Visual Impact Assessment Report

1255 Tierra Redonda Road
Bradley, CA 93426

REVISION #4 April 10, 2020

Prepared for:
DRC2018-00110
Bradley Canyon Farms, LLC
Project Applicant

Revision Prepared by:

Firma Consultants, Inc.
Landscape Architects | Planning | Environmental Studies
187 Tank Farm Rd., Ste 230 | San Luis Obispo, CA 93401
Principal: Lindsay A. Corica ASLA Registration No.6359

In consultation with:
KIRK CONSULTING
8830 Morro Road | Atascadero CA 93422
805.461.5765

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Attachment:

1. Visual Impact Assessment Figures

This report addresses the potential effects on aesthetics and visual resources that would be caused by the proposed cannabis operation. The following discussion describes the pre-existing environmental setting in the surrounding area, existing federal, state and local regulations regarding visual resources, and an analysis of the impacts from the proposed project. A visual site survey was completed in March of 2019 and August of 2019. These two site visits as well as street view google imagery from 2016 were used to evaluate potential impacts to the visual environment. A Visual Impact Assessment Figures packet is included as Attachment 1.

1. INTRODUCTION

The subject property is located at 1255 Tierra Redonda Road in Bradley California within the San Luis Obispo North County Planning Area. The 99.84-acre property is situated on the northeastern aspect of the Tierra Redonda Mountain within the Santa Lucia Range, nestled between Nacimiento Reservoir and San Antonio Lake at an elevation of approximately 1,330 feet. Access to the property is Tierra Redonda Road via Interlake or Lynch Canyon Roads. Tierra Redonda Road is an unpaved dirt road that leads south from Lynch Canyon Road for approximately one mile to the project site. The proposed project is situated in an open-canopy portion of an upland foothill woodland habitat, surrounded by dense oak woodland vegetation and general to moderately sloping topography. Existing uses on the site include a residence, two agricultural structures, and an existing cannabis operation. The cannabis operation was authorized under the Temporary Abeyance Resolution and has been operating since 2017 (CCM2016-00361).

The proposed project is a request by Bradley Canyon Farms, LLC for a Conditional Use Permit to allow for up to 1 acre of outdoor (hoop house) cannabis cultivation, 7,680 square feet of outdoor (hoop house) ancillary nursery and use of an existing 2,400 square-foot structure for indoor ancillary nursery space. The operation would cover approximately 1.5 acres of the project site and will result in approximately 1,050 square feet of new site disturbance. The project includes a modification from the fencing standards set forth in Land Use Ordinance (LUO) Section 22.10.080 to allow 6-foot three-strand barbwire fencing around the northern, eastern and southern perimeter of the parcel and 6-foot deer fencing around the center of the project site.

Project Elements:

- (21) Existing Hoop Houses with varying dimensions of: 250’x24’x12', 200’x24’x12', 120’x24’x12', 100’x24’x12', 95’x24’x12', 90’x24’x142, 80’x24’x12', 70’x24’x12', 60’x24’x12'
    - Hoop houses are constructed with a polyethylene film stretched over a frame made of 2” diameter sdr-11 hdpe polypipe. The agricultural structures appear translucent white with a low reflectivity.
        - (11) Existing hoop houses have been covered with white plastic since 2017 under CCM2016-00361
        - (10) Existing hoop houses will be covered with white plastic as a result of this project
- Existing Ag Barn to be utilized for indoor ancillary nursery: 40’ x 60’ x 15’
- (2) New Sea Train Containers in an earth tone color with dimensions of 40’x8’x8’
- Existing 6’ tall three-strand barbwire fencing and several entrance gates shall remain
- (21) Plastic Water Storage Tanks:
    - (10) Existing 5,000-gallon (each), dark green, 6’4” height, 9’11” diameter
    - (8) New 5,000-gallon (each), dark green, 6’4” height, 9’11” diameter
    - (1) Existing 10,000-gallon (each), dark green, 14’ height, 11’9” diameter
    - (2) Existing 1,000-gallon (each), dark green, 5’6” height, 6’3” diameter
- (1) Existing 2,500-gallon steel tank for fire water storage, 7’6” height, 7’10” diameter
- (1) New 5,000-gallon steel tank for fire water storage, 6’4” height, 9’11” diameter
- Existing Compost and Soil Storage Area: ¼ acre area
- (Up to 6) Existing Portable Restrooms: standard double units, color gray, 7’9” x 7” x 7’9”
- (1) Existing Dumpster: standard 40-yard roll-off, color dark green
- (1) Existing Diesel Tank: 500-gallon tank, color earth tone tan, metal.

- New security cameras will be placed at key locations throughout the project site (equipped with infrared technology; no lights).

Hoop houses will be covered by white plastic coverings throughout the growing season (March through October). Coverings will be removed during the winter months. A vegetative screening, composed of native species, consistent with the surrounding woodland and riparian vegetation will be installed just north of the hoop houses to further screen the fencing and hoops from public view.

Project Grading and Other Landscape Features:
Majority of the project elements are proposed in a previously disturbed area onsite The approximate volume of excavation for installation of water tanks (2 CY cut / 2 CY fill), seatrain containers (8 CY cut / 8 CY fill) and fencing (13 CY cut / 13 CY fill) is a total of 23 CY cut / 23 CY fill with an estimated area of disturbance of 1,050 square feet.

The project site is centrally located on the property in a generally level area within an open-canopy portion of foothill woodland habitat where several hoop houses and other structures are currently in place, including water tanks, diesel storage, portable restrooms and a soil storage facility. Average slope of the parcel is 22%, with the steeper slopes toward the south to southwest of the site and the more nearly level areas in the general proximity of the cultivation areas. The woodland canopy becomes more contiguous as the slope increases toward Tierra Redonda Mountain in the southwest corner of the property, where vegetation transitions from an open-canopy woodland with grassland and chaparral components, to a dense, more closed-canopy foothill woodland. An existing dirt road loops around the project site, with several access roads connecting within it. Several drainages transect the project site. All proposed operations will be setback from these drainages, and it is not anticipated the drainages will be impacted by the proposed project. The project has been designed to avoid tree removals, minimize tree impacts, and protect significant landscape features of the site and surrounding project area.

Project Lighting:
The project does not include any exterior lighting. The only outdoor lighting onsite is residential in nature and located on the exterior of the existing residence and is in compliance with the local ordinance, including downcast and shielded fixtures. The security cameras for the cannabis operation will be equipped with infrared technology, which does not require the use of security lights.

2.VISUAL AND REGULATORY SETTING

Regulatory Setting:
The San Luis Obispo County Conservation and Open Space Element (COSE) identifies designated scenic corridors and candidate scenic corridors. Interlake Road from Paso Robles to Monterey County is designated as a suggested scenic corridor in the COSE, Table VR-2.

California Department of Transportation (Cal Trans) implements a County Scenic Highway Program. Interlake Road is an Officially Designated County Roadway and officially designated a County Scenic Highway by CalTrans 2015 County Scenic Highway list.

San Luis Obispo County General Plan North County Area Plan – Combining Designations
The project site is located within a Sensitive Resource Area (SRA) adjacent to the Nacimiento Lake Drive – Interlake Road SRA. An SRA combining designation is applied to areas of the county with special environmental qualities, or areas containing unique or endangered vegetation or habitat resources. The purpose of these combining designation standards is to require that proposed uses be designed with consideration of the identified sensitive resources and the need for protection.

The Waterdog Creek Paleontological and Sensitive Species SRA is designated as a remote mountainous area located in the Santa Lucia Mountain Range near the Monterey County Line. The designated area includes an extensive Sargent Cypress Grove with associated flora. Approximately 1,400 acres are owned by the Bureau of Land Management (BLM), and other botanically significant portions of the SRA are privately owned.

The Nacimiento Lake Drive – Interlake Road SRA is located along a portion of the route from Chimney Rock Road northwest to Monterey County line and is an adopted State Scenic Highway.
Interlake Road is also described by the County General Plan as a major arterial, providing access to and through the Nacimiento Sub Area. As noted in the County General Plan SRA designation, a portion of Interlake Road is designated as a State Scenic Highway (Chimney Rock Road northwest to the Monterey County Line). The North County Area Plan identifies limitations stating all development in this corridor must be sited to minimize visual impacts. Additionally, specific findings must be made by the Review Authority to support any proposed project requiring a Minor Use Permit or Conditional Use Permit within an SRA:

a. The Development will not create significant adverse effects on the natural features of the site or vicinity that were the basis for the SRA designation and will preserve and protect such features through site design.
b. Natural features and topography have been considered in the design and siting of all proposed physical improvements.
c. Any proposed clearing of topsoil, trees, or other feature is the minimum necessary to achieve safe and convenient access and siting of proposed structures and will not create significant adverse effects of the identified sensitive resource.
d. The soil and subsoil conditions are suitable for any proposed excavation; site preparation and drainage improvements have been designed to prevent soil erosion and sedimentation of streams through undue surface runoff.

The project site is located approximately 2.41 miles west from Interlake Road. The proposed project has been sited to reduce visibility from surrounding public roads including Tierra Redonda Road and Interlake Road. The cannabis farm is sited in predeveloped areas that are nestled into the site in locations where there is intervening topography and vegetation that interrupt the views to the property from most viewpoints along the public roads.

San Luis Obispo County General Plan – COSE – Chapter 9 – Visual Resources (VR) includes goals for visual resources including that a scenic highway should not place undue restriction on private property or cause impacts or unnecessary burdens on agricultural operations. The goals outlined in this section are as follows:

- Goal VR1: The natural and agricultural landscape will continue to be the dominant view in rural parts of the county.
- Goal VR2: The natural and historic character and identity of rural areas will be preserved.
- Goal VR3: The visual identities of communities will be preserved by maintaining rural separation between them.
- Goal VR4: Protect visual resource within visual SRA for scenic corridors.
- Goal VR7: Views of the night sky and its constellations of stars will be maintained.
- Goal VR8: Visual intrusions of signs will be minimized within public view corridors.
- Goal VR9: The visual effects of utility lines will be minimized.

Visual Resource Section, VR-2, of the COSE includes goals and policies that promote agriculture use such as:

> GOAL 2 is intended to protect rural character of the County including: existing site features, avoiding ridge-top development, set back development from roads.

