) would be required to have the red, synchronized-flashing Federal Aviation Administration (FAA) hazard lights. With SWEP, the FAA issued letters, dated November 14, 2018, require each WTG to have red, synchronized-flashing FAA hazard lights. The resulting visual impact would be significant and unavoidable (Class I) when viewed from Jalama Beach County Park and other locations in the northern Lompoc Valley including Harris Grade Road (KOP 9), SR-1 (KOP 10), Mission Hills, Vandenberg Village, and other public roads and residential areas in the north portion of the City of Lompoc where the synchronized flashing of the hazard lights would be visible. From much of the night-lighted urban landscape of the City, few of the hazard lights would be visible, and the existing night lighting context would be considerable; therefore, the resulting nighttime lighting impact would be adverse but not significant (Class III).

4.2.4.4 Synthesis of SWEP Impacts

Based upon the analysis presented above, the following Project-level impacts could occur with implementation of the proposed Project.

VIS-1 **WTG Visibility.** Construction and operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project.

The LWEP EIR found that construction and operation of the Project would be visible from San Miguelito Road, near its intersection with Sudden Road and near its western terminus at the VAFB property line. Visual impacts would be caused by the WTGs, O&M facility, electric substation, and other Project

structures, signage, and onsite electrical lines, access roads, lighting, landscaping, and facility upkeep practices, including materials and equipment storage. The LWEP EIR stated that San Miguelito Road is considered a public viewing area, and its remote location and dead end at the Project site create a unique environment for motorists, motorcyclists, bicyclists, runners, and birdwatchers. It is lightly traveled by the public but offers recreational and sightseeing opportunities and, therefore, is considered of moderate-high visual sensitivity and high impact severity. Visual impacts were considered significant and unavoidable (Class I).

For the SWEP, this significant and unavoidable impact would be the same as described for the LWEP. The reader is referred to the discussion of KOP 11 above and the analysis for Impact VIS-1 presented in the LWEP EIR.

LWEP EIR Mitigation Measures (MMs) VIS-1 (Materials Storage During Construction) and VIS-2 (Location of Construction Activities), which would require proper storage of construction material and construction activities to limited areas, respectively, as well as VIS-4 (Landscape and Lighting Plan), which would reduce the visual contrast of graded areas, are recommended for the SWEP to reduce the severity of Impact VIS-1. LWEP's MM VIS-4 has been modified from what was presented in the LWEP EIR to include more specificity pertaining to lighting control measures. The residual impact would remain significant and unavoidable (Class I).

Mitigation Measures

MM VIS-1 **Materials Storage During Construction.** All construction materials and excavated materials shall be stored away from San Miguelito Road, whenever possible, to reduce impacts on mountain views. Materials storage shall be confined to within the WTG pads, staging areas, and the Project Substation and Operations and Maintenance (O&M) facility areas.

Plan Requirement. County staff will confirm that a notation regarding materials storage is denoted on building plans.

Timing. County staff will review and approve the plan notation prior to zoning clearance for construction.

Monitoring. County staff will conduct inspections during construction activities along San Miguelito Road to confirm and enforce compliance.

MM VIS-2 **Location of Construction Activities.** Construction activities shall be confined to within the WTG pads and access roads; staging areas; the Project substation and O&M facility areas; transmission line right-of-way, structure pads, pull sites and switchyard; and sections of San Miguelito Road designated for modifications in the approved, final construction plans.

Plan Requirement. County staff will confirm that a notation regarding construction activities is denoted on building plans.

Timing. County staff will review and approve the plan notation prior to zoning clearance for construction.

Monitoring. County staff will conduct inspections during construction activities to confirm and enforce compliance.

MM VIS-4 **Landscape and Lighting Plan.** In accordance with the Santa Barbara County Land Use Element, Visual Resources Policies, Policy 1, the applicant shall be required to submit a landscaping plan to the County for review and approval.

The landscaping portion of the Landscape and Lighting Plan shall include but not be limited to (as appropriate): (1) salvaging top soil for reuse; (2) revegetating cut and fill slopes and graded areas visible to the public; (3) applying appropriate colorants to reduce the visual contrast between lighter-colored exposed rock and soils or introduced gravel and the adjacent darker vegetation; and (4) planting vegetation to screen the switchyard pad from public view discussed under KOP 2 and Impact VIS-6). Specifically, screening vegetation should achieve a minimum height of six to eight feet at maturity in order to achieve the screening of a substantial majority of the switchyard pad; fencing; and complex, industrial-appearing components within the fenced area. However, necessary vegetation heights will ultimately depend on final grading plans and the final height of the switchyard pad.

Any facility lighting shall be included in the lighting portion of the Landscape and Lighting Plan. Measures to minimize the attraction of birds to facility lighting shall be developed and presented in the Plan. Also, the lighting portion of the Plan shall require that all permanent exterior and security lighting be hooded (shielded) and that lamps and reflectors are directed downward and are not visible from beyond the Project site. Also, night lighting shall not cause excessive reflected glare or illuminate the nighttime sky except for required FAA hazard lighting.

Plan Requirement and Timing. The Landscape and Lighting Plan shall be reviewed and approved by the County prior to zoning clearance for construction.

Monitoring. County staff shall conduct inspections during operations to confirm and enforce compliance.

VIS-2 Views from Jalama Beach County Park, Miguelito County Park, and La Purisima Mission. Westernmost WTGs could be visible to users of Jalama Beach County Park; Northeastern-most WTGs could be visible to users of La Purisima Mission.

The LWEP EIR stated construction and operation of WTGs in the westernmost arrays of the Project area would be visible to users of Jalama Beach County Park both during daytime and nighttime periods. The EIR stated that 3 to 4 WTGs would be visible from San Miguelito Road for one half-mile as one approaches Miguelito County Park from the north, and that one WTG would be visible from within the Park. The EIR concluded that impacts to Jalama Beach and Miguelito County Park were significant and unavoidable (Class I).

In addition, the LWEP EIR stated that up to 10 WTGs could be visible from La Purisima Mission; however, given the distance of the WTGs from the Mission (seven miles), limited skylining of blades due to the reduced WTG heights, typical atmospheric conditions (haze and fog), and likely blade orientation due to northwest prevailing winds (blades would be perpendicular to the view from the Mission), the visual impact from the Mission was considered adverse but not significant (Class III).

For the SWEP, the significant and unavoidable (Class I) visual impact at Jalama Beach County Park and the adverse but not significant (Class III) visual impact at La Purisima Mission would be essentially the same as described for the LWEP, though the actual number of visible WTGs for the SWEP would vary slightly from the LWEP due to different WTG sizes and placement. The reader is referred to the discussions of KOP 4 (for Jalama Beach County Park) and KOP 8 (for La Purisima Mission) above, and the discussion of Impact VIS-2 (pertaining to Jalama Beach and La Purisima Mission county parks) in the LWEP EIR.

Under the SWEP, the WTGs would be placed in slightly different locations (relative to structure placement previously proposed under the LWEP) along the Santa Ynez Range and would not be visible from Miguelito County Park or the adjacent segment of San Miguelito Road, which is different from the previous finding in the LWEP EIR. Therefore, there would be no visual impacts to users of Miguelito County Park.

