

CHAPTER 7

AESTHETICS AND VISUAL QUALITY

The aesthetics and visual quality evaluation of the proposed Bulk Materials Processing Center (BMPC) use permit amendment changes and related actions (Project) is presented in this chapter. The focus of the analysis is on local aesthetics and visual quality, and potential changes in landform associated with new and/or expanded facilities and operations, and the landfill height increase.

A. SETTING

The regional and site-specific settings of the West Contra Costa Sanitary Landfill (WCCSL) are discussed in this section. A variety of waste management and resource recovery activities are occurring at the WCCSL. Environmental reviews under the California Environmental Quality Act (CEQA) have been conducted on all these activities with the common finding that none of them would significantly affect the visual quality of the facility.^{9,13,23,33} For purposes of this discussion, the Environmental Impact Report (EIR) for closure of the Hazardous Waste Management Facility (HWMF, State Clearinghouse No. 95063005) is incorporated by reference pursuant to Section 15150 of the CEQA Guidelines. Pertinent information is summarized below.

1. Regional Setting

The regional area consists of a low-lying and relatively flat coastal plain that very gradually slopes down to the edge of San Pablo Bay. The gentleness of the transition results in three distinct zones: uplands, marshlands, and bay waters. A mix of land uses contribute to the area's character. Heavy commercial and industrial uses are clustered in the vicinity of the WCCSL, and undeveloped open areas exist to the north and west (Figure 4-1). The closest residences are about 0.9 mile south and east of the WCCSL. Vegetation in the area consists primarily of grassland in the upland areas with few trees, and salt marsh vegetation along the shoreline.

Overall, the regional area is marked by sharp contrasts in visual character. The shoreline area provides a highly scenic setting with views out to San Pablo Bay (Figures 7-1 and 7-2) and the existing development introduces elements with low visual quality. Positive visual characteristics of the area are related primarily to the area's natural setting. The area's existing negative visual characteristics are almost solely attributable to the man-made environment. With the completion of the Richmond Parkway, access to the area has been improved, which should improve the economics and aesthetics of developments. The Richmond Parkway, by enhancing

