
4.0. ENVIRONMENTAL IMPACT ANALYSIS

4.6 AESTHETICS

ENVIRONMENTAL SETTING

Existing Conditions

Existing Visual Character

On-Site Visual Environment

The Bradley Landfill and Recycling Center (BLRC) is a Class III (non-hazardous) municipal solid waste disposal and recycling facility located at 9227 Tujunga Avenue in the Sun Valley community of the City of Los Angeles. The BLRC site is irregularly shaped and is roughly bounded by a City of Los Angeles Department of Water and Power transmission line right-of-way, Glenoaks Boulevard, Tujunga Avenue, Peoria Street, Bradley Avenue and the Southern Pacific Railroad/MetroLink rail line.

The Bradley Landfill site was previously utilized for sand and gravel mining. Upon depletion of the sand and gravel resources, the resulting pit was converted into a landfill. The existing landfill resembles a large mound of brownish dirt with gently sloping sides. The finished sides of the landfill on portions of Bradley East are planted with vegetation to help control erosion. The vegetation on these slopes includes a mix of shrubs and grasses, with oleanders planted along the perimeter. Fencing surrounds all sides of the landfill and misters to control odor and erosion are visible along Glenoaks Boulevard. The methane gas flares and generators are visible from Sheldon Street and Glenoaks Boulevard (see Figure 3-3).

The entrance to the landfill is located off of Tujunga Avenue and has two paved driveways. One driveway leads to the landfill, recycling area, and an area to deposit clean fill dirt. The other driveway leads to the administrative building and parking lot. Figure 4.6-1 provides a photograph location map. Photographs of the existing landfill are provided in Figures 4.6-2 through 4.6-5.

Figure 4.6-1, Photograph Location Map

Figure 4.6-2, Views of the Existing Landfill

Figure 4.6-3, Views of the Existing Landfill

Figure 4.6-4, Views of the Existing Landfill

Figure 4.6-5, Views of Existing Landfill

Surrounding Locale

The land uses surrounding the BLRC consist primarily of industrial activities. These industrial land uses include: both active and closed landfills, auto salvage yards, inactive sand and gravel pits, and aggregate processing plants. The nearest area zoned for residential use is located approximately 350 feet from the edge of the site boundary, across San Fernando Road from the project site, behind a strip of commercial uses. The nearest residential unit is located on Ralston Street approximately 75 feet from the edge of the site boundary in an area that is currently zoned M1-1. A second residence is also located in the area zoned M1-1, approximately 225 feet from the site boundary. Residences located in this area are considered by the City to be legal non-conforming uses. Table 2-1 in Section 2.0, Environmental Setting, provides the distances of nearby sensitive receptors to various portions of the Bradley Landfill (e.g., site boundary, existing landfill, etc).

South of the Bradley Landfill, along San Fernando Road, the land uses consist primarily of small and medium sized commercial uses. These uses include small automobile sales/repair shops, liquor stores, restaurants, other small retail stores and a Thrift Store. Large industrial/commercial uses on San Fernando Road include FedEx and Valley Bobcat, Inc. Additionally, the Vulcan Processing Facility is located south of the BLRC on San Fernando Road. Just behind the commercial uses on the west side of San Fernando Road are single-family residences. Along Sheldon Street, the uses consist of small commercial uses, a brick company, auto salvage yards and the Los Angeles Department of Water and Power. The Los Angeles Department of Water and Power right-of-way is located immediately adjacent to the landfill. The Sierra Madre Medical Center is located just south of the intersection of Sheldon Street and San Fernando Road. North of the landfill, along Glenoaks Boulevard, are landfill and sand/gravel mining operations, a large nursery (garden supplies), and the Yellow Freight Trucking facility. Northeast of the intersection of Sheldon Street and Glenoaks Boulevard are small and medium sized commercial uses. Along Tuxford Street and Tujunga Avenue are a variety of industrial uses. Interstate 5 (I-5) is located to the south east of the project site. The existing Bradley Landfill is located in an urbanized area that does not contain any scenic highways or scenic resources in the immediate vicinity of the landfill. Figures 4.6-6 through 4.6-9 provide photographs of the area surrounding the existing Bradley Landfill.

Existing Viewsheds

Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. In the area of the project site, the existing viewsheds are defined primarily by the existing industrial and commercial uses. In the distance the viewshed includes views of surrounding mountains.