LWEP's MM~~s VIS-3 (Contribution to County Parks Fund) and~~ VIS-4 (Landscape and Lighting Plan) ~~are~~ is recommended to reduce the impact to Jalama Beach, although the impact on Jalama Beach County Park would remain significant and unavoidable (Class I). ~~MM VIS-3 would require payment of money to be used by the County Parks Department exclusively to preserve and enhance the natural beauty of Jalama Beach County Park. The LWEP MM VIS-3 required money to also be used at Miguelito County Park; however, since there was no impact found at this park for SWEP, the MM removes mention of that park.~~ MM VIS-4 would reduce the visual contrast of graded areas visible from La Purisima Mission County Park.

Mitigation Measures

~~**MM VIS-3**~~ ~~**Contribution to County Parks Fund.** The applicant shall make a one-time $100,000 payment to the County. This money shall be used by the County Parks Department exclusively to preserve and enhance the natural beauty of Jalama Beach County Park.~~

~~**Plan Requirement and Timing**. The applicant shall provide the payment prior to the Zoning Clearance.~~

~~**Monitoring.** County staff will confirm receipt of payment prior to the Zoning Clearance.~~

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

VIS-3 Views from State Route 1. WTGs could be visible from the SR-1 corridor and the Lompoc Valley.

The LWEP EIR found that WTGs visible throughout the SR-1 corridor and the Lompoc Valley would result in adverse, but less-than-significant impacts during both daytime and nighttime periods (Class III).

For SWEP, with respect to SR-1 (KOPs 1 and 10) and the Lompoc Valley (KOPs 5, 7, and 9), this adverse, but less-than-significant (Class III) impact would be essentially the same as described for the LWEP, though the actual number of visible WTGs for the SWEP would vary slightly from the LWEP due to different WTG sizes and placement. The reader is referred to the discussions of KOPs 1, 5, 7, 9, and 10 above and the relevant discussion of Impact VIS-3 in the LWEP EIR.

The discussion of Impact VIS-3 in the LWEP EIR fails to reference KOP 6 for Lompoc Valley views though the visual impact at KOP 6 would also be Class III, similar to KOP 7. The SWEP Class III impact for KOP

6 would be the same as described for the LWEP, and the reader is referred to the SWEP KOP 6 discussion above, as well as the KOP 6 discussion in the LWEP EIR.

Also, the discussion of Impact VIS-3 in the LWEP EIR incorrectly references KOP 3, which actually views north toward the proposed transmission line and not south toward the WTGs. The SWEP KOP 3, which is a new location, addresses the transmission line rather than the WTGs and is discussed under VIS-5 below.

Because this impact is not significant (Class III), no mitigation measures are required. However, implementation of MM VIS-4 (Landscape and Lighting Plan) would help reduce this adverse impact.

Mitigation Measures

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

VIS-4 **Transmission Line Skyline Silhouette.** Placement of the transmission line in the area of SR-1 introduces three new structures that could partially silhouette against the skyline.

The LWEP EIR stated that placement of the transmission line in the area of SR-1 introduces a significant new series of power poles that would silhouette against the skyline. This impact was found to be significant and unavoidable (Class I). However, the environmentally superior power line route alternative that was approved for the LWEP largely avoided skylining, and the visual impacts were not significant.

For the SWEP, unlike LWEP, the visual impact of the transmission line on views from SR-1 in the vicinity of the original LWEP KOP 2 would not be significant and unavoidable (Class I). Under the SWEP, the impact on this portion of SR-1 would now be adverse but not significant (Class III) since only the upper portions of three transmission line structures (now located farther to the west) would be visible above the ridgeline. As a result, under the SWEP a new KOP 2 location (approximately one mile to the north) was established for the purpose of evaluating the visual impact of the proposed switchyard on views from SR-1 and is discussed under new Impact VIS-6 below. Because this impact is not significant (Class III), no mitigation measures are required.

VIS-5 **Transmission Line Visibility.** Construction and operation of the transmission line could be visible from public roadways and residential areas.

The LWEP EIR found construction and operation of the transmission line visible from public roadways such as San Miguelito Road would result in adverse but less-than-significant impacts (Class III).

With implementation of the SWEP, the majority of the views of the transmission line (construction and operation) from San Miguelito Road would experience adverse but less-than-significant (Class III) impacts, which is the same as determined for the LWEP. Views of the transmission line from SR-1 would also experience adverse but less-than-significant (Class III) impacts (except at KOP 2 with views of the switchyard as discussed under Impact VIS-6 below). Previously, the LWEP EIR identified a significant and unavoidable impact for KOP 2 on SR-1 (at a different location than used for the SWEP) under Impact VIS-4 (see Impact VIS-4 above and in the LWEP EIR).

However, two segments of San Miguelito Road would experience significant and unavoidable (Class I) visual impacts from views of the transmission line, as would some public roads and residential areas in the southern portion of the City of Lompoc.

The two San Miguelito Road segments that would experience the Class I impacts would include the road segment with views of transmission line structures 0/4 through 1/2 and the road segment with views of structures 2/7 through 3/1, which are the subject of the KOP 3 analysis (above) and are shown in the visual simulation presented as Figure 4.2-4b. Transmission line structures 0/4 through 1/2 were not evaluated with a KOP or simulation but would be comparable to the KOP 3 impact analysis and conclusion for structures 2/7 to 3/1. Both of these short route segments are shown in Figure 4.2-16A. This is a new impact specific to the SWEP.

Views of transmission line structures 6/2 through 7/2 (locations shown in Figure 4.2-16B) from some roads and residential areas in the southern portion of the City would also experience significant and unavoidable (Class I) visual impacts as discussed under KOP 14 above and illustrated in the visual simulation presented as Figure 4.2-15B. This is a new impact specific to the SWEP.

The LWEP's MMs VIS-1 (Materials Storage During Construction), VIS-2 (Location of Construction Activities), and VIS-4 (Landscape and Lighting Plan, as modified) are recommended to reduce the adverse but less-than-significant (Class III) impacts and significant and unavoidable (Class I) impacts (though not to a level that would not be significant) associated with Impact VIS-5. LWEP MM VIS-4 (Landscape and Lighting Plan) is recommended to reduce the significant (Class I) impact associated with Impact VIS-5, though the residual visual impact would still be significant.

Mitigation Measures

MM VIS-1 **Materials Storage During Construction.** See the discussion of Impact VIS-1 above.

MM VIS-2 **Location of Construction Activities.** See the discussion of Impact VIS-1 above.

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

VIS-6 Transmission Line and Switchyard Visibility from State Route 1. Placement of the transmission line switchyard in the area of SR-1 introduces a new industrial facility that could be visible from SR-1.

This is a new impact that was not addressed in the LWEP EIR. With implementation of the SWEP, a new switchyard would be built near SR-1 and the southern boundary of the Lompoc city limits. (The LWEP switchyard was proposed to be built in the City of Lompoc, adjacent to the PG&E substation.) Although the switchyard would be relatively small in scale and would be seen in the context of the existing, adjacent transmission line, utility poles, and span of SR-1, the facility would introduce noticeable industrial character and structural complexity to the edge of the adjacent residential development. Additionally, the switchyard pad would introduce a visually prominent feature that would create substantial color and line contrast with the existing vegetation in close proximity to that portion of SR-1 designated scenic. The resulting visual impact would be significant but mitigable (Class II) as discussed under KOP 2 above.