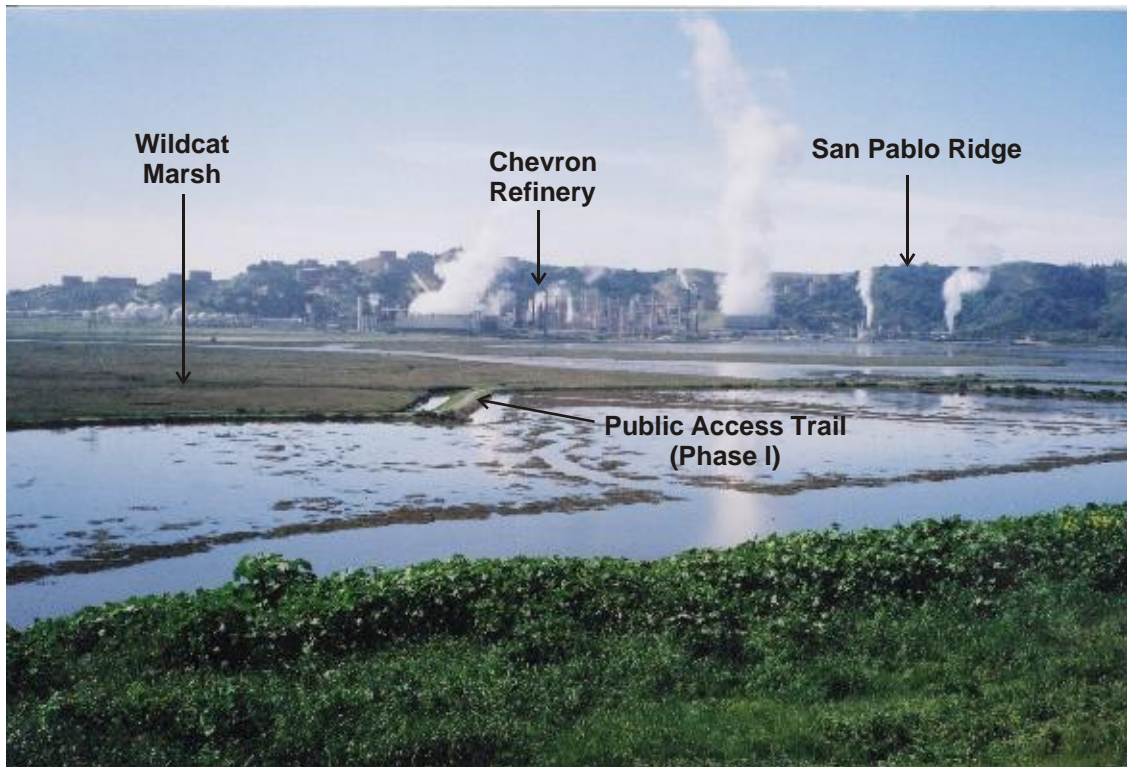


Figure 7-1 Southwestern View. This panoramic view from the landfill central plateau shows the open space/marsh in the foreground with a portion of Phase I of the proposed Public Access Trail. Chevron Refinery and San Pablo Ridge are in the distant background.

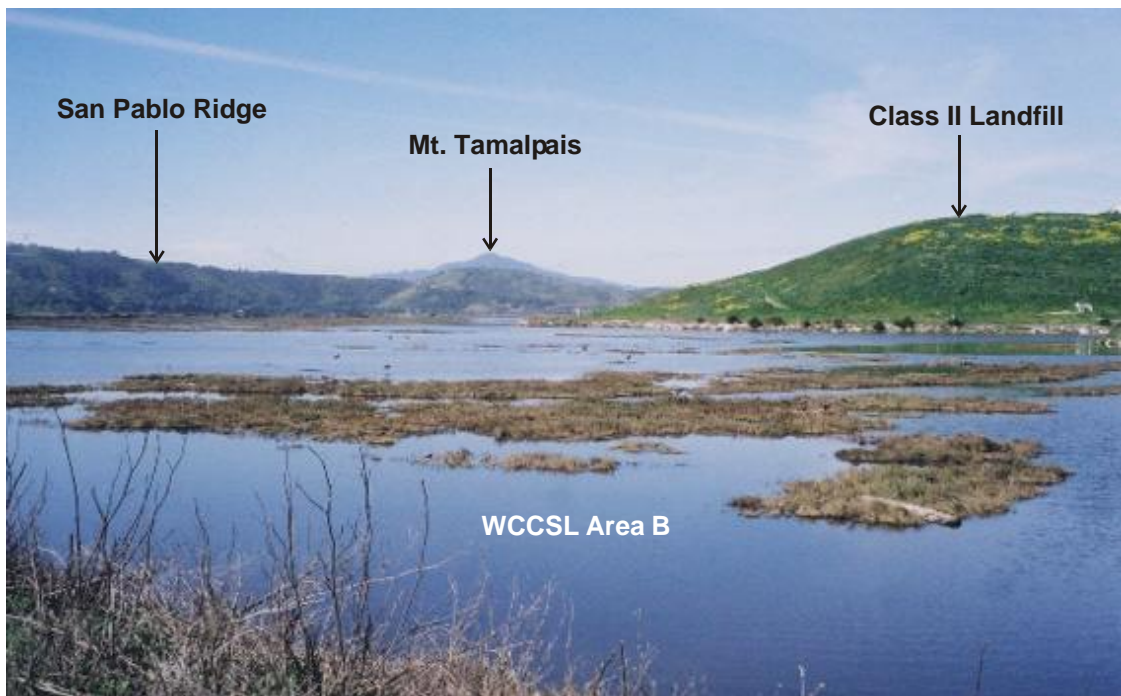


Figure 7-2 Northwestern View. This panoramic view from the Phase I segment of the Public Access Trail opens to San Pablo Bay with Mt. Tamalpais in the background.

public access to the regional area, creates new vantage points for the public to view the North Richmond shoreline, San Pablo Bay, and the distant shoreline. Further access would be provided by the proposed WCCSL Shoreline Public Access Trail (Trail).