Figure 4.6-6, Views of the Surrounding Land Uses

Figure 4.6-7, Views of the Surrounding Land Uses

Figure 4.6-8, Views of the Surrounding Land Uses

Figure 4.6-9, Views of Surrounding Land Uses

Views of and Towards the Bradley Landfill Site

The project site is currently developed with the existing Bradley Landfill and Recycling Center. A brick wall partially surrounds the project site on Glenoaks Boulevard, Peoria Street, Tujunga Avenue, and Ralston. Chain link fencing with decorative screening completely surrounds the landfill site and oleanders and other types of shrubs can be seen on the outside of the fencing. The availability of views of the project site varies from off-site locations depending upon the surrounding development density, as well as intervening buildings, trees, landscaping, topography, etc. However, at least part of the landfill is visible from almost every location in the surrounding area. For example, the property can be seen from the streets immediately surrounding it (e.g., San Fernando Road, Sheldon Street, Glenoaks Boulevard, and Bradley Avenue, etc) and the surrounding side streets. As previously stated, Figures 4.6-2 through 4.6-5 provide views of the existing landfill from the surrounding area. Additionally, Figures 4.6-11 and 4.6-12 provide views of the existing landfill from nearby (in Sun Valley) public recreational areas.

Views Through the Bradley Landfill Site

There are no scenic or visual resources located in the area immediately surrounding the existing Bradley Landfill. However, views are available of the San Gabriel Mountains located to the northeast of the project site. These views can be seen from San Fernando Road and the residential neighborhoods to the south of the project site. Figures 4.6-13 and 4.6-14 provide photographs of the available views as seen from the residential areas along San Fernando Road.

Light/Glare

The Bradley Landfill is an existing, active landfill. However, little to no ambient lighting presently emanates beyond the boundaries of the landfill. Parking lots and other areas around the administrative office are equipped with pole or wall mounted lighting for safety and security purposes. Portable lighting fixtures with attached diesel powered generators are positioned at several locations in the operations area to facilitate safe working conditions in periods of darkness.¹ These lights are focused downward on-site and are not generally visible to the surrounding land uses. Lighting associated with the surrounding land uses in the project vicinity consists primarily of street lights, along Glenoaks Boulevard, Tuxford Street, Tujunga Avenue, San Fernando Road, and Sheldon Street, highlighting for architectural elements and security lighting in parking lots and adjacent buildings. Existing signage generally consists of lighted tenant identification signs on buildings and billboard signs along the roadways. The areas adjacent to the Bradley Landfill generally experience ambient lighting levels that are moderate to high, with the highest levels being along Sheldon Street and San Fernando Road with the commercial uses and more moderate ambient lighting levels occurring at locations where industrial activities are located (e.g., along Tuxford Street, Tujunga Avenue, and Glenoaks Boulevard).

¹ *Waste Management, Bradley Landfill & Recycling Center's Report of Disposal Site Information, August 2002.*

Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. The existing Bradley Landfill is almost completely devoid of buildings and therefore produces very little glare. Any glare produced is likely to be caused by the windshields of the trash trucks and other equipment that operates on the working face of the landfill.

Regulatory Requirements/Mitigation Measures Applicable to the Existing Landfill Operation

The following mitigation measures were applied to the Bradley Landfill in the zone variance (ZA 94-0792(ZV)(PAD)) granted by the City of Los Angeles on June 2, 1998.

1. All other use, height, and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
9. The area in front of the masonry wall along Tujunga Avenue shall be landscaped with Oleander or similar shrubs and have a permanently installed watering system provided.
10. The applicant shall dedicate and improve all streets and highways adjoining the subject ownership, including street trees and street lights to the satisfaction of the Bureau of Engineering and with fire hydrants provided to the satisfaction of the Fire Department or such improvements suitably guaranteed at no cost to the City.
16. The property in the subject ownership shall continue to be enclosed along the exterior sides thereof with a masonry brick wall or chain link fence, with trees and landscaping adjacent to any street to screen the fence, and with the wall and fence not exceeding 10 feet in height.
31. Only existing identification and directional signs may be used, and in no event shall any signs other than those limited to no trespassing signs, shall be installed on the property, nor shall any signs, bills, or posters be established or maintained on the exterior sides of the herein required enclosing fixtures.
34. At the expiration of this grant, the premises shall be left in a neat and orderly manner with no uncovered materials, debris or waste products on the premises. It shall be understood that the property may be maintained in a park-like appearance, but in any event, weeds shall be occasionally plowed under or cultivated, or controlled to the satisfaction of the City Fire Department.
37. Prior to utilizing the instant grant, the applicant shall submit a landscape plan with a phasing component to the satisfaction of the Zoning Administrator for the perimeter of the property.