<u>Existing Visual Character of Project Site:</u>
This analysis focuses on the extent of visibility of the proposed project from the project viewshed along Interlake Road and Lynch Canyon Road. The project viewshed is defined by the presence of low-lying grasslands with scattered trees and vegetation in the lower elevations along Interlake Road. The background viewshed is characterized by the presence of moderate to steeply sloping terrain of the Tierra Redonda Mountains, with hillsides covered in dense woodland habitat. Existing development in and around the project site and along the viewshed of Interlake consists of very low-density single-family residences, though not visible to travelers along Interlake due to the distance from the road as well as the

intervening topography of the surrounding area. The project site, as described above, is currently developed with hoop houses for the existing cannabis operation (CCM2016-00361).
Generally, the presence of the hilly terrain bordered by mountains and ridges as well as dense woodland habitat provides an opportunity for long and broad views in select locations along Interlake Road. The distance to the project site and the intervening terrain and dense woodland, make it difficult to discern the project components from these select locations. The project components are not prominent in the landscape due to the scale of the project. The project encompasses a small area of +/- 1.5 acres, with scattered hoop structures less than 12 feet in height interweaved between the existing vegetation on the property. Much of the view along Interlake road to the project site is disrupted by mature native vegetation and topography.

Interlake Road is a rural arterial road, maintained by the County of San Luis Obispo (County Road No. 6005). Primary viewer groups along the viewshed consist of motorists and residents. Due to the distance of the project site from Interlake Road (approximately one mile), posted speed limit of 45 mph, intervening topography and vegetation (including woodland habitat), the duration of exposure to viewers would be brief and the project components would not be discernable.

3.VISUAL ASSESSMENT METHODOLOGY

In order to assess the project's potential visibility, 8 key observation points from which to assess the visual impacts of the proposed project were identified along Interlake and Lynch Canyon Road. These observation points were identified through land use data (i.e. topography, woodland habitat, surrounding development) and field observations conducted in Spring and Summer of 2019 to reflect the pre-existing condition and build-out of the project area and viewshed. Prior to the August 2019 site visit, the ten (10) non-covered hoops were covered in order to assess the build-out condition of the project in 'real tmie', therefore eliminating the need to simulate the post project views. The number of observation points was reduced to no longer include Lynch Canyon Road as the project components visibility from select vantage points would not be clearly visible and are within the same line of sight as the key observation points provided along Interlake Road (Visual Impact Assessment Figures – Figure 4-7). In addition to the existing views chosen along Interlake Road, the visual assessment includes pre-existing viewpoints to demonstrate the effect the project will have on the viewshed as experienced from Interlake Road.

During field observations, "target" pylons were placed at key horizontal and vertical locations on the project site by a Licensed Landscape Architect (FIRMA) as a basis for analyzing the project's potential visibility, noticeability, and potential visual effect from various locations along Interlake Road relative to the hoop house profile features and existing site plan drawings. Four target locations were set with reference pylons at 14 feet in height. The pylon targets were equipped with orange-colored marking flags to signify the height and profile of the maximum height of project component on site.

Table 1 - Key Observation Points (KOP)

KOP#	Location	View Orientation
A	3,021 feet to intersection of Interlake Road and Lynch Canyon Road	Westbound
1	2,733 feet to intersection of Interlake Road and Lynch Canyon Road	Westbound
2	1,983 feet to intersection of Interlake Road and Lynch Canyon Road	Westbound
3	1,396 feet to intersection of Interlake Road and Lynch Canyon Road	Westbound
4	767 feet to intersection of Interlake Road and Lynch Canyon Road	Eastbound
5	1,730 feet to intersection of Interlake Road and Lynch Canyon Road	Eastbound
6	2,205 feet to intersection of Interlake Road and Lynch Canyon Road;	Eastbound
B	2,644 feet to intersection of Interlake Road and Lynch Canyon Road	Eastbound

The location and orientation of each key observation point is depicted in the attached Visual Impact Assessment Figures. Photographs are included and are representative of views available to the project site within the viewshed from Interlake and Lynch Canyon Road. A zoom function was used to locate the pylon targets which were utilized to locate and orient the camera to the project site from the key observation points along the viewshed.

A number of factors inform the overall visibility, change to visual quality or character, and ultimately any potentially significant impact resulting from implementation of the project. The influencing factors used to develop this reports analysis include the following elements:

- Existing visual character and quality
- Proposed visual character and quality
- Viewer response (travelers along Interlake Road)
- Severity of change to visual character/quality

The limits of the viewshed are defined as the potential visual limits of available views to a particular project and is primarily based on topography and height of prominent project features. Visual resources within the viewshed are influenced by an assortment of elements including terrain, geology, vegetation, climate, and hydrology. For the project, the viewshed is largely defined by the steeply sloping mountainous range of Tierra Redonda Mountain and the adjacent woodland covered ridgelines. Expansive grasslands, scattered vegetation and oak woodland exist in the surrounding and lower elevations of the landscape. Existing photographs of the project area and viewshed are included in the Visual Impact Assessment Figures.

It should be noted that cannabis activities have been operational since 2017 (CCM2016-00361). As such, during the field observations, County staff and the client team were able to view the 11 existing hoops at build-out (Visual Impact Assessment Figures – Figure 4-4a).

4.PROJECT VISIBILTY ALONG INTERLAKE ROAD AND LYNCH CANYON ROAD

Key observation points were selected as representative vantage points in the landscape that most clearly illustrate the visual effects and viewer response of the project components. These points are representative of the viewing angles and distances to available viewer groups (e.g. motorists, residents) along the viewshed.

The following describes the project visibility along Interlake Road and Lynch Canyon Road. Key Observation Points A and B are labeled as such as the earliest and furthest extent, respectively, with potential visibility of the project site and its elements. Key Observation Points 1 through 6 are key viewing areas along Interlake and Lynch Canyon that demonstrate the effect of the implementation of the proposed project on viewers travelling along Interlake Road and Lynch Canyon Road.

Key Observation Point A – Interlake Road (Start of Potential Visibility / westbound)
Key observation point A was identified for westbound motorists along Interlake Road and is situated approximately 3,021 feet east of the intersection of Interlake and Lynch Canyon Road and 0.93 miles northeast of the project site. This location was chosen as the beginning of the stretch of Interlake having potential visibility to the project site. However, the view at this location and for is characterized by dense riparian vegetation and woodland habitat, screening viewers from the project site and its components. As shown in the Visual Impact Assessment Figures – Figure 5, the project site is not visible from this location.

Key Observation Point 1 – Interlake Road (westbound)
Key observation point 1 was identified for westbound motorists along Interlake Road and is situated approximately 2,733 feet east of the intersection of Interlake and Lynch Canyon Road and 4,860 feet northeast of the project site. This location was chosen as the first viewpoint along the viewshed with visibility to the project site. As displayed in the Visual Impact Assessment Figures – Figure 4-1, the pylon targets were not visible. Additionally, based on the intervening vegetation along Interlake, the dense woodland habitat surrounding the project site, and the distance from Interlake at speeds of 45 mph, the potential for motorists to view the project site or its components is considered low.

Key Observation Point 2 – Interlake Road (westbound)
Key observation point 2 was identified for westbound motorists along Interlake Road and is situated approximately 2,019 feet east of the intersection of Interlake and Lynch Canyon Road and 4,220 feet northeast of the project site. This location was chosen to demonstrate the limited visibility due to the existence of the evergreen trees along Interlake. Event in the wintering months, these trees will provide

additional screening that will limit motorist's ability to view the project site as travelling westbound along Interlake. Visual Impact Assessment Figures – Figure 4-2 demonstrates the project site is not visible from this location and therefore it is not anticipated the project components would be visible to travelers along Interlake. Potential for visibility is considered very low.

Key Observation Point 3 – Interlake Road (westbound)

Key observation point 3 was identified for westbound motorists along Interlake Road and is situated approximately 1,983 feet east of the intersection of Interlake and Lynch Canyon Road and 4,100 feet northeast of the project site. This location was chosen for its orientation as well as the wide viewshed it provides for motorists travelling along Interlake and potential for viewing of the project components. Visual Impact Assessment Figures – Figure 4-3 demonstrates the project site is visible from this location, however, the pylon targets were not able to be identified from this distance based on intervening dense woodland habitat located around the project site and therefore it is not anticipated the project components would be discernable to travelers along Interlake. Potential for visibility is considered low.

Key Observation Point 4 – Interlake Road (westbound)

Key observation point 4 was identified for westbound motorists along Interlake Road and is situated approximately 1,396 feet east of the intersection of Interlake and Lynch Canyon Road and 3,970 feet northeast of the project site. This location was chosen for its orientation as well as the wide viewshed it provides for motorists travelling along Interlake and potential for viewing of the project components. Visual Impact Assessment Figures – Figure 4-4a and Figure 4-4b demonstrates the project site and its components may be briefly visible from this location. However, based on vehicle and motorist speeds as well as the distance from Interlake to the project site, as well as the surrounding dense woodland habitat on the project site, project components would not be discernable and therefore, potential for visibility is considered low.

Key Observation Point 5 – Interlake Road (eastbound)

Key observation point 5 was identified for eastbound motorists along Interlake Road and is situated approximately 767 feet east of the intersection of Interlake and Lynch Canyon Road and 3,420 feet north of the project site. This location was chosen to demonstrate the lack of visibility of the project site to travelers eastbound along Interlake due to the intervening and dense riparian vegetation that parallels Interlake Road. Furthermore, though the project site is visible in the background, dense woodland habitat and steep topography of the Tierra Redonda Mountains makes visibility of the project components impossible. Potential for visibility is considered very low. Please refer to Visual Impact Assessment Figures – Figure 4-5 as reference.

Key Observation Point 6 – Interlake Road (eastbound)

Key observation point 6 was identified for eastbound motorists along Interlake Road and is situated approximately 1,730 feet west of the intersection of Interlake and Lynch Canyon Road and 0.93 miles north of the project site. This location was chosen to demonstrate the lack of visibility of the project site to travelers eastbound along Interlake due to the intervening and dense riparian vegetation that parallels Interlake Road. Furthermore, at this distance, the project site is not discernable, and the dense woodland habitat and steep topography of the Tierra Redonda Mountains makes visibility of the site and the project components impossible. Potential for visibility is considered very low. Please refer to Visual Impact Assessment Figures – Figure 4-6 as reference.