2. Project Site Setting

The developed area near the WCCSL is an industrial landscape consisting of materials container and equipment storage yards; greenhouses; warehouses; auto wrecking yards; metal storage sheds; and concrete tilt-up buildings (Figure 4-1). According to the North Richmond Shoreline Specific Plan EIR,⁶⁰ existing visual conditions in the area are of low quality. However, policies and design guidelines of the North Richmond Shoreline Specific Plan are intended to protect and enhance existing visual resources and regulate new development such that the overall visual character of the area will improve.

The WCCSL differs from the rest of the regional area in that it has more topographic variation. One of the byproducts of ongoing WCCSL operations is that hill forms are being created. The hill forms have an east-west trending ridgeline, portions of which have a current elevation of 130 feet above mean sea level (msl). Due to the constant grading, the majority of the WCCSL has little or no vegetation or distinctive visual features. The major exceptions to this are the pond and diked wetlands that are located along the western and southern edges of the WCCSL. Despite the absence of significant visual values within the WCCSL itself, the site provides extensive views in all directions. Unobstructed panoramic views of San Pablo Bay and adjacent marshes (i.e., both the San Pablo Creek Marsh and Wildcat Marsh) are provided. The additional elevation provides more distant views to the south and east, toward Point Richmond and the downtown Richmond area.

B. REGULATORY AND PLANNING FRAMEWORK

A regulatory and planning framework exists for the proposed Project relative to aesthetic issues. An overview is provided below.

1. State Regulations

Both Title 14 of the California Code of Regulations (14 CCR) and 27 CCR address minimum standards for solid waste handling and disposal. Important provisions that relate to littering and aesthetics include the following:

- 14 CCR §17676 (27 CCR §20631)—requires the landfill working face where solid waste is disposed to be as small as possible, one benefit of which is to more efficiently control litter generation.

- 14 CCR §17408.1 (27 CCR §20830)—requires litter to be controlled, routinely collected, and disposed of properly on site (or other specified location).
- 14 CCR §17682 and 17258.21 (27 CCR §20680)—require landfill operators to cover disposed solid waste with a minimum of 6 inches of compacted earthen material or approved alternative daily cover at the end of each operating day.

Currently, Solid Waste Facility Permit (SWFP) No. 07-AA-001 regulates the Class II landfill and Composting Facility Permit No. 07-AA-0044 regulates the Composting Facility. In addition, 27 CCR §21090(a) and (a.3) provide requirements for the final landfill cover. The final exterior surface must not be steeper than a horizontal: vertical ratio of 1 3/4:1, and vegetated, though mechanically erosion-resistant layers are permissible.

Other regulations pertaining to litter include California Penal Code Section 3746, which prohibits littering or dumping on public or private highways, and California Vehicle Code Sections 23112a and 23115, which prohibit the depositing of trash or glass on highways and require refuse-hauling vehicles to be covered to prevent spilling their loads.

2. Local Requirements and Planning Framework

The Contra Costa County (County) General Plan, the City of Richmond (City) General Plan, and the North Richmond Shoreline Specific Plan all contain scenic resource goals, policies, and implementation measures.^{5,7,12} Those measures that are relevant to the WCCSL site are summarized in the HWMF EIR.³³ In general, goals, policies and implementation measures address preservation and improvement of areas of high scenic values including individual sites, adjacent properties, the neighborhoods, and the entire City. Particularly relevant objectives of the North Richmond Shoreline Specific Plan include the following:

- Enhance the visual experience along the proposed Richmond Parkway by creating an attractive entrance way image for the plan area, including view corridors through to the Bay and shoreline.
- Use open space and effective visual buffers between areas with incompatible or unattractive land use activities.
- Protect views of San Pablo Bay and its shoreline as a unique, high-quality resource.
- Maintain the shoreline as a varied and valuable visual and recreational resource.
- Require that any new development preserves the unique view opportunities of the shoreline, and makes these views available to the public to the maximum extent feasible.