Existing Permitted Levels of Operation

The Bradley Landfill is permitted to accept 10,000 tpd of municipal solid waste (MSW). It currently accepts 1,500 tpd of MSW, up to 550 truckloads of imported dirt per day, and up to 1,000 tpd of inert materials.

ENVIRONMENTAL IMPACT

Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the Proposed Project could have a significant aesthetic impact if the project would:

- Does the project have a substantial adverse effect on a scenic vista?
- Does the project substantially degrade the existing visual character or quality of the site and its surroundings?
- Does the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Draft LA CEQA Thresholds Guide, states that the following should be considered when determining whether a Proposed Project would significantly impact views or contribute to the existing levels of light and glare:

- The nature and quality of recognized or value views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment);
- The extent to which the project affected recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.
- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

Project Impacts

Phase I – Transitional Vertical Expansion

Phase I of the Proposed Project involves the transitional vertical expansion of the existing landfill by 43 feet to 1,053 feet above msl. In addition to the transitional vertical expansion of the landfill, construction

of a new TS/MRF, and expansion of existing green and wood waste and MRF operations would occur during this phase of the Proposed Project.

Impact 4.6-1: The increase in height of the landfill by 43 feet during Phase I would not significantly impact the view of the project site from the surrounding area. (Less Than Significant)

Implementation of Phase I of the Proposed Project would raise the maximum height of the landfill by 43 feet to 1,053 feet above msl. The appearance of the landfill would be similar to its present condition; only higher. When viewed from the surrounding street system (Glenoaks Boulevard, San Fernando Road, Sheldon Street, Tujunga Avenue, etc.) the landfill currently looks like a small brown hill with a maximum elevation in the middle that gradually slopes downward in all directions. Views of the surrounding mountain ranges are available with the landfill at its present maximum height (1,010 feet msl).

The “look” of the landfill would not change with the implementation of Phase I of the Proposed Project, it would just be slightly higher. More of the mound of dirt would be visible above the fencing and vegetation. The landfill would still be fenced, the finished slopes would be landscaped, and the landfill would continue to implement the required measures in the approved Zone Variance from the City of Los Angeles (listed above). The areas where the new TS/MRF and expanded green and wood waste and existing MRF area are located, would not be visible from the area immediately outside of the project site. These areas are visible from Shadow Hills, but would have a similar visual appearance to the existing site. Therefore, the character of the site and/or its surroundings would not be degraded as a result of implementing Phase I of the Proposed Project and potential impacts would be less than significant.

The Proposed Project would continue to comply with the conditions and measures identified in Zone Variance 94-0792(ZV)(PAD), issued June 2, 1998. Specifically, these conditions and measures include the following:

1. All other use, height, and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
9. The area in front of the masonry wall along Tujunga Avenue shall be landscaped with Oleander or similar shrub and have a permanently installed watering system provided.
10. The applicant shall dedicate and improve all streets and highways adjoining the subject ownership, including street trees and street lights to the satisfaction of the Bureau of Engineering and with fire hydrants provided to the satisfaction of the Fire Department or such improvements suitably guaranteed at no cost to the City.
16. The property in the subject ownership shall continue to be enclosed along the exterior sides thereof with a masonry brick wall or chain link fence, with trees and landscaping adjacent to any street to screen the fence, and with the wall and fence not exceeding 10 feet in height.

31. Only existing identification and directional signs may be used, and in no event shall any signs other than those limited to no trespassing signs, shall be installed on the property, nor shall any signs, bills, or posters be established or maintained on the exterior sides of the herein required enclosing fixtures.
34. At the expiration of this grant, the premises shall be left in a neat and orderly manner with no uncovered materials, debris or waste products on the premises. It shall be understood that the property may be maintained in a park-like appearance, but in any event, weeds shall be occasionally plowed under or cultivated, or controlled to the satisfaction of the City Fire Department.
37. Prior to utilizing the instant grant, the applicant shall submit a landscape plan with a phasing component to the satisfaction of the Zoning Administrator for the perimeter of the property.

The landscaping plan for the project site upon closure of the landfilling operations would be included in the Final Closure Plan.

Mitigation: No mitigation measures are required.

Impact 4.6-2: The increase in height of the landfill by 43 feet during Phase I would impact the available views from some locations in the surrounding areas. (Significant)

In order to determine potential impacts to the views individuals have from public places, photographs were taken from various locations around the landfill. These locations are identified in Table 4.6-1 and shown on Figure 4.6-10.