Implementation of MM VIS-4 (Landscape and Lighting Plan) would reduce this significant impact to a less-than-significant level by the <u>reducing visibility of the switchyard pad and complex structural elements and</u> color contrast of the lighter, graded and disturbed soils with the darker vegetation.

Mitigation Measure

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

VIS-7 **San Miguelito Road Landscape.** Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road.

This impact is similar to that referenced in the section *Possible Visual Impacts on San Miguelito Road South of Miguelito County Park*, at the end of Section 3.2.5.5 in the LWEP Final EIR, but which was not inserted as an Impact Statement in the EIR. The LWEP would have required some tree trimming and possible removal of a small number of trees to allow transport of WTG components, and the visual impacts were considered adverse but not significant (Class III). With implementation of the SWEP, portions of San Miguelito Road would be widened, embankments cut back, and a significant number of roadside native oak trees would be removed to enable the transport of substantially larger WTG blades to the site. Based on the analysis for new KOP 13 (see above), the resulting visual impact would be significant and unavoidable (Class I). These visual changes would reduce the scenic quality of San Miguelito Road and could adversely affect the quality of recreational experiences for members of the public who utilize areas along the road for recreational purposes. Please see Impact REC-1 in Section 4.16, *Recreation*. Implementation of MM VIS-4 (Landscape and Lighting Plan) is required to reduce this impact, though the residual impact would remain significant.

Mitigation Measure

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

VIS-8 **Nighttime Lighting.** The Project could result in nighttime lighting impacts.

This impact is the same as that referenced in the section *Nighttime Light and Glare Impacts* in the LWEP EIR Section 3.2.5.5, but which was not inserted as an Impact Statement in the EIR. Similar to the LWEP, the proposed Project would require only minor amounts of security night lighting at the Project site (substation and switchyard), and there would be limited public access and exposure to the lighting. Therefore, facility and security night lighting would be adverse but not significant (Class III). However, to ensure that significant night lighting impacts do not occur, MM VIS-4 (Landscape and Lighting Plan) is recommended to help reduce this potentially adverse impact.

The LWEP EIR assumed that the FAA would require red, synchronized-flashing FAA hazard lights at both ends of each WTG string and lights at intervals of 0.5 mile or less in between. This lighting pattern is the standard pattern described in the FAA Advisory Circular AC No. 70/7460-1L Change 2 (8/17/18). Impacts to Jalama Beach from FAA-required lighting were found to be a significant and unavoidable impact (Class I).

The LWEP EIR found impacts from FAA lighting would be adverse but not significant (Class III) from other public viewing locations given the considerable viewing distance (approximately five miles or greater) between the WTGs and the nighttime viewing population and the existing urban night lighting context of the viewing population.

For the SWEP, the FAA is initially requiring all the WTGs to have FAA hazard lights (FAA issued letters for each WTG [11/14/18]). When the final WTG layout ~~has been approved, the applicant may resubmit the obstruction lighting plan application to FAA based on the final layout~~ is submitted to the FAA, the FAA will review the WTG layout and provide a final lighting plan for the Project to the Applicant. The FAA will likely ~~approve~~ provide a lighting plan with only a fraction of the WTGs to be lighted. However, it is assumed, as a conservative (worst-case) scenario, that all WTGs would be lighted.

Although a larger number of WTGs could potentially be lighted for the SWEP than the LWEP, the lights would be located at a lower height on the SWEP WTGs and, therefore, would be less visible. The lights would be approximately 63 feet lower for the SWEP than were modeled for the LWEP because the proposed towers were taller for the LWEP. Overall WTG heights modeled for the LWEP are nearly the same as for the SWEP, but tower height is greater and blade length is shorter for the LWEP. As a result, only a few of the hazard lights for the SWEP would be visible from Jalama Beach County Park, even if all WTGs are lighted. As was the case for the LWEP, in the context of the dark night coastal landscape visible from Jalama Beach County Park, the visibility of even a few synchronized flashing FAA hazard lights would result in a significant (Class I) visual impact. From much of the night-lighted urban landscape of the City of Lompoc, where few of the hazard lights would be visible and the existing night lighting context would be considerable, the resulting nighttime lighting impact would be adverse but not significant (Class III). However, from other locations in the northern Lompoc Valley including Harris Grade Road (KOP 9), SR-1 (KOP 10), Mission Hills, Vandenberg Village, as well as other public roads and residential areas in the north portion of the City of Lompoc, the visibility of numerous synchronized-flashing FAA hazard lights along the ridgelines south of Lompoc would result in significant and unavoidable (Class I) impacts. Implementation of MM VIS-5 (Reduced FAA Hazard Lighting Plan) is required to reduce this impact, though the residual impact would remain significant.

Mitigation Measures

MM VIS-4 **Landscape and Lighting Plan.** See the discussion of Impact VIS-1 above.

MM VIS-5 **Reduced FAA Hazard Lighting Plan.** The Applicant shall ~~be required to reapply to the FAA with~~ request a reduced FAA hazard lighting plan after the WTG locations and WTG details are finalized in order to ensure the minimum required FAA lighting is installed.

Plan Requirement and Timing. The Reduced FAA Lighting Plan ~~shall be submitted to~~ received from the FAA ~~and their determination received and reviewed by~~ shall be submitted to the County prior to zoning clearance for construction. If Plan is not received from the FAA, the Applicant shall submit FAA's response to the request.

Monitoring. County staff shall conduct inspections during construction to confirm and enforce compliance.

4.2.5 Cumulative Effects

Impacts resulting from construction, operation, and decommissioning of the Project would result in cumulative effects on aesthetic resources with other past, present, or reasonably foreseeable future actions if they are visible within the same field of view. The geographic scope of the cumulative effects analysis for aesthetics generally consists of the broader Project region from which the Project would be seen and includes the Tranquillon ridge area of the Santa Ynez Range, Lompoc Hills, White Hills,

Lompoc Valley, the SR-1 corridor, the City of Lompoc, and coastal areas generally extending from VAFB in the north to Point Conception in the south.

For the SWEP, the types of cumulative projects are essentially the same as for the LWEP with the majority of the cumulative projects in the Project region being residential, commercial, and institutional projects occurring in the urban and suburban environs in and around the City of Lompoc. None of the cumulative projects would exhibit a similar industrial character as the Project. The following paragraphs describe the extent to which the cumulative projects would combine with the SWEP impacts to produce a cumulative impact.

The cumulative projects would not combine with the **SWEP's Impact VIS-1** (WTGs and related structures visible in the Project vicinity) because none of the cumulative projects would be located in the immediate vicinity of the WTGs (Tranquillon Ridge and upper San Miguelito Road area) and they would not appear in the same field of view as the Project. Therefore, the cumulative projects would not contribute to any alteration of the landscape immediately adjacent to the WTGs.

The cumulative projects would not combine with the **SWEP's Impact VIS-2** (WTGs visible to users of Jalama Beach County Park) because none of the cumulative projects would be visible from Jalama Beach County Park.