Key Observation Point 7 – Lynch Canyon Road (eastbound)

Key observation point 7 was identified for motorists travelling eastbound or westbound along Lynch Canyon Road. It is situated approximately 2,205 miles west of the intersection of Interlake and Lynch Canyon Road and 3,000 feet north of the project site. This location was initially chosen to assess whether there would be any project component visibility, however, during field investigations, County planning staff and the client team determined that key observation points along Interlake were more representative of potential impacts to viewers along the public roadway and it would be acceptable to demonstrate no visibility to the project site from Lynch Canyon Road at this location and no other locations would be necessary. As demonstrated in Visual Impact Assessment Figures – Figure 4-7, the intervening and steeply sloping topography of Tierra Redonda Mountains makes visibility of the project site and its components impossible. Furthermore, existing and dense woodland habitat blocks any potential views of the project components from the viewshed. Potential for visibility is considered very low.

Key Observation Point B – Interlake Road (End of Potential for Visibility / eastbound)
Key observation point B was identified for eastbound motorists along Interlake Road and is situated approximately 2,644 feet northwest of the intersection of Interlake and Lynch Canyon Road and 0.93 miles north of the project site. This location was chosen as the beginning of the stretch of Interlake (travelling eastbound) having potential visibility to the project site. Though the viewshed at this location is characterized by open grasslands in the foreground, the project site and its components would not be discernable to travelers in this location due to the distance of the site from the road. As shown in the Visual Impact Assessment Figures – Figure 5, the project site and its components are not visible from this location. Potential for visibility is considered low.

5.PROPOSED VISUAL CHANGES

As described in Section 4 - Project Visibility Along Interlake Road and Lynch Canyon Road of this report, potential for visibility from most of the key observation points is considered low to very low. While the landscape of the project site will change as a result of the project, the actual visual effect to the change of the viewshed and landscape to viewers along Interlake Road is nominal and would not cause any short- or long-term effects to the overall quality and character of the viewshed.

The project site is currently setback from Interlake Road and covered in dense woodland habitat, effectively screening views to the project components almost entirely. However, the project components will be located within an “open-canopy” portion of the site, surrounded by woodland and would therefore have the potential to be briefly visible from two distant locations along Interlake Road (though as demonstrated in in the Visual Impact Assessment Figures 4-2 and 4-3, would not be discernible to travelers along Interlake Road).

The components that have the potential to be visible include the existing hoop structures. The hoops are approximately 12 feet in height and during operation will be covered with white plastic coverings, contrasting against the darker natural vegetation and foliage covering the steep terrain of the mountain. This visual change may cause the project site and components to become more noticeable to travelers at Key Observation Point 2 and 3 during operation.

New project elements that will be installed following project approval include eight new 5,000-gallon plastic water tanks (approximately 9’4” in height), one steel water tank (approximately 9’4” in height), and two seatrain containers (approximately 8’ in height). As shown in Figure 6, the new water tanks and sea train containers will be located behind the existing hoop houses and intervening woodland vegetation. Based on the shorter height compared to the hoops and the existing height of the dense vegetation, visibility of these new components would be minimal and not visible from the naked eye from key observation points located along Interlake Road.

Based on the minimal amount of site disturbance to establish the new project elements, as well as the limited visibility of all project components from key observation areas, effects to the visual quality and character of the viewshed and project site are considered negligible as compared to the pre-existing quality and character of the viewshed.

6.VISUAL EFFECT OF THE PROJECT

CEQA Appendix G, Environmental Checklist Form

1. AESTHETICS *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Create an aesthetically incompatible site open to public view?	☐	☐	☒	☐
b) Introduce a use within a scenic view open to public view?	☐	☒	☐	☐
c) Change the visual character of an area?	☐	☐	☒	☐
d) Create glare or night lighting, which may affect surrounding areas?	☐	☐	☐	☒
e) Impact unique geological or physical features?	☐	☐	☐	☒
f) Other: _____	☐	☐	☐	☒

Discussion a-c:
The project site is an approximately 99.84-acre property situated on the northeastern aspect of the Tierra Redonda Mountain within the Santa Lucia Range, nestled between Nacimiento Reservoir and San Antonio Lake at an elevation of approximately 1,330 feet. Access to the property is from Tierra Redonda Road via Interlake or Lynch Canyon Roads. Tierra Redonda Road is an unpaved dirt road that leads south from Lynch Canyon Road for approximately one mile to the project site. The project components are situated in an open-canopy portion of an upland foothill woodland habitat, surrounded by dense oak woodland vegetation and steeply sloping topography. Existing uses on the site include a residence, two agricultural structures, and an existing cannabis operation.

Interlake Road is officially designated a County Scenic Highway by CalTrans and is within proximity to Sensitive Resource Areas of San Luis Obispo County designated as Interlake Road SRA (Nacimiento drive). Portions of the proposed project site are visible from Interlake Road, as such, the SRA standards apply including the requirement for development to be sited to avoid obstruction of views along the road. Additionally, the project site is almost entirely within the SRA – Waterdog Creek specifically assigned by the County to protect and preserve paleontological and sensitive botanical species as described in the Environmental Setting section of the Visual Impact Assessment Report.

The proposed development will not create a significant adverse effect on the natural features of the site or vicinity. No trees will be removed as a result of the project, therefore the existing dense oak woodland that characterizes the mountainous area of Tierra Redonda Mountain and the viewshed along Interlake Road to the site will be retained. The project includes minimal site disturbance to establish additional project components (i.e. water tanks, sea train containers), however, the ridgeline and terrain features of the project site and immediate vicinity would be preserved therefore areas and resources identified as important in the *"Waterdog-creek- paleontological and sensitive species"* SRA would not be impacted. The site is previously developed therefore site preparation and drainage improvements would not be expected to cause soil erosion or sedimentation of streams through undue surface runoff.

The proposed project includes adding white plastic coverings to 10 existing hoop house steel frames, 11 existing hoops have been covered since 2017 (authorized cannabis operation under CCM2016-00361). The hoop houses will be less than 12 feet in height consistent with the existing hoop houses on the project site. Hoop houses are not common along this area of the County, but they are a common part of the rural agricultural setting in San Luis Obispo County and neighboring Monterey County. The hoop coverings are installed seasonally during the grow season, when the natural vegetation is in full bloom and foliage is heaviest and therefore natural screening is maximized They are not used in the winter months when the woodland and surrounding riparian vegetation would otherwise have less foliage.

Additional new project elements to be installed including seatrain containers and water storage tanks will be an earth tone or dark green color and will not contrast with the surrounding woodland habitat and will be shielded from public views by the hoop houses. The hoop house coverings are proposed to be white in color and while they have the potential to contrast with the natural landscape, the hoop material is not glass or polished, therefore it is not anticipated nor considered to be highly reflective. The appearance of the hoop houses would not create a new source of substantial glare since implementation of the project will add a limited number of additional covered hoops (10) to the site and the hoop houses themselves have a lower profile (less than 12 feet in height) and are partially screened from off-site views by existing vegetation,

The figures included as a part of this report demonstrate the low visibility of the hoop house coverings; as such, the current visual character and quality of the site is maintained. The proposed project water tanks and seatrain containers would not be discernable due to the site distance and location (behind the existing hoop houses) within the pre-existing agricultural operation.

While the project has the potential to be visible along portions of Interlake Road (scenic resource), there would be no change to the ridgeline view, the existing landform, or the defining rural character of the area. The proposed hoop houses and other ancillary project features do not block views to the ridgeline and are located in such a manner to take advantage of the existing natural features to screen and buffer views from the public roads. Equally important, the sheer distance to the site, from Lynch Canyon Road or Interlake Road, makes the project features difficult to discernable by a viewer when traveling along these

roadways. Based on the limited nature of the project, the low profile character and seasonal nature of the hoop houses, the significant setback of the project site from Interlake and Lynch Canyon Roads, the intervening terrain and natural screening (i.e. woodland vegetation), implementation of the project would not result in a significant impact to the scenic resource or the visual character or quality of the viewshed.

Discussion d-e:
The project does not include any exterior lighting. The only outdoor lighting onsite is located on the exterior of the existing residence and is in compliance with the local ordinance, including downcast and shielded fixtures. The security cameras for the cannabis operation will be equipped with infrared technology, thus they do not require the use of lights. The project site and project components, though located adjacent to the Tierra Redonda Mountains, will not result in any site disturbance that would result in impacts to unique geological or physical features of the surrounding vicinity. The project area is built-out, and the additional project elements (i.e. water tanks and sea trains) will require minimal site disturbance to install. Implementation to the project would not result in a significant impact.

Cumulative Impacts:
The County of San Luis Obispo retains a list of cannabis projects that are planned or are under construction in the Project study area. Related projects that are located within a similar view field or along the same roadways of the project have the potential to contribute to cumulative visual impact including light and glare, scenic vista, scenic resources and visual character. There is a proposed cannabis project located at 2685 Lynch Canyon Road, Bradley, CA (APN 080-021-005) that includes cultivation and manufacturing, hereinafter referred to as the Related Project.

The Related Project is located 2.2 miles away, or 6 minutes in a vehicle traveling north via Tierra Redonda Road, at 2685 Lynch Canyon Road (APN 080-021-005). The Related Project will include the construction of a 40,572 sq. ft. greenhouse for indoor cannabis cultivation and nursery space, a 18,311 sq. ft. processing building and an outdoor area for miscellaneous storage. The Related Project site is within proximity of the Interlake Road SRA; however, development will occur approximately 730 feet north of the SRA.

The Related Project would not be in the same line of sight as the proposed project, as viewed from any location along Interlake Road. The proposed and Related Project would be visually screened by the existing oak woodland vegetation and surrounding topographic features, thus, it would not contribute to cumulative glare and light impacts, damage scenic resources within a state scenic highway, or have a substantial adverse effect on a scenic vista or scenic resources. The orientation of the Related Project relative to the proposed project would not be in the same viewshed as the proposed project. Therefore, cumulative visual impacts would be less than significant.