- Encourage local industries to improve the appearance of their facilities and integrate them into an overall plan.
- Encourage new development to establish a distinctive character through the external design of buildings and open space, and their relationship to the terrain and shoreline.

The North Richmond Shoreline Specific Plan was adopted in 1993 to regulate development in the 1,951-acre North Richmond Shoreline in which the WCCSL is located.⁵ The Specific Plan is a joint County/City plan that is used by each jurisdiction to regulate development in the unincorporated and incorporated areas of the planning area.

The local mechanism of complying with the provisions of the Specific Plan is through the use permit process. The existing BMPC at the WCCSL is subject to County Land Use Permit (LUP) 2054-92, as amended by LUP 2043-94, and by City Conditional Use Permit (CUP) 92-53. Both permits required the Applicant to submit a Final Development and Improvements Plan (FDIP) for the BMPC for County and City approval. The FDIP was submitted for approval by these jurisdictions.

The use permits require the Applicant to implement an approved litter control program to prevent the accumulation of facility-generated litter on and off site. The program is included in the existing FDIP, with the following components:

- Anti-litter screening for all transfer trucks.
- An anti-littering program for collection vehicles and large trucks.
- A litter screening system to prevent litter from blowing off site.
- On-site litter policing at least once per day.
- Off-site litter policing of designated areas.
- Signs posted noting littering and illegal dumping laws.
- Uncovered load surcharge for uncovered loads arriving at the WCCSL.

According to Contra Costa Environmental Health (a Division of the County Health Services Department), the Local Enforcement Agency (LEA), which enforces the landfill SWFP and Composting Facility SWFP, at the WCCSL, these practices are effective in controlling litter on site.⁴⁶

Other required sections of the FDIP include an architectural design and a landscaping plan. The architectural design plan addresses building and installation dimensions and elevations, construction materials and colors. The landscaping plan addresses details of WCCSL landscaping and lighting, and encourages participation with the East Bay Regional Park District (EBRPD) in the development of a landscaping plan along the Wildcat Creek/WCCSL boundary, when the Public Access Trail is implemented in that area.

C. SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines indicates a project will normally have a significant effect on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

D. IMPACTS AND MITIGATION MEASURES

Potential aesthetic impacts associated with the proposed Project are discussed below.

1. Impacts Considered not to be Significant

A significance criterion that is not applicable to this evaluation includes direct damage to scenic resources.

2. Methodology

The methodology employed for assessing aesthetic impacts includes consideration of the viewshed and development of computer-generated visual simulations (photomontages). A discussion of these items is included below:

a. Viewshed Analysis. A viewshed analysis was included in the HWMF closure EIR which is applicable to the WCCSL in general.³³ Potential viewshed refers to areas that may have visual access to and from the WCCSL site location. From the WCCSL, the view reaches across San Pablo Bay to Pt. San Pedro, northward to the mouth of the Petaluma River, and eastward to the mouth of the Napa Slough. The primary viewshed is located to the south and east of the site and is composed of the north facing hillsides extending from Point Richmond to Point San Pablo (located 2 to 4 miles to the south); and portions of San Pablo Ridge, El Sobrante Ridge, and Pinole Ridge (located 4 to 8 miles to the east).

Residential and industrial areas located in close proximity to the site, to the south and to the east, may have occasional views of the WCCSL. However, since these vantage points are on the North Richmond flats at or slightly below the elevation of the WCCSL, views are usually blocked by buildings, other man-made features or landscaping. Nevertheless, views from any of the few tall buildings within the viewshed area may have direct views of the WCCSL.

b. Generation of Photomontages. Photomontages were prepared to evaluate potential visual impacts of the proposed Project. Photomontages are computer-generated visual simulations of a project appearance after construction. The process consists of selection of viewpoints, field photographs, construction of a computer model, and creation of the photomontages portraying the proposed Project in the visual context of the site. Figure 7-3 shows the location of the two viewpoints that were used in the photomontage analysis. These locations are to the south and southwest of the WCCSL in areas where public access is expected to be provided in the future. The viewpoints are as follows:

- **Viewpoint 1.** Viewpoint 1 is located on the levee that forms the southern boundary of WCCSL Area B. This portion of the levee would be within the Phase 1 segment of the proposed Public Access Trail (Trail). The viewpoint location is about 2,700 feet southwest of the proposed Trail parking area. Viewpoint 1 was selected as a representative location to compare and contrast the Waste Recycling Center (WRC) at the proposed location (in this chapter) versus the alternative site (discussed in Chapter 13.)
- **Viewpoint 2.** Viewpoint 2 is at the Wildcat Creek viewing platform located at the mouth of Wildcat Creek about 3,000 feet south of the WCCSL site. This location provides a close unobstructed view of the WCCSL site and proposed Project facilities. As discussed in Chapter 4 (Figure 4-2), a tentative alignment for extending the Bay Trail (trail spur) would follow the western boundary of the WCWD treatment plant property (near Viewpoint 2), north to Parr Boulevard from where it would proceed east.

3. Scenic Vistas and Visual Character

IMPACT 7-1 The proposed Project involves an increased landfill height; expanded operations on the central plateau, with several new buildings including the Wet/Dusty Material Blending Facility; dredged material and/or biosolids spreading on the southern and eastern landfill sideslopes; and a new WRC, all of which could affect the visual quality of the area. This impact is less than significant.