Although none of the cumulative projects would be visible in the same field of view as the WTGs from that portion of SR-1 designated a State Scenic Highway, some of the cumulative projects in the northern portion of the City of Lompoc and Lompoc Valley would combine with the **SWEP's Impact VIS-3** (WTGs visible from SR-1 and the Lompoc Valley) to produce a cumulative aesthetics impact because they would be visible in the same field of view as the visible WTGs. This would include Project Nos. 16 and 20 (Sepulveda Building Materials and Hilt Winery, respectively) located east of SR-1 in the vicinity of Sweeney Road and Santa Rosa Road. However, because of the extended viewing distances to the Project (typically five or more miles), the Project would appear relatively small in scale in the broader landscape context and exhibit minor visual contrast. The Project's resulting contribution to impact VIS-3 would not be considerable.

The cumulative projects would not combine with the **SWEP's Impact VIS-4** (the Project transmission line near SR-1 would partially silhouette against the skyline) because none of the cumulative projects would be visible in the same field of view as the transmission line from the brief segment of SR-1 where the transmission line would be visible.

Some cumulative projects in the southern portion of the City (including cumulative projects 16 and 20 southeast of the City) would combine with the **SWEP's Impact VIS-5** (Project transmission line would be visible from public roadways and residential areas) as it pertains to the Project's transmission line descending the north slopes of the Lompoc Hills. In this case, a cumulative aesthetics impact would be produced because the cumulative projects would be visible in the same field of view as the visible portion of the transmission line segment and switchyard. As a result, the Project's contribution to the cumulative impact would be considerable.

The cumulative projects would not combine with the **SWEP's Impact VIS-6** (Project switchyard would be visible from SR-1) to produce a cumulative aesthetics impact because none of the cumulative projects would be visible in the same field of view as the switchyard from the brief segment of SR-1 where the switchyard would be visible.

The cumulative projects would not combine with the **SWEP's Impact VIS-7** (Project would require road widening and tree removal) to produce a cumulative aesthetics impact because none of the cumulative

projects would be visible from the few segments of upper San Miguelito Road where the widening and tree removal would occur.

The cumulative projects combined with the **SWEP's Impact VIS-8** produce a considerable cumulative aesthetics impact as the FAA would require hazard lights on all of the WTGs. Most if not all of the cumulative projects in Table 3-1 that would be located in the Project region would contribute at least some lighting impact to the nighttime landscape, which cumulatively would be considerable. However, the majority of the SWEP lighting would not make a considerable cumulative night lighting contribution because only minor amounts of lighting would be required at the Project site (substation and switchyard); there would be limited public access and exposure to the lighting; and the lighting would generally not be visible in the same field of view as the cumulative projects given the SWEP's distance from other planned development. In the latter case, no cumulative contribution would occur.

Since the FAA would require red, synchronized-flashing hazard lights on all of the WTGs, the synchronized flashing across the dark ridgeline landscape above the night-lighted urban landscape of the greater Lompoc Valley would attract a casual viewer's attention and would be a considerable contribution to the night lighting cumulative impact.

4.2.6 Residual Impacts

As summarized in Section 4.2.4, Impacts VIS-2 (at La Purisima Mission), VIS-3, VIS-4, VIS-5 (majority of San Miguelito Road and SR-1), and VIS-8 (facility lighting) would not be significant. With the implementation of proposed mitigation, residual effects from Impact VIS-6 would be less than significant. The residual effects from Impacts VIS-1 (operation), VIS-2 (at Jalama Beach County Park only), VIS-5 (south Lompoc roads and residential areas and two segments of San Miguelito Road), VIS-7, and VIS-8 (FAA hazard lighting) would remain significant.

4.2.7 Impact and Mitigation Summary

Table 4.2-2 below provides a summary of the SWEP's impacts related to aesthetics and visual resources. The table also indicates the mitigation measures proposed to reduce each significant impact.

Table 4.2-2 SWEP Impact and Mitigation Summary – Aesthetics/Visual Resources

Impact No.	Impact Statement	Mitigation Measures	Significance Conclusion
VIS-1	WTG Visibility. Construction and operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project.	VIS-1: Materials Storage During Construction. VIS-2: Location of Construction Activities. VIS-4: Landscape and Lighting Plan.	Class I (Operation)
VIS-2	Views from Jalama Beach County Park, Miguelito County Park, and La Purisima Mission. Westernmost WTGs could be visible to users of Jalama Beach County Park; Northeastern-most WTGs could be visible to users of La Purisima Mission.	~~VIS-3: Contribution to County Parks Fund.~~ VIS-4: Landscape and Lighting Plan.	Class I (Jalama Beach County Park) Class III (La Purisima Mission) No impact (Miguelito Park)
VIS-3	Views from State Route 1. WTGs could be visible from the SR-1 corridor and the Lompoc Valley.	VIS-4: Landscape and Lighting Plan (recommended).	Class III

Impact No.	Impact Statement	Mitigation Measures	Significance Conclusion
VIS-4	Transmission Line Skyline Silhouette. Placement of the transmission line in the area of SR-1 introduces three new structures that could partially silhouette against the skyline.	None.	Class III
VIS-5	Transmission Line Visibility. Construction and operation of the transmission line could be visible from public roadways and residential areas.	VIS-1: Materials Storage During Construction. VIS-2: Location of Construction Activities. VIS-4: Landscape and Lighting Plan.	Class III (Majority of San Miguelito Road & SR-1) Class I (South Lompoc roads and residential areas and two segments of San Miguelito Road)
VIS-6	Transmission Line and Switchyard Visibility from State Route 1. Placement of the transmission line switchyard in the area of SR-1 introduces a new industrial facility that could be visible from SR-1.	VIS-4: Landscape and Lighting Plan	Class II
VIS-7	San Miguelito Road Landscape. Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road.	VIS-4: Landscape and Lighting Plan	Class I
VIS-8	Nighttime Lighting. The Project could result in nighttime light impacts.	VIS-4: Landscape and Lighting Plan (for facility lighting - recommended). VIS-5: Reduced FAA Hazard Lighting Plan	Class III (Facility lighting) Class I (FAA hazard lighting)

Class I. Significant unavoidable adverse impact.
Class II. Significant environmental impacts that can be feasibly mitigated or avoided.
Class III. Adverse impacts found not to be significant.
Class IV. Impacts beneficial to the environment.