**Table 4.6-1
Photograph Locations for Visual Simulations**

Location #	Location Description
1	Hiking/walking trail located above the Golf Course
2	Stonehurst Recreation Center
3	Peoria Street near Lankershim Avenue
4	Art Street and San Fernando Road
5	Facing 11800 Sheldon Street
6	Glenoaks Blvd near Wicks Street
7	Intersection of Glenoaks Boulevard and Tujunga Avenue

8	San Fernando between Lankershim Boulevard and Tuxford Street
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Using visual simulation software, the final proposed grade of the landfill was superimposed on the photograph. The resulting photograph depicts what the view of the landfill is anticipated to be when it reaches its maximum height of 1,053 feet above msl for each location. Figures 4.6-11 through 4.6-18 provide the before and after photographs from these locations.

Location 1 is the running/hiking trail located above the golf course northwest of the Bradley Landfill. As can be seen in the before and after photographs from this location, the existing landfill shows up as a little brown hill in the background of the photograph. With implementation of Phase I of the project, the landfill will look like a slightly larger hill than currently exists. However, the increase in height/size of the landfill will not block views of the valley and the surrounding mountains from this location and would not represent an adverse affect on a scenic vista. Therefore, impacts to views from this location would be less than significant.

Figure 4.6-10, Location of Visual Simulation Photographs

Figure 4.6-11, Before and After Photographs from Location 1

Figure 4.6-12, Before and After Photographs from Location 2

Figure 4.6-13, Before and After Photographs from Location 3

Figure 4.6-14, Before and After Photographs from Location 4

Figure 4.6-15, Before and After Photographs from Location 5

Figure 4.6-16, Before and After Photographs from Location 6

Figure 4.6-17, Before and After Photographs from Location 7

Figure 4.6-18, Before and After Photographs from Location 8

Location 2 is the Stonehurst Recreation Center located northeast of the Bradley Landfill. In the “before” photograph, the Bradley Landfill is barely visible through the trees at the recreation center. There are no views of the surrounding area available from this location due to the trees at the edge of the park. In the “after” photograph the top of the Bradley Landfill rises above the buildings and trees on the edge of the recreational center and is visible through and slightly above the tree tops. Even though the Bradley Landfill would be visible from this location in the “after” photograph, the impact is less than significant as the landfill does not block views of any other aesthetic resource and would therefore not affect a scenic vista. Additionally, the landfill “hill” will be vegetated presenting a view of a landscaped, brownish-green hillside. Impacts at this location would be less than significant.

Location 3 is located approximately at the corner of Peoria Street and Lankershim Avenue facing the landfill. In the photograph depicting the existing views of the landfill, the landfill is visible only along the actual street. Views of the mountains to the north are available above the landfill mound. With implementation of Phase I of the Proposed Project, the height of the landfill would be raised to a maximum of 1,053 feet. This would cause the landfill “mound” to be visible from any where along Peoria Street and Lankershim Avenue and it would be visible well above the tops of the surrounding buildings. This increase in height would block most of the views of the surrounding mountains, except for a little view to the northeast. This would represent a substantial adverse effect on a scenic vista and would constitute a significant impact.

The photograph for Location 4 was taken on Art Street approximately one block from San Fernando Road. The landfill can be seen from this location as a small mound. The landfill is not higher than the buildings visible in the foreground of the photograph or the trees in the background. The mountain ranges to the north are clearly visible. As seen in the “after” photograph, the increase in the height of the landfill would definitely be noticeable. The new height would be visible above the buildings in the surrounding area and would completely block all views of the surrounding mountain ranges. Blockage of this view would represent a substantial adverse effect on a scenic vista and would constitute a significant impact.

The photograph for Location 5 was taken on Sheldon Street facing the landfill at approximately 11800 Sheldon Street. In the photograph depicting the existing views of the landfill, the landfill is visible above the buildings on the left and right sides of the photograph. However, the landfill cannot be seen over the top of 11800 Sheldon Street. Brief glimpses of the mountains to the northeast are available. As seen in the “after” photograph, with the increase in the height of the landfill, the landfill would still be visible above most of the buildings and would be level with the top of 11800 Sheldon Street. Additionally, the increase in the height of the landfill would block any potential views of the surrounding mountains. However, this would represent a less than significant impact due to fact that only very limited views of the mountains are currently available and views of the existing land uses would remain unchanged.