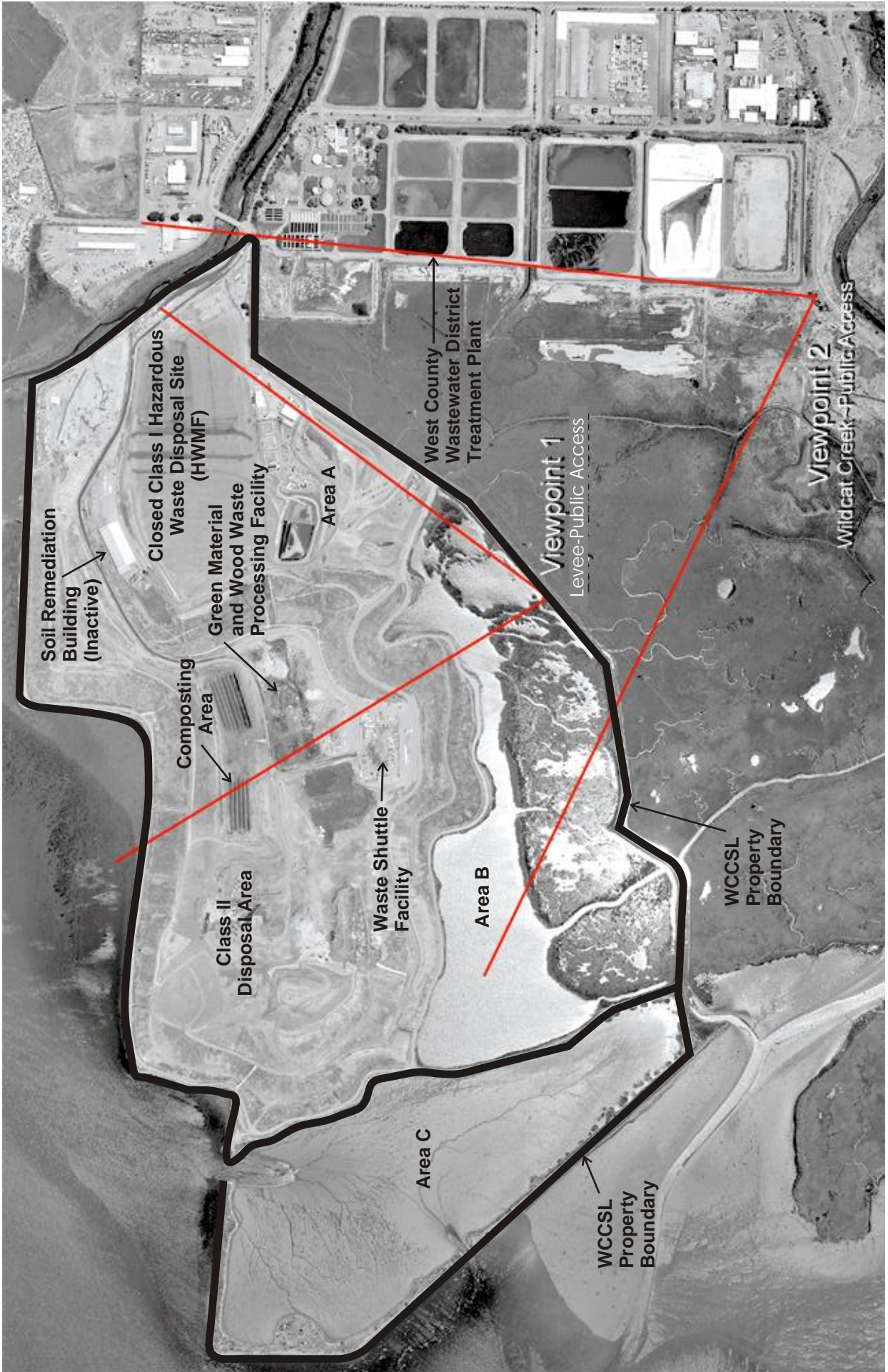


Figure 7-3 Location of Viewpoints

Before and after views from the viewpoints are shown on Figures 7-4 through 7-7. The reader should compare Figures 7-5 to 7-4 and 7-7 to 7-6 to distinguish the features of the proposed Project from existing features.

The current permitted height of the Class II landfill is 130 feet above msl (top of waste). One component of the proposed Project involves increasing the landfill height to 160 feet above msl (top of waste). A 4-foot-thick final landfill cap plus a 3-foot soil protective layer would be placed on top of the waste, making the actual final elevation of the landfill central plateau to be 167 feet above msl. Various Project activities would occur at this new increased elevation. Over time, this height would decrease as landfill settlement occurs.

The WCCSL and Project site setting has been well chronicled in previous CEQA documents and is described in Section A2 of this chapter. The WCCSL is located in an industrial setting of North Richmond. It is an integrated solid waste management and disposal facility and does not have significant visual values. According to the North Richmond Shoreline Specific Plan EIR, existing visual conditions in the area are of low quality.⁶ However, with conservation of existing visual resources and the regulation of new development, the overall visual character of the area should improve. Accessibility to the area has been increased by the Richmond Parkway. Public access is also being enhanced as segments of the Bay Trail are completed. The development of the Trail, as part of the proposed Project and a segment of the Bay Trail, would substantially increase public access to the shoreline area and visibility of the WCCSL.

The WCCSL is well located relative to visual quality issues. In addition to being in an industrial setting, sensitive receptors in the area are very limited with the nearest residences located about 0.9 miles to the east and southeast where views of the WCCSL are blocked by trees and existing developments. For purposes of this EIR and visual quality issues, users of the Trail are not considered to be sensitive receptors, as their presence would be elective and short term. Increased public access around the WCCSL is an integrated component of the Project that expands shoreline access while allowing users to observe, from a safe distance, the implementation of some recycling activities that conserve natural resources.

Views from inland areas are distant and limited where specific activities at the WCCSL are difficult to distinguish. Northbound motorists on the Richmond Parkway can view the WCCSL, but views are limited and sometimes obscured or blocked by median landscaping or intervening trees and buildings. The profile of the WCCSL is not clearly distinguishable due to San Pablo ridge and Mt. Tamalpais to the west (Figure 7-8). A similar setting is viewable by southbound motorists, except for a short segment of the Richmond Parkway which is oriented directly towards the WCCSL north of Parr Boulevard. Again, the view is distant and short term.