4.2.8 References

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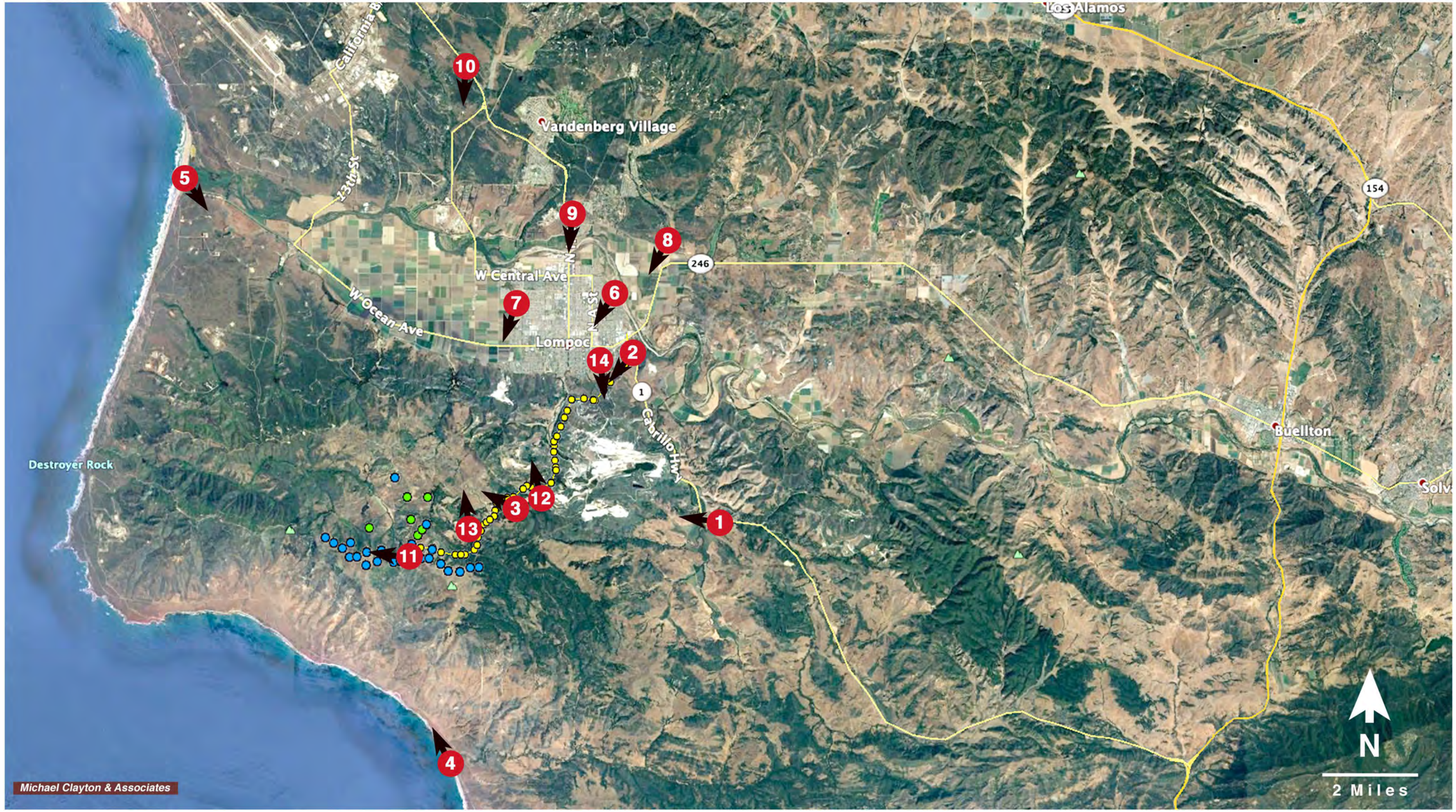


LEGEND

- 3.8 MW Wind Turbine Generator (WTG)
- 1.79 MW WTG
- Proposed Transmission Line
- Key Observation Point (KOP)

KOP Map

Strauss Wind Energy Project SEIR
Aesthetics/Visual Resources
Figure 4.2-1

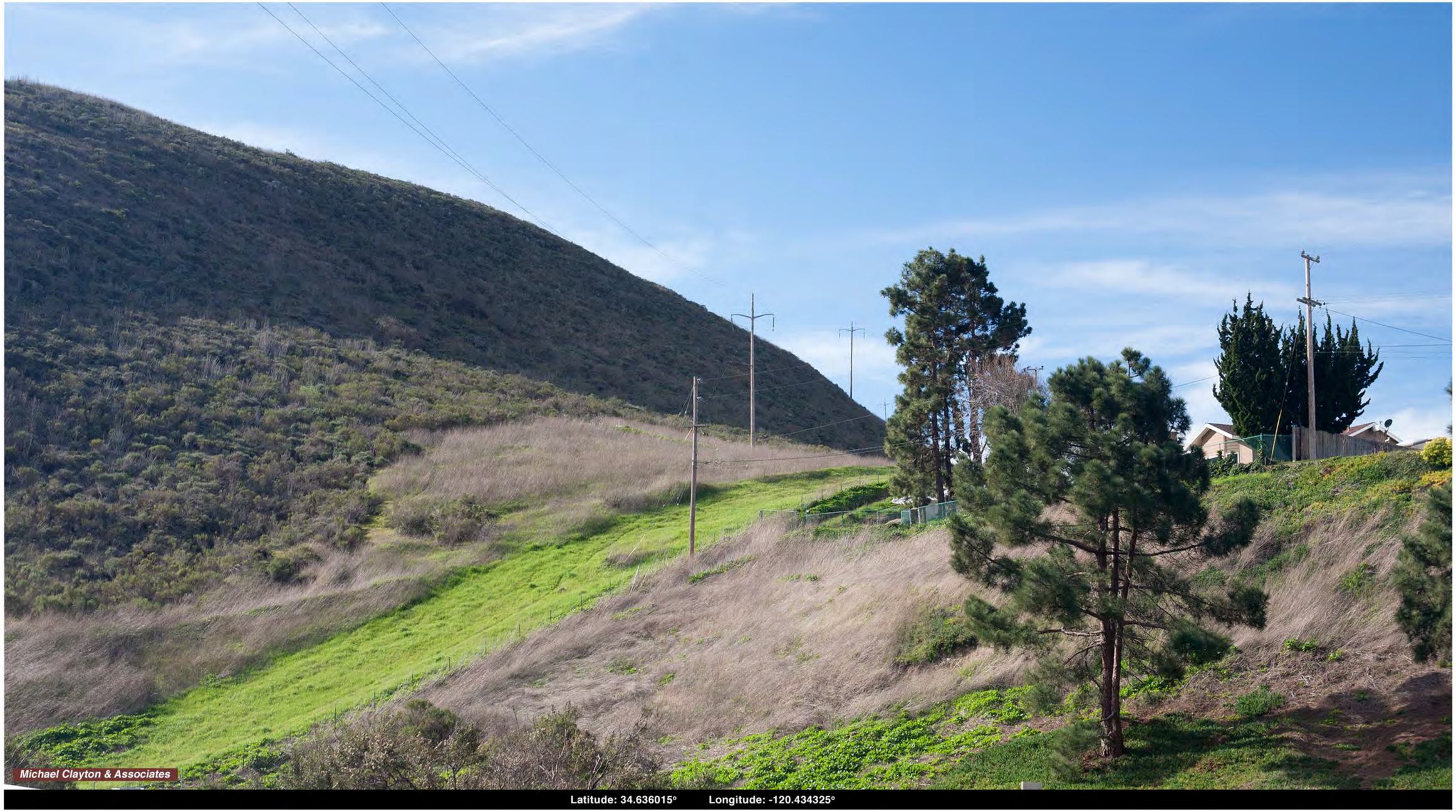
A Baseline photo of the proposed project as seen from KOP 1 - Highway 1 western view