The photograph for Location 6 was taken on Glenoaks Boulevard near the former Wicks St. Views of the landfill from Glenoaks Boulevard consist of a medium sized hill that is vegetated with a mixture of grasses and small bushes. In front of the hill are a block wall, a small fence (approximately 8 feet in height), several trees, and oleanders. No scenic views currently exist from this location. With

implementation of Phase I of the Proposed Project, the height of the landfill would increase by 43 feet. As can be seen in the “after” photograph, the increase in height would not change the views that are available. The size of the vegetated hill would increase but would not increase to the point of being taller than the existing trees. Additionally, the increase would not affect any scenic views. Therefore, impacts to views from this location would be less than significant.

The photograph for Location 7 was taken from the intersection of Glenoaks Boulevard and Tujunga Avenue looking southwest towards the landfill. As can be seen in the “before” photograph, the landfill “hill” can only be seen briefly on the left hand side of the photograph. Most of the view is comprised of a slightly sloped vegetated hill. Oleanders line the street at the base of the hill and an approximately eight-foot tall fence runs along the top of the hill. Small trees and bushes dot the slope in between. As can be seen in the “after” photograph, the increase in the height of the landfill would make the landfill hill more noticeable from this location. The increase would cause the top of the landfill hill to be equal to the top of the existing fenceline. However, since no scenic views would be blocked and the slopes of the landfill would continue to be vegetated, this change in view would be less than significant.

The photograph for Location 8 was taken on San Fernando Road between Lankershim Boulevard and Tuxford Street looking north towards the landfill. As seen in the “before” photograph, the landfill looks like a small vegetated hill. A few trees, electrical lines and the railroad tracks can be seen in the foreground. Views of the mountains are clearly available from this location. With the increase in the height of the landfill, the “vegetated hill” would noticeably increase in height and block views of the surrounding mountains that are currently available. This view blockage would be significant.

Therefore, impacts to views resulting from the vertical expansion of the existing landfill under Phase I of the Proposed Project would be significant at Locations 3, 4, and 8.

Mitigation: No mitigation measures are available that would reduce the significant impacts related to blockage of views associated with the proposed landfill height increase.

Impact 4.6-3: No new sources of light would occur as a result of the increased height of the landfill or the construction of the new TS/MRF or the expansion of the existing greenwaste area. New sources of glare may be introduced from the construction of the new TS/MRF, but the facility would be hidden from view. (Less Than Significant)

No substantial increase in on-site lighting is anticipated with implementation of Phase I of the Proposed Project. Currently, the parking lots and other areas around the administrative office are equipped with pole or wall-mounted lighting for safety and security purposes. Portable lighting fixtures are positioned at several locations in the operations area to facilitate safe working conditions in periods of darkness. With the vertical expansion of the landfill and the expansion of the existing greenwaste area, this practice of portable light fixtures is anticipated to continue. As needed, portable lighting fixtures would be placed in areas where active work was ongoing. This lighting would continue to be shielded and directed on-site and would not increase the lighting levels experienced by off-site receptors. Additionally, no new permanent lighting fixtures would be placed by the administrative office or parking lots.

Also during this phase, the new TS/MRF would be constructed. Construction of these facilities would occur during the daylight hours and therefore, would not require the placement of any temporary/portable lighting fixtures. Additionally, the area of the landfill where the new TS/MRF would be placed is not visible from most of the surrounding area but may be visible from San Fernando Road. Since no additional lighting sources would be utilized during the construction activities, no lighting impacts would occur.

No additional sources of glare would be introduced with the increase in the height of the existing landfill. Some glare may be experienced from the trash trucks driving to the working face of the landfill as well as equipment operating at the working face. However, this would be the same as the glare currently experienced from existing operations. Construction of the new TS/MRF may introduce new sources of glare, including metal siding of the facility. However, this facility would be hidden from view from the surrounding land uses and would not represent a new source of glare that would adversely affect day or nighttime views in the area. Therefore, impacts from glare would be less than significant.

Mitigation: No mitigation measures are required.

Phase II – Transfer Station/Materials Recycling Facility

Under Phase II of the Proposed Project, the existing landfill would be closed. Closure activities include installation of the final cover, planting of vegetation on all slopes, constructing surface water control structures, and the transition of the landfill to an end use. In addition to the closure activities, the new TS/MRF would start operation.