7. Recommendations As described in this report, the project site and its components may be briefly visible from key observation points 2 and 3. The element that creates the limited visibility of the project site is the white coverings of the hoop houses. To reduce the potential of visibility from these two viewing locations, the white hoop coverings will be removed during the winter months (November through February), when the heavily wooded and riparian vegetation foliage around the project site and along Interlake Road will be at its lowest density. Removing the coverings will eliminate any visibility of the project site, additionally, all other project components are of a darker and similar color to the surrounding terrain and vegetation.

Additionally, to further reduce any potential for visibility along Interlake Road, landscaping will be installed in key locations (Visual Impact Assessment Figures – Figure 7) to screen the hoop houses and surrounding security fence from potential views along Interlake Road. As such, the following mitigation measures are recommended:

- Prior to issuance of a business license, the applicant shall retain a qualified professional to prepare and submit to the County Planning and Building Department a landscape screening plan to screen project components from public views along Interlake Road by at least 75%. The landscape screening plan shall include native species consistent with the surrounding landscape and vegetation

- Landscape screening shall be implemented prior to issuance of the business license. If planting is not feasible due to inclement weather, or appropriate planting seasons the following shall apply:
    - Prior to issuance of the business license, the applicant shall submit a bond to San Luis Obispo county Department of Planning and Building for an amount determined by the County to be sufficient to cover the estimated cost of planting and establishing the equivalent of the total number of trees and other vegetation described in the Landscape Screening Plan. The bond shall be held for a minimum of five years to ensure the successful establishment and maintenance of the plantings.
- The landscape screening shall be implemented, and the applicant shall provide a letter to the San Luis Obispo County Planning and Building Department for approval demonstrating that the applicant has entered into a contract with a qualified professional for the purpose of monitoring the success of the screen planting area. The monitoring contract shall include a requirement that the monitor conduct at a minimum an annual site visit assessment of the planting success for five years. At the end of the five year monitoring period, the monitoring report shall be submitted to the Planning and Building Department for approval and shall be used as a determining factor in assessing the successful establishment of the planting as it relates to the bond posted by the applicant. In the event the applicant reapplies for the application in five years, this requirement shall be made part of that application.

The landscaping area (approximately 900 sq. ft.) area will require an estimated 12,304 gallons of water (0.04 AFY). This would increase the total annual water estimate for the project from 1.44 AFY to 1.48 AFY.

Limited visibility as demonstrated by the attached Visual Impact Assessment Figures, regulatory compliance, and landscaping would ensure that any visual impacts are less than significant.

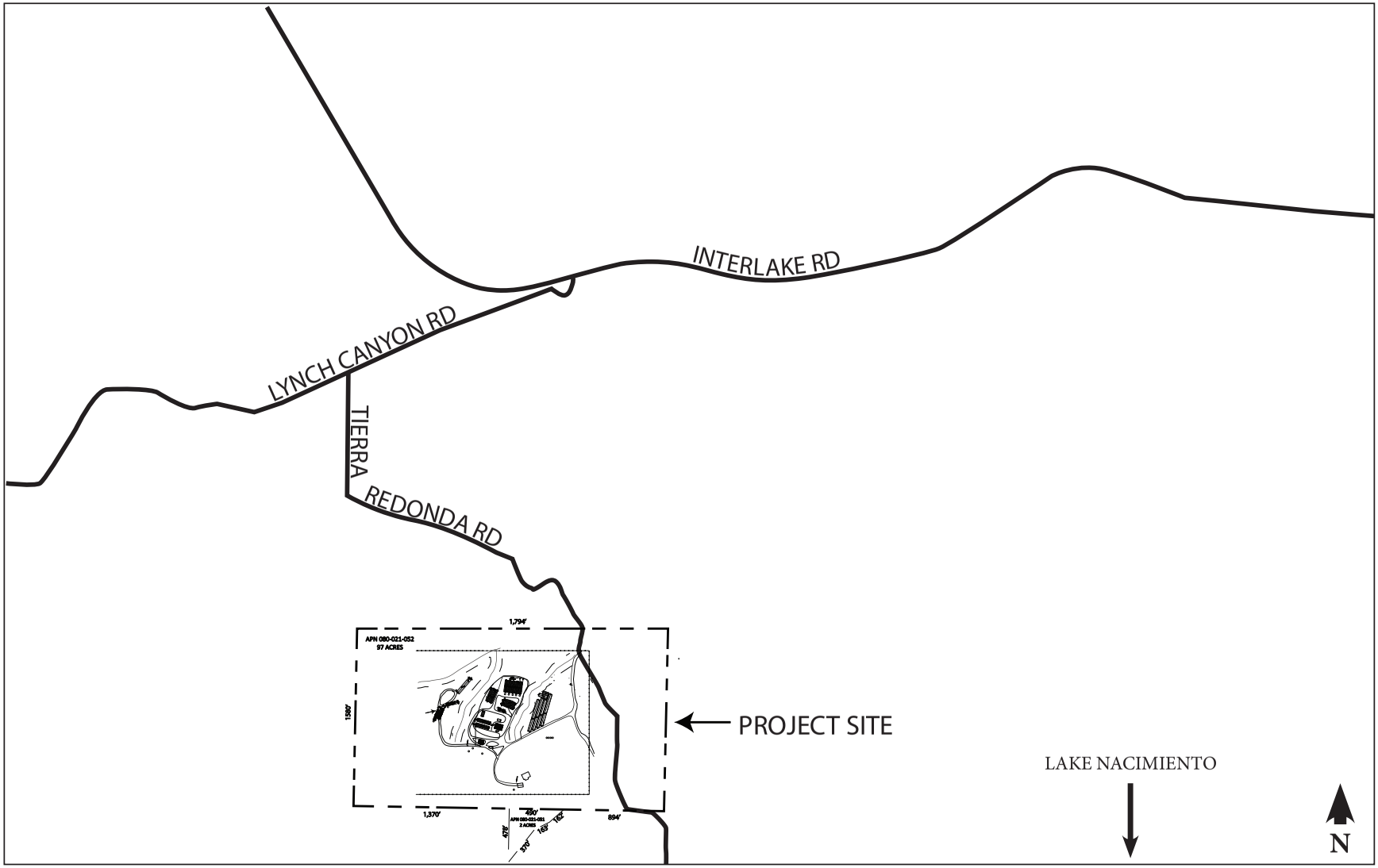
REFERENCES

	Document Title	Available for Review at:
1	County of San Luis Obispo – General Plan Conservation & Open Space Element Agriculture Element	County of San Luis Obispo Planning and Building online: https://www.slocounty.ca.gov
2	Cal Trans – State of California Scenic Highway Routes	http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm
3	Phase I Archeological Study, 1255 Tierra Redonda Road, Padre Associates, Inc.	Available upon request in County Application Package
4	Biological Resource Assessment for 1255 Tierra Redonda, APN 080-021-052, Bradley, San Luis Obispo County	Available upon request in County Application Package

Visual Impact Assessment Figures

1255 Tierra Redonda Road
Bradley, CA 93426

Contents



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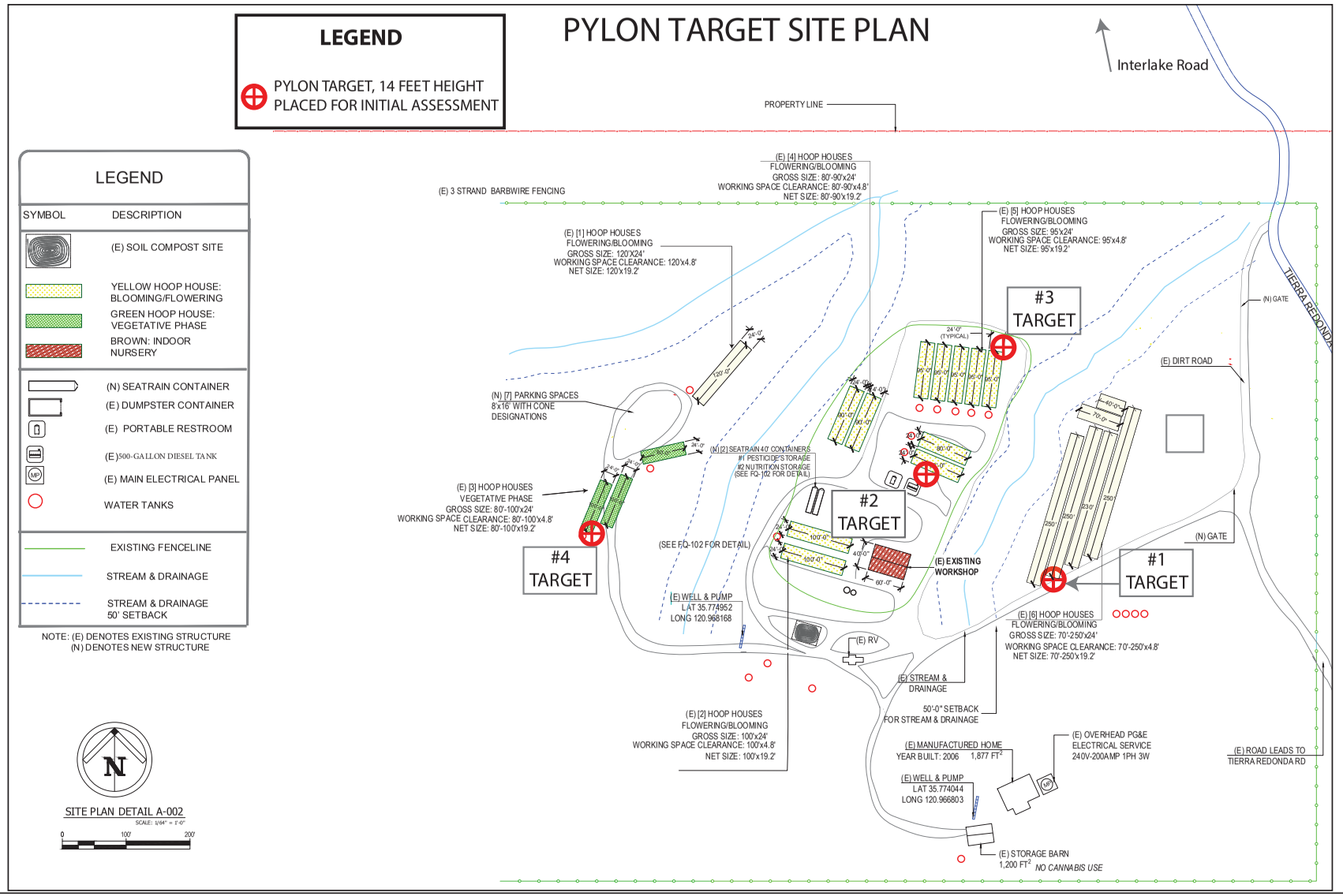
Vicinity Map