B Simulation of the proposed project as seen from KOP 1

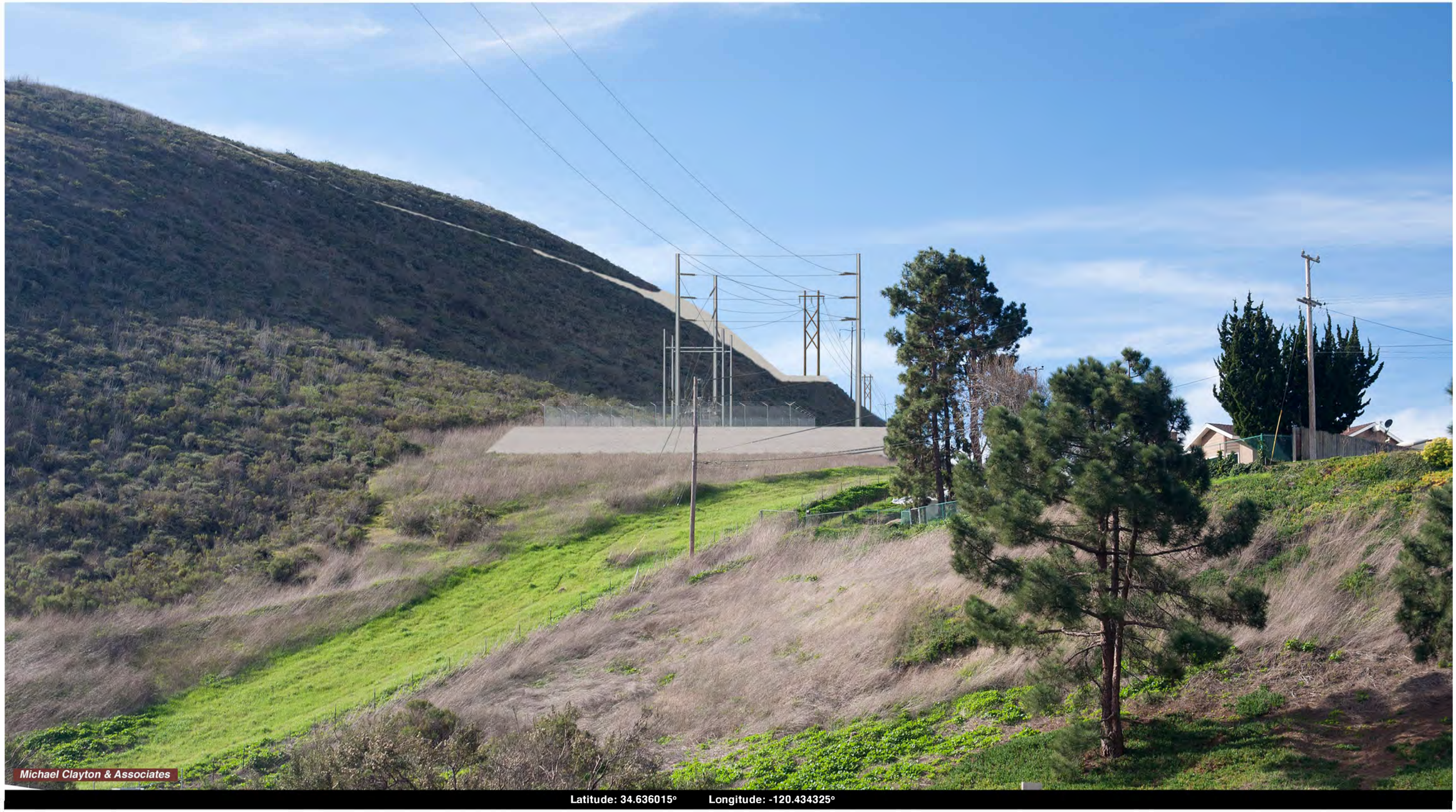
The above image pair for **KOP 1** on **northbound SR-1** is from the previous **LWEP EIR** and is presented here to illustrate the limited visibility of the WTGs along the distant ridgeline to the west. For the currently proposed Strauss Wind Energy Project, only the upper portions of WTGs E-6, E-7, and E-8 would be visible to northbound SR-1 travelers in the vicinity of KOP 1.

KOP 1 - Northbound State Route 1
from the
Lompoc Wind Energy Project EIR

Figures 4.2-2A / 2B



This image presents the **Existing View** to the southwest from **KOP 2** on southbound SR-1 near the southern boundary of the Lompoc city limits and immediately north of where SR-1 becomes a State Designated Scenic Highway. This view captures the toe of a hill slope where the proposed Project switchyard would be located just south of the City limits and a residential subdivision. The existing landscape includes the undeveloped hillside and several existing electric transmission and utility poles.	**KOP 2** **Southbound SR-1** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-3A**



This image presents a **Visual Simulation** of the proposed switchyard as viewed from **KOP 2** on southbound SR-1. As illustrated in this conceptual simulation, the low-profile switchyard would add several vertical, structural elements to the foreground landscape, which already includes several electric transmission and utility poles. However, the view duration of the switchyard from SR-1 would be very brief from either direction of travel (north or south) given the presence of visual screening by terrain and vegetation.	**KOP 2** **Southbound SR-1** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-3B**

This image presents a conceptual **Mitigation Simulation** of the application of a colorant to the road cuts and facility pads to reduce the color contrast between the lighter, exposed soils and gravel, and the darker vegetation. Following implementation of the measure, the color contrast is substantially reduced. The contrast of structure pads can be further reduced by planting screening vegetation around structure and facility pads.	**KOP 2** **Southbound SR-1** **Mitigation Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-3C**