Impact 4.6-4: Complete closure of the landfill at the increased height would significantly impact the views available of the surrounding area. (Significant)

The maximum height of the landfill upon complete closure would be 1,053 feet msl. This height is identical to the maximum height of the landfill under the expansion in Phase I. The available views of the landfill and the surrounding area (e.g., the mountains to the north) would be the same as those impacts discussed under Phase I. Upon closure of the landfill, the landfill would be vegetated with shrubs and plant cover according to the conditions outlined in the zoning variances discussed above. This would add some visual relief to the views of the large mound of dirt. Photographs of the anticipated views of the landfill at its maximum height were provided in Figures 4.6-11 through 4.6-18. Subsequent to the landfill closure, natural settlement would occur which would reduce the elevation of the landfill cap. However, the closed landfill would still block views of the surrounding mountains from the area located south of San Fernando Road. Therefore, impacts to views of and through the project site would continue to be significant through Phase II of the Proposed Project.

The operation of the new TS/MRF would not be directly visible from any of the locations surrounding the landfill. Additionally, the facility is constructed from metal and would have a look similar to other industrial facilities in the area. Therefore, aesthetic impacts associated with the operation of the new TS/MRF would be less than significant.

Mitigation: The Proposed Project would continue to comply with the conditions and measures identified in Zone Variance 94-0792(ZV)(PAD), issued June 2, 1998. The landscaping plan for the project site upon closure of landfilling operations would be included in the Final Closure Plan. No mitigation measures are available that would reduce the significant impacts associated with the blockage of views from the closure of the landfill at the increased height.

Impact 4.6-5: Lighting from the operation of the new TS/MRF could be visible from the surrounding area and may increase the overall lighting conditions in the area. (Potentially Significant Unless Mitigated)

No substantial increase in on-site lighting is anticipated with implementation of Phase II of the Proposed Project. Currently, the parking lots and other areas around the administrative office are equipped with pole or wall-mounted lighting for safety and security purposes. These light sources would remain in place as the administrative offices would continue to be utilized with the operation of the new TS/MRF. The new TS/MRF would have either permanent lighting or portable lighting fixtures to facilitate operations after daylight hours. The lighting would primarily be outdoor security lighting aimed at the employee parking area and around the facility. This lighting may be visible from San Fernando Road and could increase the lighting conditions in the general area. Lighting impacts of the new TS/MRF would be potentially significant.

No additional sources of glare would be introduced with the increase in the height of the existing landfill. Some glare may be experienced from the trash trucks driving to the new TS/MRF. However, this would be no more than the same amount of glare as currently experienced from existing operations. Therefore, Phase II activities would not result in new sources of substantial glare that could adversely affect day or nighttime views of the area and impacts from glare would be less than significant.

Mitigation: The following mitigation measure shall be required to address the potentially significant lighting impacts from the operation of the new TS/MRF.

- 4.6-1 New lighting sources shall be shielded to direct light downward and onto the project site and not toward the sky to minimize atmospheric light pollution.

CUMULATIVE IMPACTS

As discussed in Section 2.0, Related Projects, 28 related projects have been identified in the vicinity of the project site. The uses associated with these projects include industrial, recreational, residential, retail, and school uses. Implementation of the Proposed Project in conjunction with the related projects could result in cumulative changes to the visual environment in the areas surrounding the project site. However, none of these uses are located in the immediate vicinity of the BLRC. Additionally, development of the related projects would be consistent with the height and mass of existing urban development in this area. Cumulative impacts with regard to the aesthetic and urban design appearance would be consistent with the urban character of the area and would not be cumulatively considerable.

Implementation of the Proposed Project would result in a significant impact with respect to view blockage. However, the related projects would not result in the blockage of views of the surrounding area. Therefore, the view blockage impacts of the Proposed Project would not be expected to combine with the impacts associated with the related projects and such impacts would not be cumulatively considerable.

Implementation of the Proposed Project, in conjunction with the related projects, could increase ambient lighting and glare levels in the vicinity of the project site. These light sources, primarily for safety and security, would be focused on their respective sites and could contribute to small increases in the ambient glow of the area. Additionally, these related projects could slightly increase the amount of glare in the area from building materials and increased vehicle activity. However, because ambient lighting levels in this area are already high, the impacts of the Proposed Project, in conjunction with the related projects, would not be cumulatively considerable.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts associated with glare would be less than significant. With implementation of the listed mitigation measure, impacts related to new lighting sources associated with the proposed TS/MRF would be less than significant. No mitigation measures are available to reduce the aesthetic impact from the blockage of views associated with the height expansion of the existing landfill. These impacts would be significant and unavoidable.