FIGURE 1



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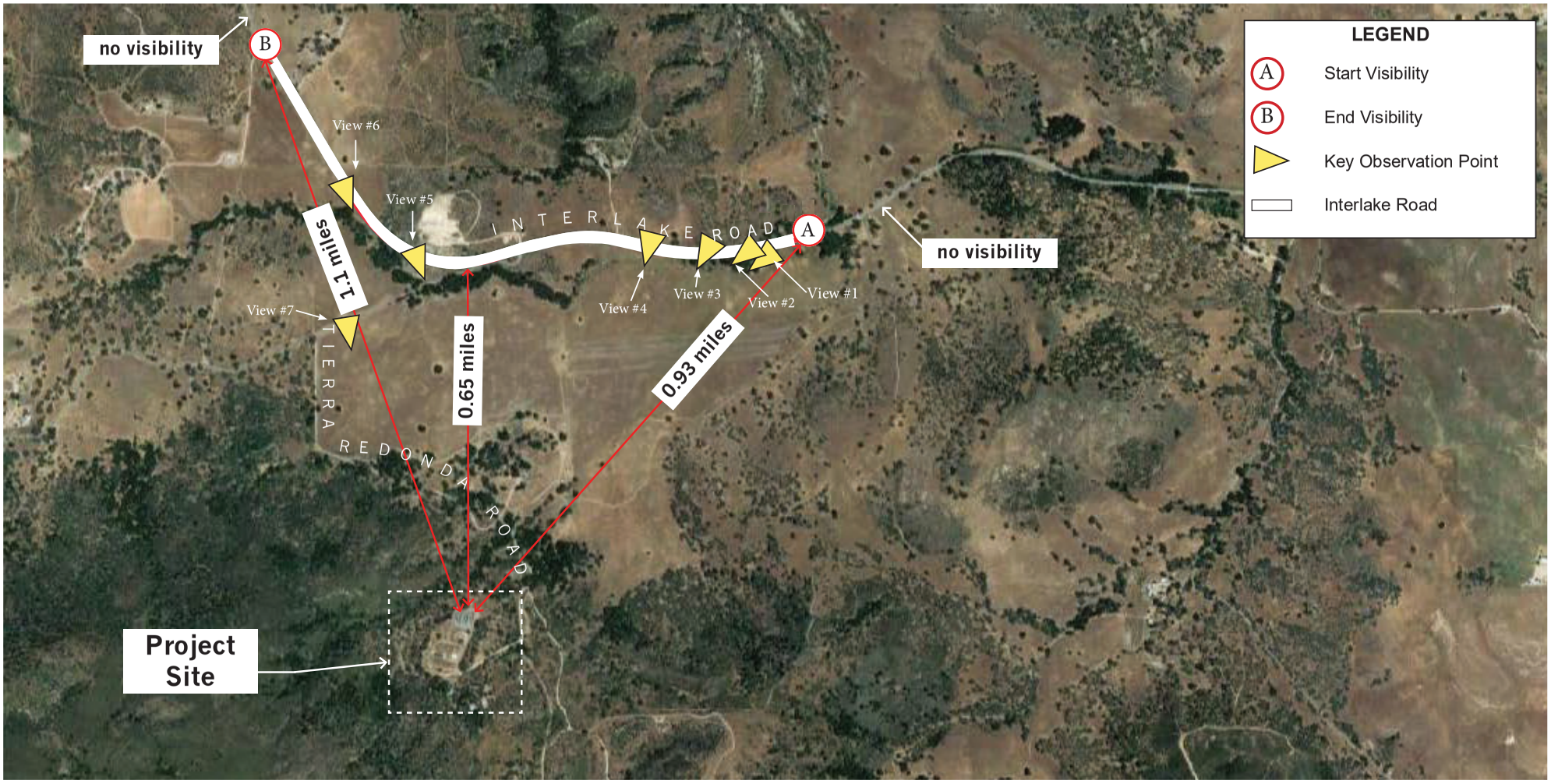
Pylon Target Site Plan

FIGURE 2



Road segment between location A and B was selected as the segment with potential site visibility.

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N

Key Observation Map

FIGURE 3

Key Observation Point #1. Photo captured in Spring, 2019. View traveling westbound along Interlake Road. Minimal view potential of site's open canopy. Pylon targets not visible due to distance from project site. Distance to project site is 4,860 feet.

Top Pre-Existing View (PV). Photo captured by Google in April, 2016. This image was taken approximately 80 feet west of Key Observation Point #1 (Spring 2019).

Bottom Pre-Existing View (PV) #2: Photo captured by Google in April, 2016. This image was taken approximately 100 feet west of Key Observation Point #1 (Spring 2019) and 20 feet west of top Pre-Existing View (April 2016).

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Key Observation Point #1
As Viewed From Interlake Road

FIGURE 4-1

Key Observation Point #2. Photo captured in August, 2019. View traveling westbound along Interlake Road. No view potential of site's open canopy. Pylon targets not visible due to distance from project site and evergreen vegetative screening. Distance to project site is 4,220 feet.

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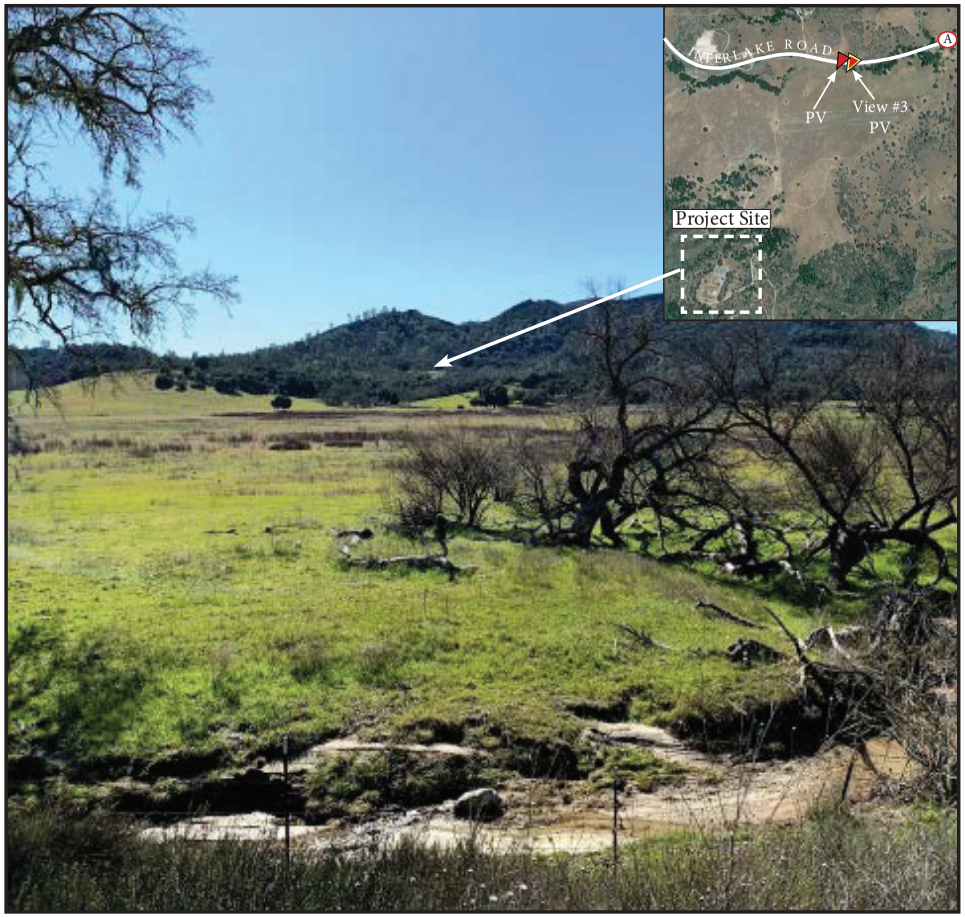
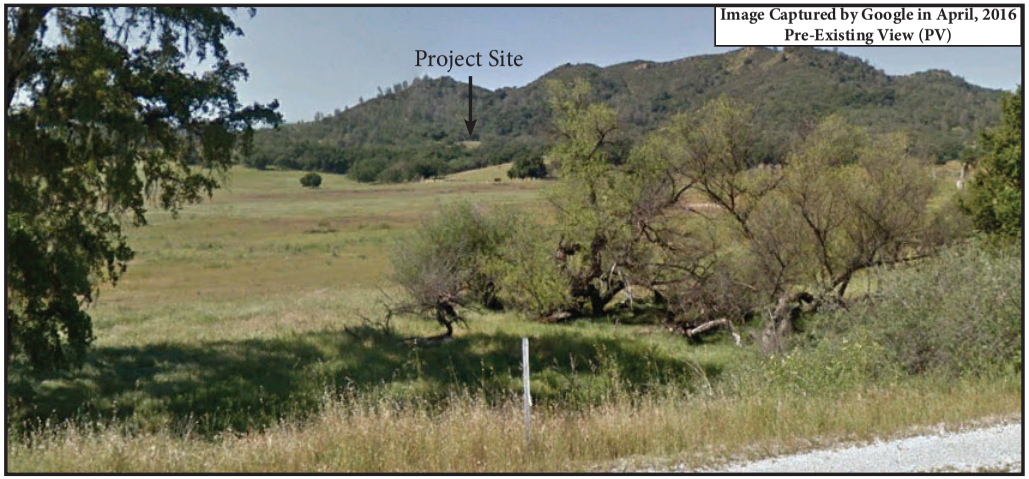
Key Observation Point #2
As Viewed From Interlake Road

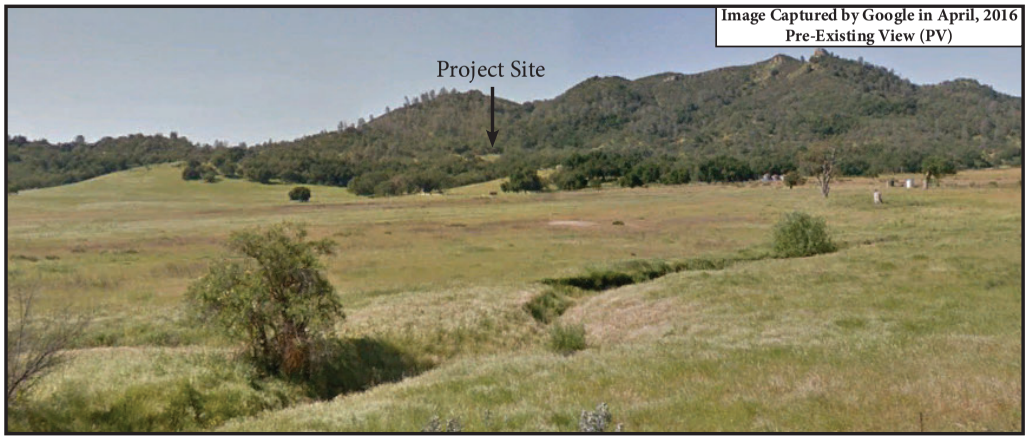
FIGURE
4-2



Key Observation Point #3. Photo captured in Spring, 2019. View traveling westbound along Interlake Road. Minimal view potential of site's open canopy. Pylon targets not visible due to distance from project site. Distance to project site is 4,100 feet.