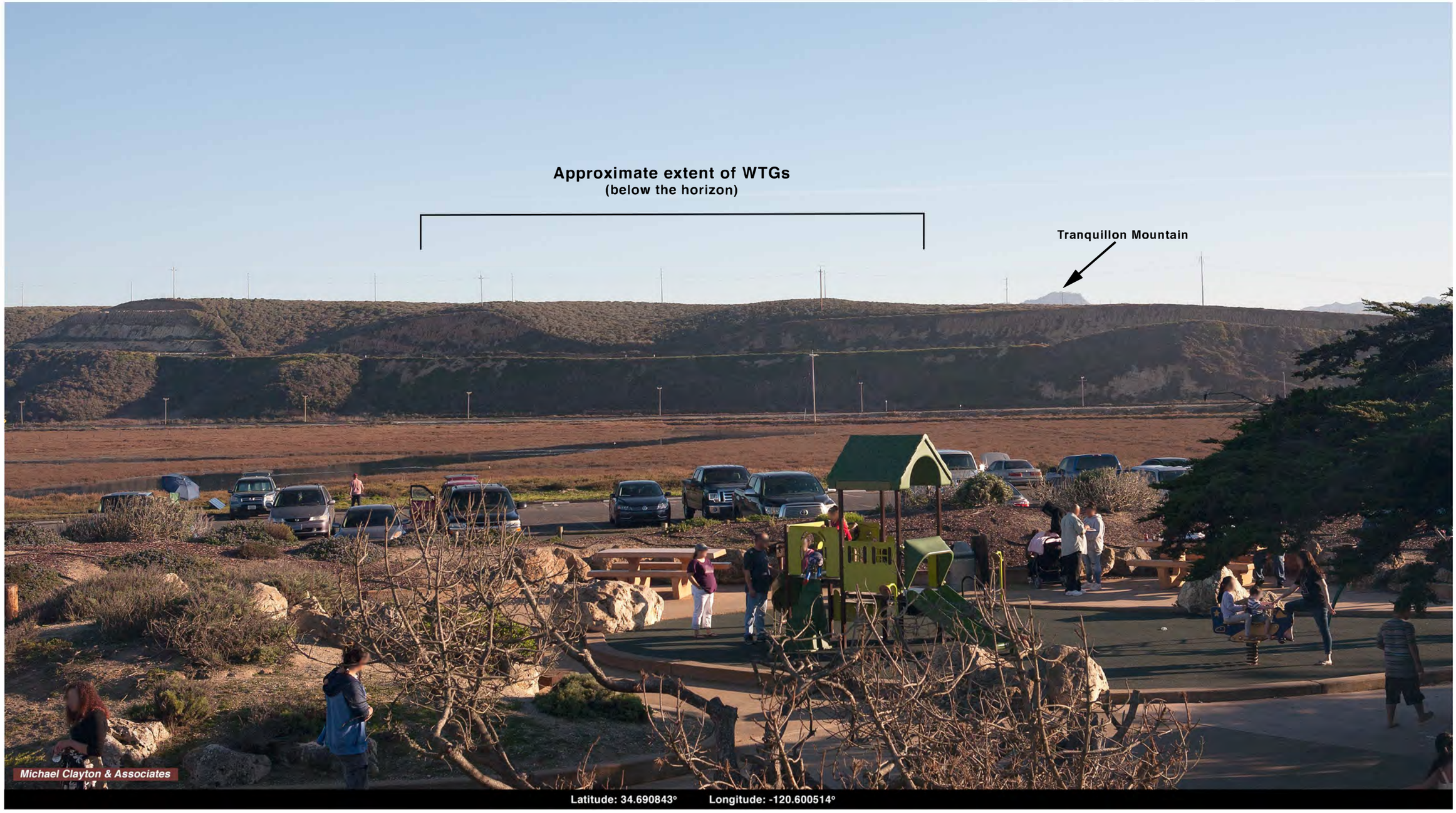
This image presents the **Existing View** to the northwest from **KOP 3** on San Miguelito Road, approximately 0.25 mile east of the intersection with Brazile Road. This open and unobstructed view captures a portion of the visually prominent ridge that parallels San Miguelito Road to the north. The rural landscape along this portion of San Miguelito Road is predominantly natural in appearance.	**KOP 3** **San Miguelito Road** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-4A**

This image presents a **Visual Simulation** of a portion of the proposed transmission line as visible from **KOP 3** on San Miguelito Road, approximately 0.25 mile east of the intersection with Brazile Road. This view captures (from left to right) transmission structures 2/7 (75 feet tall, steel H-frame), 2/8 (100 feet tall, wood H-frame), and 3/1 (70 feet tall, steel 3-pole angle structure), and associated land modification. As shown in the simulation, the transmission line would be prominently visible as it passes along the ridge that parallels San Miguelito Road to the north. The three structures (and conductors) would be visible above the ridgeline (skylining), which would exacerbate the visual prominence of the inconsistent structural designs and associated visual contrast and industrial character.	**KOP 3** **San Miguelito Road** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-4B**

This image presents a conceptual **Mitigation Simulation** of the revegetation of the cut/fill slopes and pole pads, or treatment with an appropriate colorant to reduce the color contrast between the lighter, exposed soils and darker vegetation. Following implementation of the measure, the color contrast is substantially reduced, leaving the proposed structures as the primary contributor of visual contrast. The residual impact can only be mitigated to a level that would be less than significant by rerouting the transmission line segment to a lower elevation on the slope such that the structures would no longer skyline. Optimal routing would be at the bottom of the slope (similar to the original proposal), thereby reducing structural visibility to travelers on San Miguelito Road.	**KOP 3** **San Miguelito Road** **Mitigation Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-4C**

This image presents the **Existing View** to the north-northwest from **KOP 4** on Jalama Beach in Jalama Beach County Park. This view captures portions of Jalama Beach, the adjacent coastal bluffs, and the more distant coastal mountain ranges that comprise this natural setting. The park's camping area and convenience store and restaurant are located immediately to the right of this frame of view.	**KOP 4** **Jalama Beach** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-5A**

This image presents a **Visual Simulation** of the proposed Project from **KOP 4** on Jalama Beach in Jalama Beach County Park. This view captures portions of eight WTGs in the west string sited along the middle ridge in the center of the image. The viewing distance from KOP 4 to the visible WTGs would range from approximately 4.6 to 5.2 miles.	**KOP 4** **Jalama Beach** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-5B**



This image presents the **Existing View** to the southwest from **KOP 5** at Ocean Park. This view captures a portion of the Ocean Park day use area and the wetlands beyond, backdropped by a low ridge that effectively screens the proposed Project WTGs from view. The label in the image indicates the approximate location of the WTGs, the closest of which would be approximately 7.75 miles southeast of Ocean Park.	**KOP 5** **Ocean Park** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-6**

A Baseline photo of the proposed project as seen from KOP 6 - 7th and Tangerine southwest view

B Simulation of the proposed project as seen from KOP 6

The above image pair for **KOP 6** is from the previous **LWEP Final EIR**, and is presented here to illustrate the limited visibility of the general Project area to residential views in the City of Lompoc. As illustrated in these images, wind turbines along the distant ridgelines to the south of the City would have limited to no visibility when viewed from many residential and public viewpoints in the central and southern portions of the City.

KOP 6 - 7th and Tangerine in the City of Lompoc
from the
Lompoc Wind Energy Project EIR

Figures 4.2-7A / 7B

A Baseline photo of the proposed project as seen from KOP 7 - Lemon Ave. southern view

B Simulation of the proposed project as seen from KOP 7

The above image pair for **KOP 7** is from the previous **LWEP Final EIR**, and is presented here to illustrate the limited visibility of the general Project area to residential views in the City of Lompoc. As illustrated in these images, wind turbines along the distant ridgelines to the south of the City (including those of the presently proposed Project) would have limited visibility when viewed from many residential and public viewpoints in the central and southern portions of the City.