Top Pre-Existing View (PV). Photo captured by Google in April, 2016. This image was taken at the same location of Key Observation Point #3 (Spring 2019).



Bottom Pre-Existing View (PV). Photo captured by Google in April, 2016. This image was taken approximately 175 feet west of Key Observation Point #3 photo (Spring 2019) and top Pre-Existing View (April 2016) .

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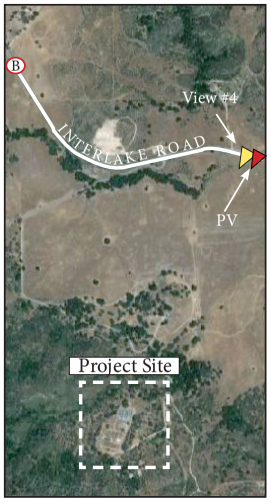
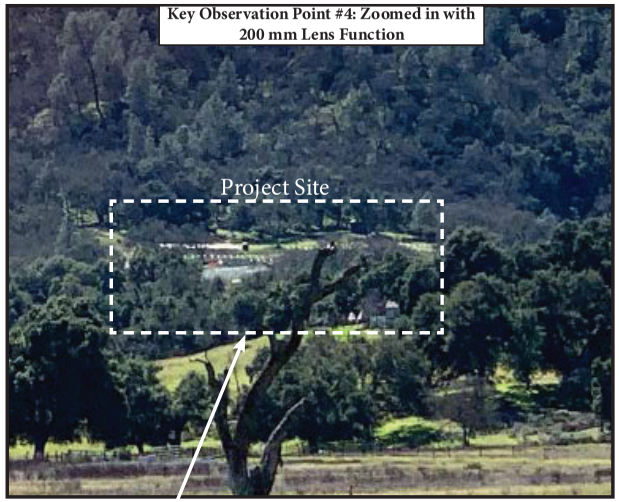
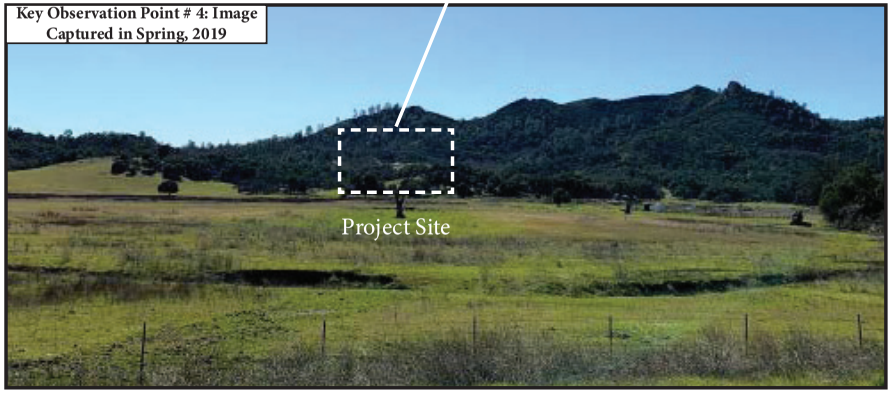
Key Observation Point #3
As Viewed From Interlake Road

FIGURE 4-3

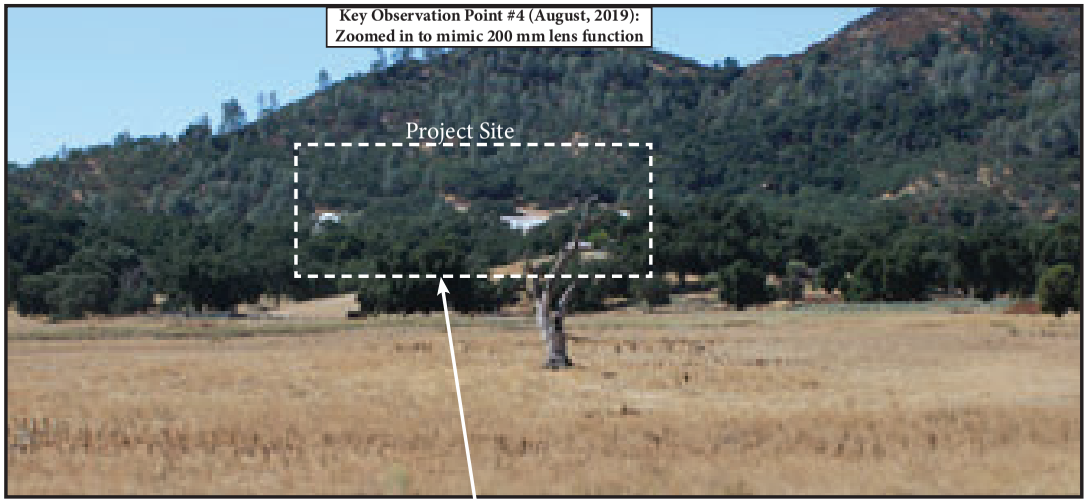






Key Observation Point #4: Photo captured in Spring, 2019. Project at baseline. View along traveling westbound along Interlake Road. Minimal view potential of site's open canopy and hoop houses. Pylon targets not visible due to distance from project site. Distance to project site is 3,970 feet.

Key Observation Point #4 was re-captured using a 200 mm lens function in Spring, 2019. Hoop houses are visible. Pylon targets are not visible.



Key Observation Point #4: Photo captured in August, 2019. View traveling westbound along Interlake Road. Hoop house covers installed so project could be viewed at build out. Six of the new hoop coverings are in the left portion of the image. The additional four are located on the right side of the image. Existing project components are located in the center. Minimal view potential of site's open canopy and white hoop house coverings. Pylon targets not visible due to distance from project site. Distance to project site is 3,970 feet.

Key Observation Point #4 (August 2019) was zoomed in to mimic 200 mm lens function (Spring 2019). Hoop houses are visible. Pylon targets are not visible.

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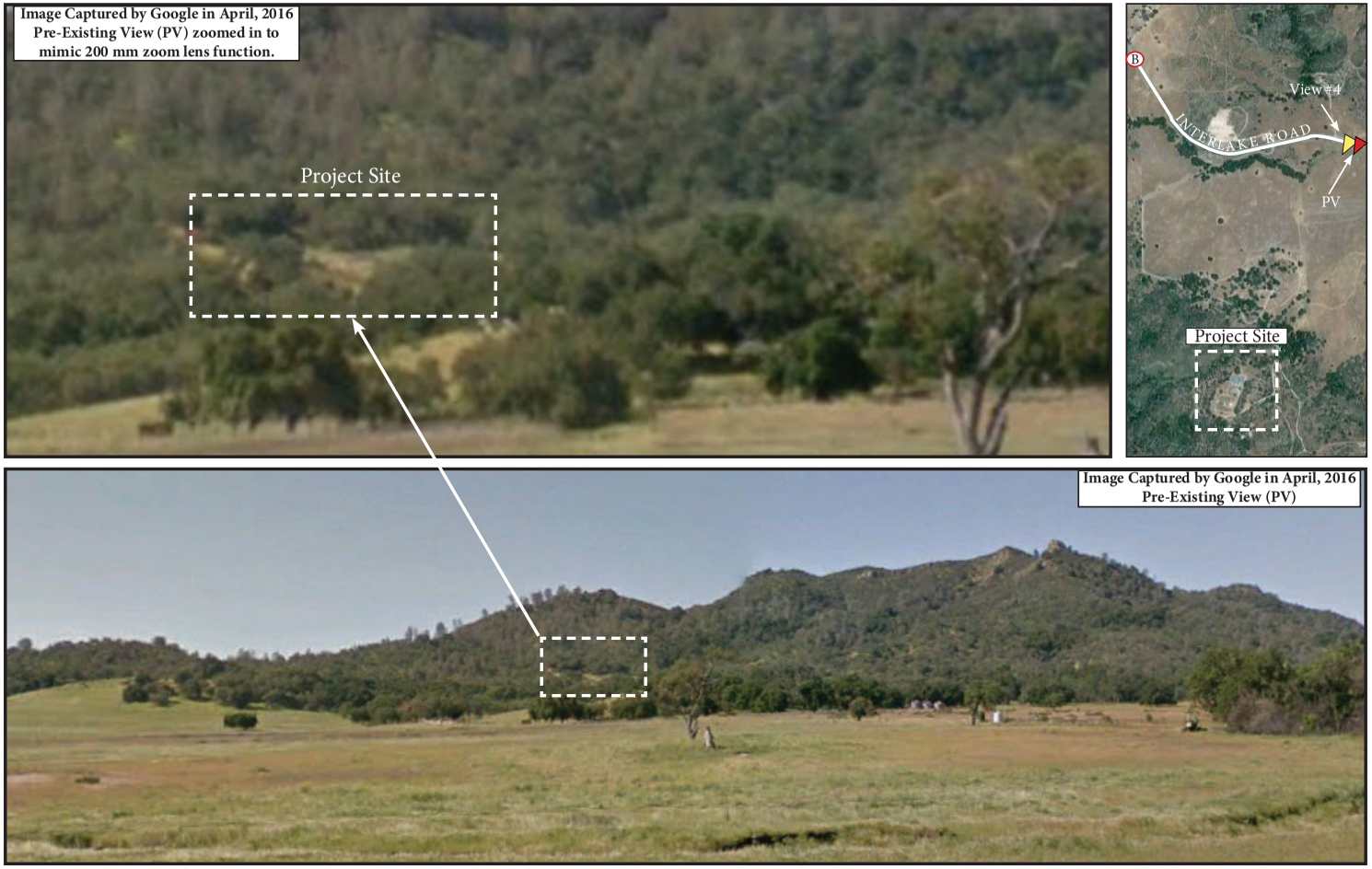
Key Observation Point #4
As Viewed From Interlake Road

FIGURE 4-4a



Pre-Existing View (PV) . Photo captured by Google in April, 2016. This image was taken at 50 feet to the east of Key Observation Point #4 (Spring 2019 and August 2019).

Pre-Existing View was magnified to mimic Key Observation Point #4 200 mm zoom lens function.

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Key Observation Point #4
As Viewed From Interlake Road

FIGURE
4-4b

Key Observation Point #5. Photo captured in Spring, 2019. View traveling eastbound along Interlake Road. Minimal view potential of site's open canopy and hoop house white coverings. Pylon targets not visible due to distance from site. Distance from site is 3,420 feet.

Pre-Existing View (PV). Photo captured by Google in April, 2016. This image was taken 50 feet to the east of Key Observation Point #5 (Spring 2019).

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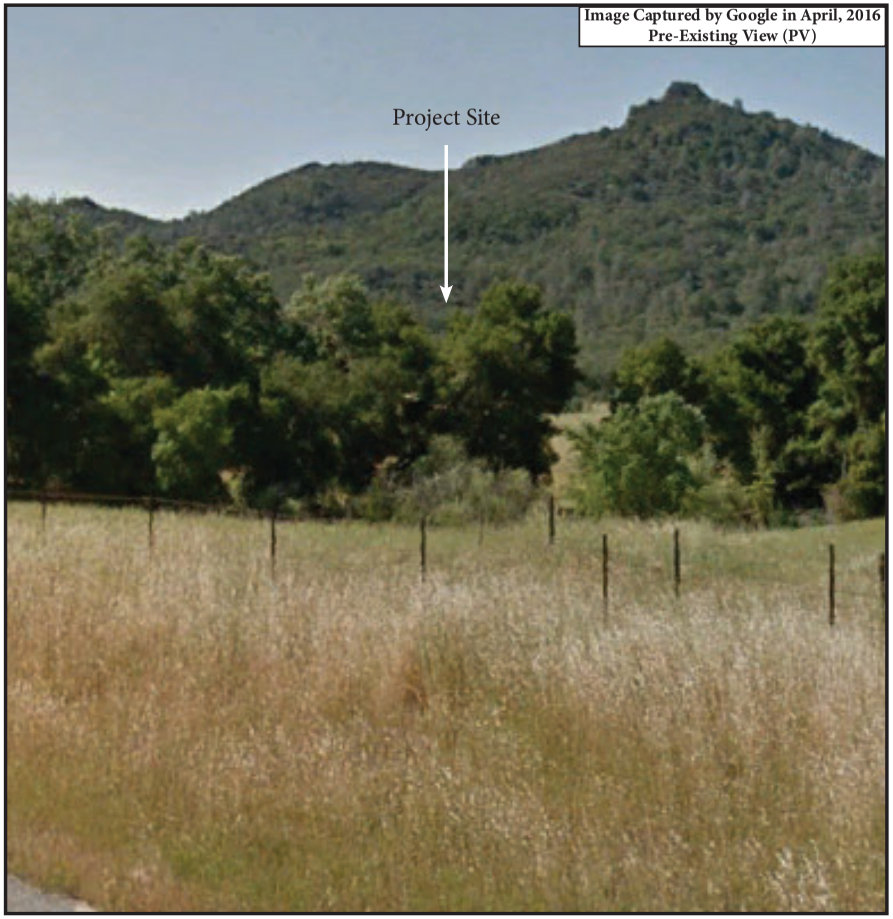
Key Observation Point #5
As Viewed From Interlake Road

FIGURE 4-5

Key Observation #6. Photo captured in Spring, 2019. View traveling eastbound along Interlake Road. No view potential of site due to riparian vegetative screening in the frontage and woodland vegetation around the project site.



Pre-Existing View (PV). Photo captured by Google in April, 2016. This image was taken in the same location of Key Observation Point #6 (Spring 2019).

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Key Observation Point #6
As Viewed From Interlake Road

FIGURE 4-6

Key Observation Point #7. Photo captured by Google in April, 2016. View traveling southeast along Lynch Canyon Road. Project site not visible due to woodland vegetative screening. Distance from site is 3,000 feet.

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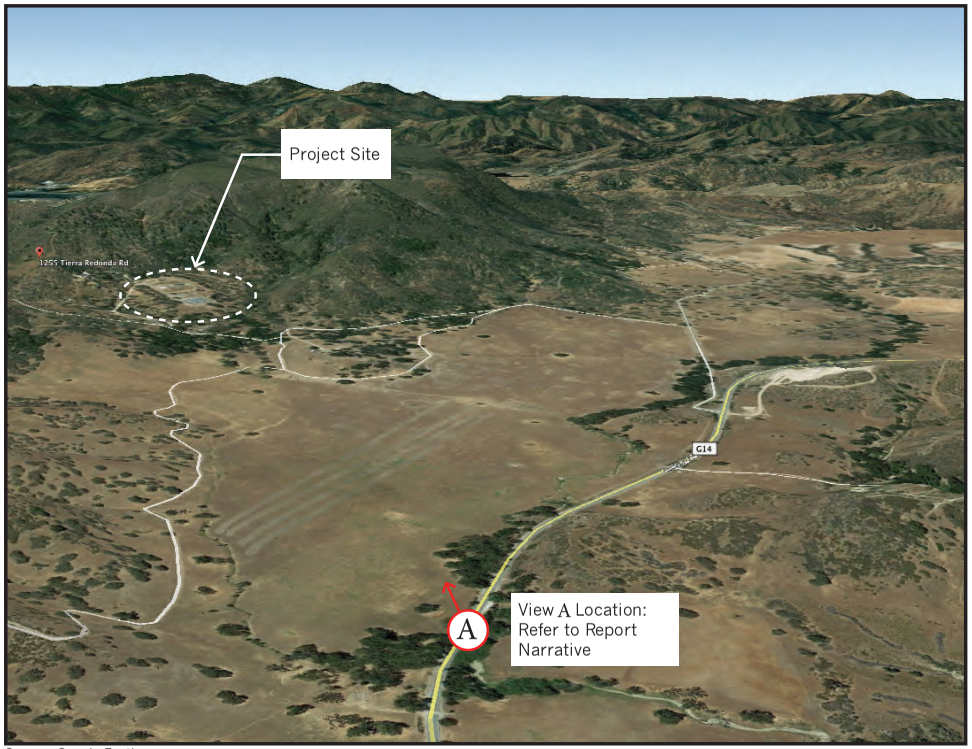
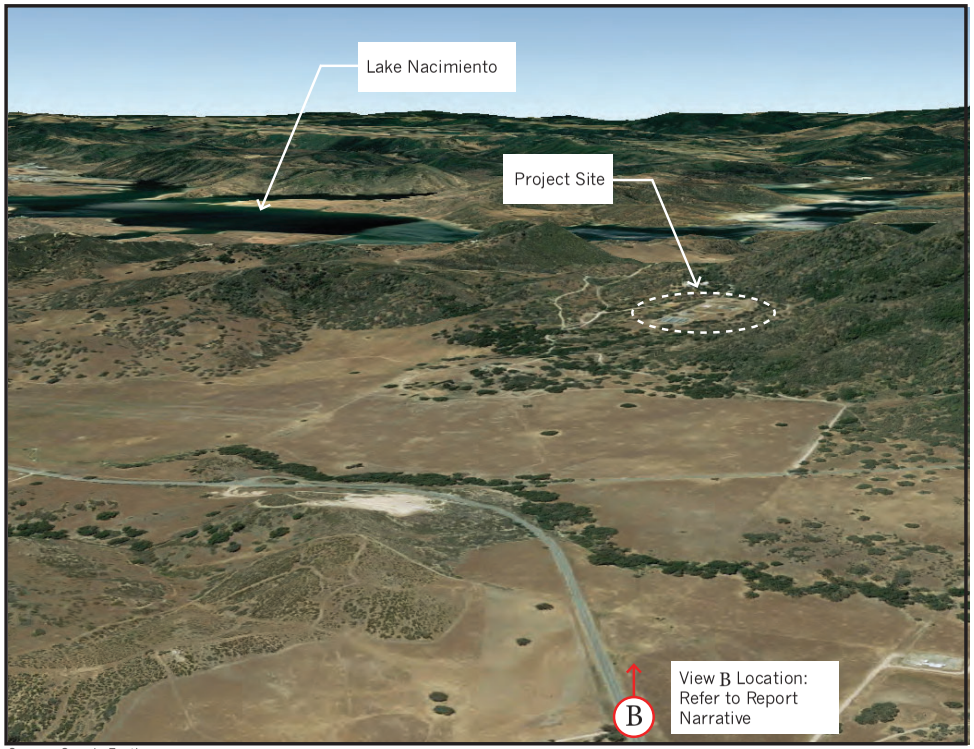
Key Observation Point #7
As Viewed From Lynch Canyon Road

FIGURE 4-7



Source: Google Earth
Flyover View: Existing Condition at 1255 Tierra Redonda Road.
Photo Captured: 9/7/2018



Source: Google Earth
Flyover View: Existing Condition at 1255 Tierra Redonda Road.
Photo Captured: 9/7/2018