KOP 7 - Lemon Avenue in the City of Lompoc
from the
Lompoc Wind Energy Project EIR

Figures 4.2-8A / 8B

This image presents the **Existing View** to the southwest from **KOP 8** in the La Purisima Mission State Historic Park. This view captures a foreground portion of the Mission grounds backdropped by the coastal ranges south of the City of Lompoc. The proposed turbine strings would be located along the ridgeline in the central portion of the image.	**KOP 8** **La Purisima Mission State Historic Park** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-9A**

This image presents a **Visual Simulation** of the proposed Project from **KOP 8** in the La Purisima Mission State Historic Park. This view captures portions of all three turbine strings (North, East, and West). As shown in the simulation above,12 WTGs would exhibit some visibility along the central ridgeline in the center of the image. The viewing distances from KOP 8 to the visible WTGs would range from approximately 7.4 to 9.5 miles.	**KOP 8** **La Purisima Mission State Historic Park** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-9B**

This image presents the **Existing View** to the south from **KOP 9** on Harris Grade Road, approximately 0.15 mile north of its intersection with SR-1 in Lompoc. This view captures the central portion of Lompoc, backdropped by the Lompoc Hills and Santa Ynez Mountains beyond. Approximately 18 WTGs would be visible along the ridgeline (as indicated above) and would appear similar to those shown for KOP 8 in Figure 4.2-9B. The viewing distance to the WTGs would range from 6.9 to 8.7 miles.	**KOP 9** **Harris Grade Road** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-10**

This image presents the **Existing View** to the south from **KOP 10** on SR-1, approximately mid-way between the City of Lompoc and the entry to Vandenberg AFB. This view captures a portion of the undeveloped lands of Vandenberg AFB, backdropped by the Lompoc Hills and Santa Ynez Mountains. Approximately 24 WTGs would be visible along the distant ridgeline (as indicated above). The viewing distance to the WTGs from KOP 10 would range from 8.9 to 10.8 miles.	**KOP 10** **SR-1 North of Lompoc** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-11**

This image presents the **Existing View** to the west from **KOP 11** on upper San Miguelito Road at the intersection with Sudden Road. This view captures a portion of the open, undeveloped, rolling, grass- and shrub-covered hills and Tranquillon Ridge west of Tranquillon Mountain in the western Santa Ynez Mountains.	**KOP 11** **Upper San Miguelito Road** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-12A**

This image presents a **Visual Simulation** of the proposed Project from **KOP 11** on upper San Miguelito Road at the intersection with Sudden Road. As shown in the simulation above, seven WTGs of the proposed western string along Tranquillon Ridge would be visible in this frame of view. The viewing distances from KOP 11 to the visible WTGs illustrated above would range from approximately 0.26 mile to 1.15 miles and would appear as visually dominant, built structures.	**KOP 11** **Upper San Miguelito Road** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-12B**

This image presents the **Existing View** to the northwest from **KOP 12** at the overflow parking area for Miguelito County Park, adjacent to San Miguelito Road. This view captures the hill-slopes immediately north of the park with the large, cleared opening and the existing electric transmission line. The northern parking area is also visible in the immediate foreground adjacent to San Miguelito Road.	**KOP 12** **Miguelito County Park & San Miguelito Road** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-13A**

This image presents a **Visual Simulation** of the proposed Project transmission line from **KOP 12** at the overflow parking area for Miguelito County Park adjacent to San Miguelito Road. As shown in the simulation, the proposed transmission line would cross the open hillside north of Miguelito County Park. Two wood-pole structures are shown in this simulation - Structure 3/4 would be the H-frame at the top of the hill, and Structure 3/5 would be the three-wood-pole angle structure in the clearing.	**KOP 12** **Miguelito County Park & San Miguelito Road** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-13B**

This image presents the **Existing View** to the northwest from **KOP 13** on San Miguelito Road, approximately 1.1 miles southwest of the intersection with Brazile Road. This view to the north-northwest encompasses a location along San Miguelito Road where road widening and tree removal would be required to transport Project elements to the site.

As shown in the image to the left, the road winds around the toe of a slope and is bordered by dense vegetation. A grouping of oak trees provides a canopy that overhangs a portion of the road.

Views are generally confined to the foreground landscape along the narrow road corridor as more distant sightlines are intercepted by intervening vegetation and terrain. The rural landscape along this portion of San Miguelito Road is predominantly natural in appearance.

KOP 13
San Miguelito Road
Road Improvements and Tree Removal

Existing View

Latitude: 34.582370° Longitude: -120.494050°

Strauss Wind Energy Project SEIR
Aesthetics/Visual Resources
Figure 4.2-14A

This image presents a conceptual **Visual Simulation** of the road widening and tree removal that would be required at this location on San Miguelito Road, to enable the vehicular transport of large Project elements to the site.

As shown in this simulation from **KOP 13**, the slope to the right (east) of the road would be cut back, the grouping of oak trees (and overhanging canopy) and vegetation would be removed, and the road would be widened.

The simulation assumes no immediate regrowth of vegetation on the cut slope as the underlying soils would likely be less conducive to vegetation growth than the natural top soil. Attempts could be made to salvage the top soil and minimize slope erosion, but they would likely not be fully successful in restoring the vegetation on the slope. Therefore, evidence of the cut and associated color contrast between the lighter-colored soils and rock and darker vegetation on the adjacent natural slope would persist for many years.

KOP 13
San Miguelito Road
Road Improvements and Tree Removal

Visual Simulation

Latitude: 34.582370° Longitude: -120.494050°

Strauss Wind Energy Project SEIR
Aesthetics/Visual Resources
Figure 4.2-14B

This image presents the **Existing View** to the south from **KOP 14** on East Olive Avenue adjacent to Beattie Park in the City of Lompoc. This view captures a portion of Beattie Park in the foreground, backdropped by the northern-most portion of the Lompoc Hills, the ridgeline of which supports an existing wood-pole power line that would be paralleled by the proposed Project power line. With the exception of the existing distribution line and its associated access road, the hills retain a predominantly natural character.	**KOP 14** **East Olive Avenue in Lompoc** **Existing View**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-15A**

This image presents a **Visual Simulation** of the proposed Project transmission line from **KOP 14** on East Olive Avenue adjacent to Beattie Park. As shown in the simulation, the proposed transmission line would parallel the existing wood-pole power line that crosses a series of low, rolling hills just south of the park. The transmission line would add a series of vertical, and slightly more structurally complex, features to the hill top landscape (Structure Nos. 6/5, 6/4, 6/3, and 6/2 left to right).	**KOP 14** **East Olive Avenue in Lompoc** **Visual Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-15B**

This image presents a conceptual **Mitigation Simulation** of the revegetation of the cut/fill slopes and pole pads, or treatment with an appropriate colorant to reduce the color contrast between the lighter, exposed soils and darker vegetation. Following implementation, the color contrast is substantially reduced, leaving the proposed structures as the primary contributor of visual contrast which could only be mitigated by rerouting the power line segment to a lower elevation on the slope and eliminating the skylining.	**KOP 14** **East Olive Avenue in Lompoc** **Mitigation Simulation**	**Strauss Wind Energy Project SEIR** **Aesthetics/Visual Resources** **Figure 4.2-15C**

LEGEND

Transmission Line

Transmission line southern segments that would cause significant and unavoidable (Class I) visual impacts on views from San Miguelito Road due to visible structure skylining. Segments would include Structures 0/4 through 1/2 and Structures 2/7 through 3/1.

Transmission Line Southern Segments Class I Impacts

Strauss Wind Energy Project SEIR
Aesthetics/Visual Resources
Figure 4.2-16A

LEGEND

Transmission Line

Transmission line northern segment that would cause significant (Class I) visual impacts on views from public roads and residential areas in south Lompoc due to visible structure skylining. Segment would include Structures 6/2 through 7/2.

Transmission Line Northern Segment Class I Impacts

Strauss Wind Energy Project SEIR
Aesthetics/Visual Resources
Figure 4.2-16B