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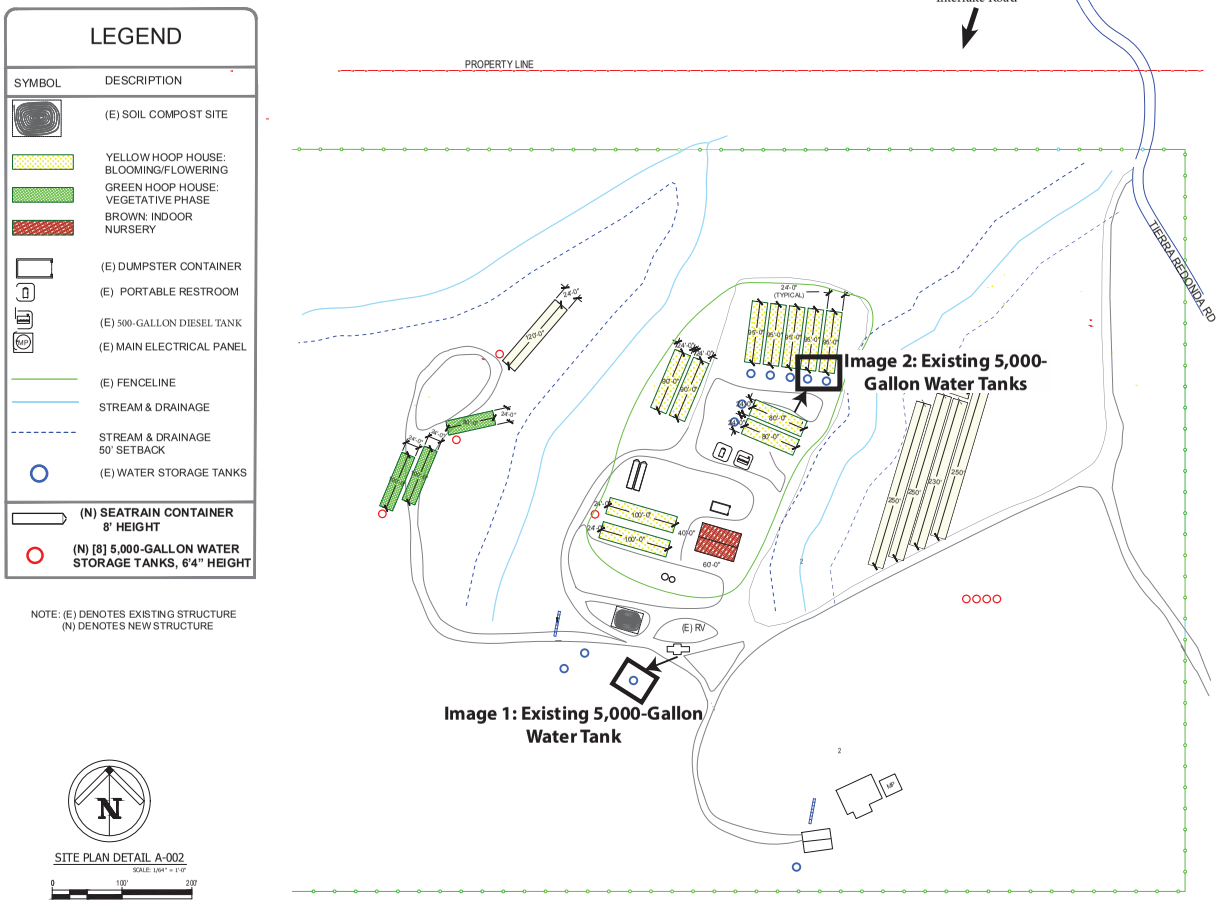
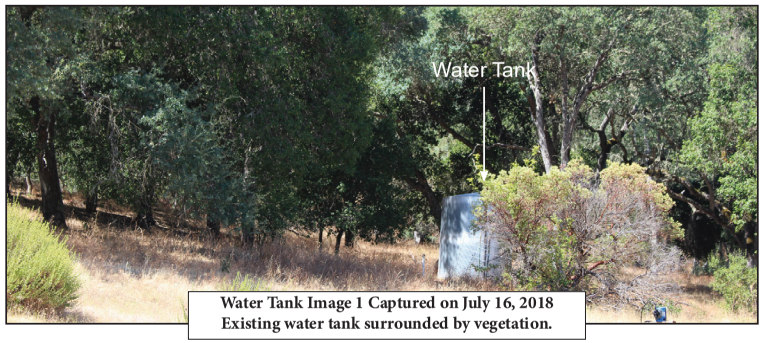
Existing Conditions
Flyover View

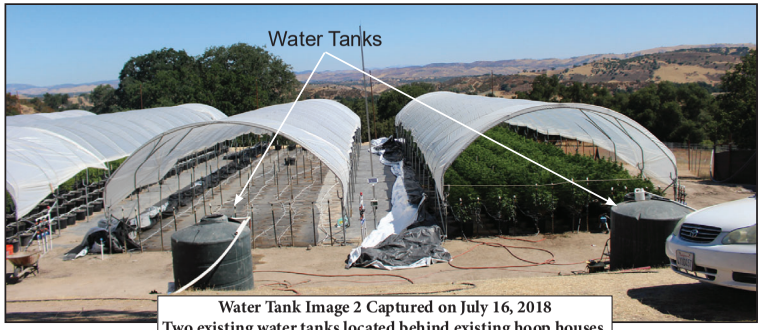
FIGURE
5

PROJECT SITE PLAN

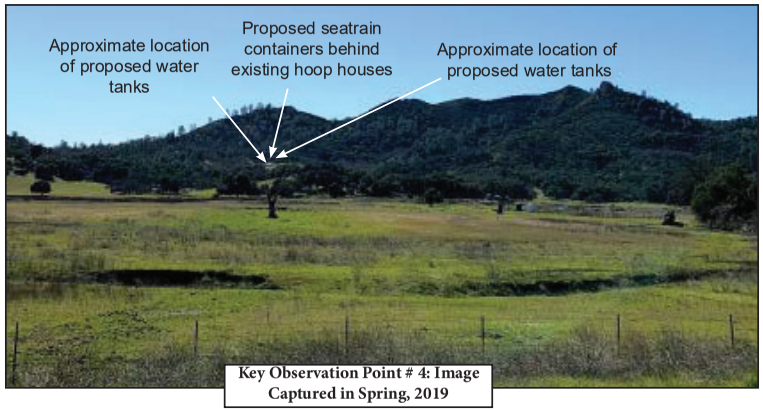




Water Tank Image 1 Captured on July 16, 2018
Existing water tank surrounded by vegetation.



Water Tank Image 2 Captured on July 16, 2018
Two existing water tanks located behind existing hoop houses.



Key Observation Point # 4: Image Captured in Spring, 2019

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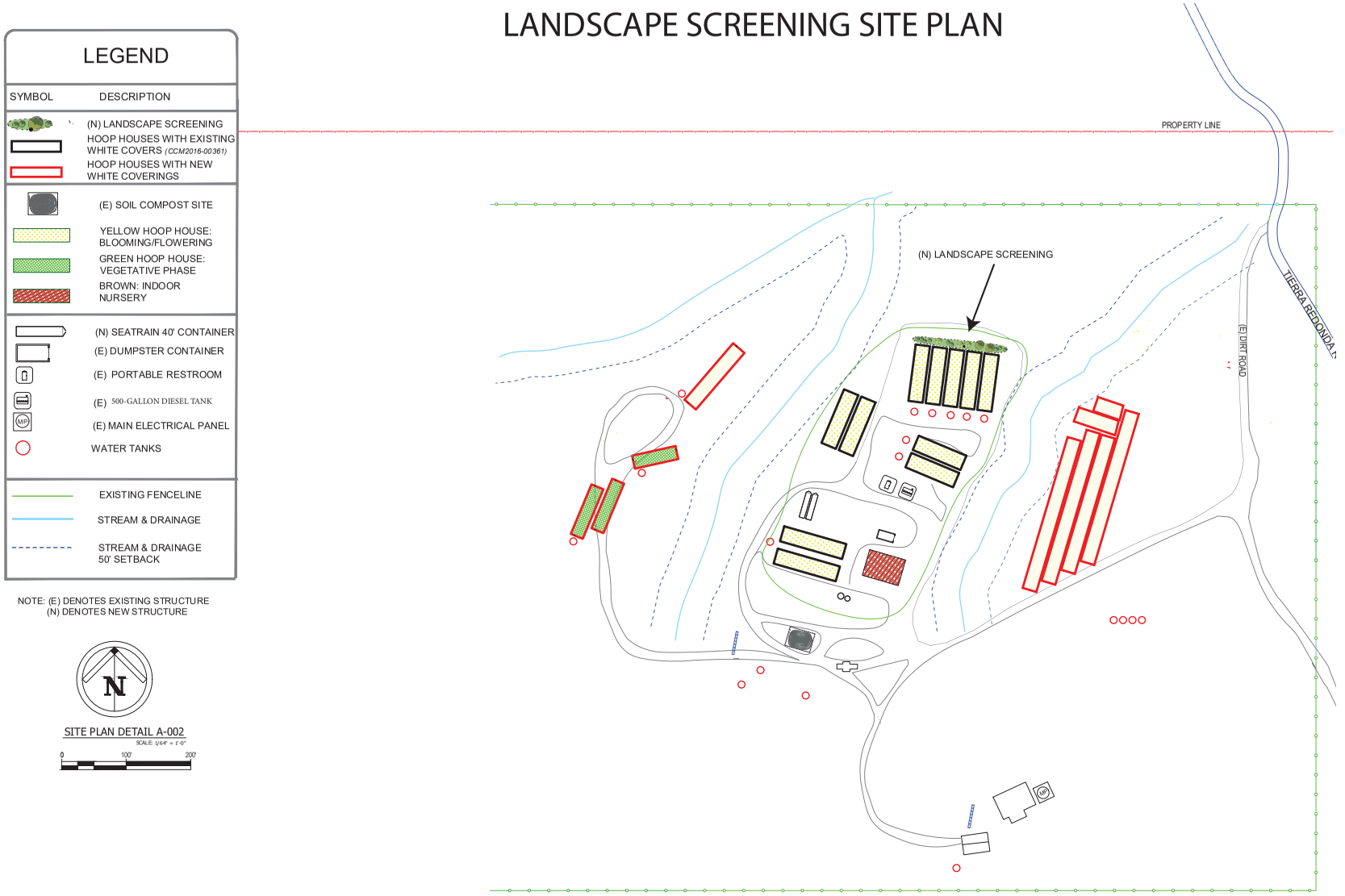
Proposed Project Elements

FIGURE 6

LANDSCAPE SCREENING SITE PLAN



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Proposed Landscape Screening

FIGURE 7