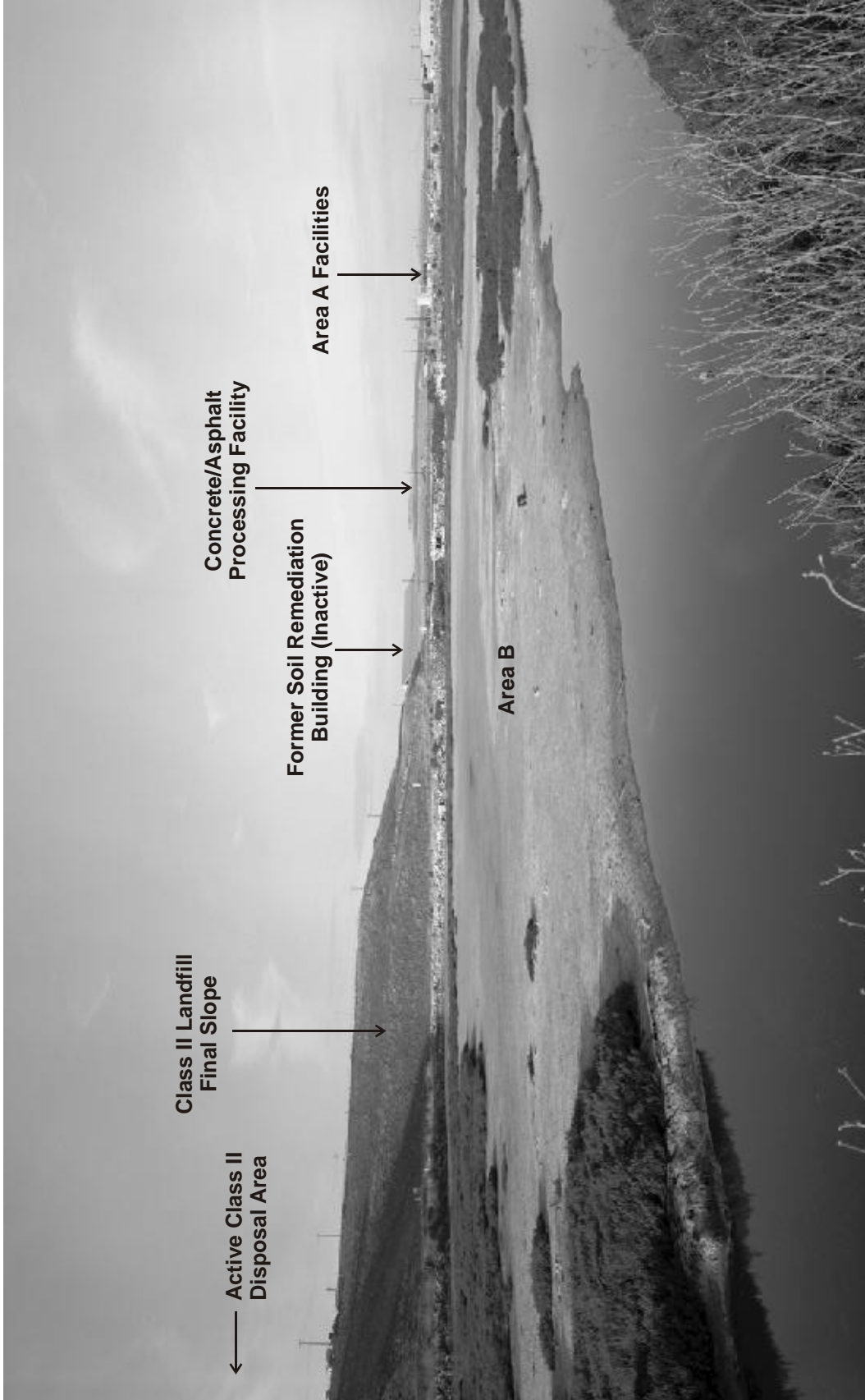


Figure 7-4 Existing Conditions from Viewpoint 1, Levee, Looking Northwest



Figure 7-5 Proposed Conditions from Viewpoint 1, Levee, Looking Northwest

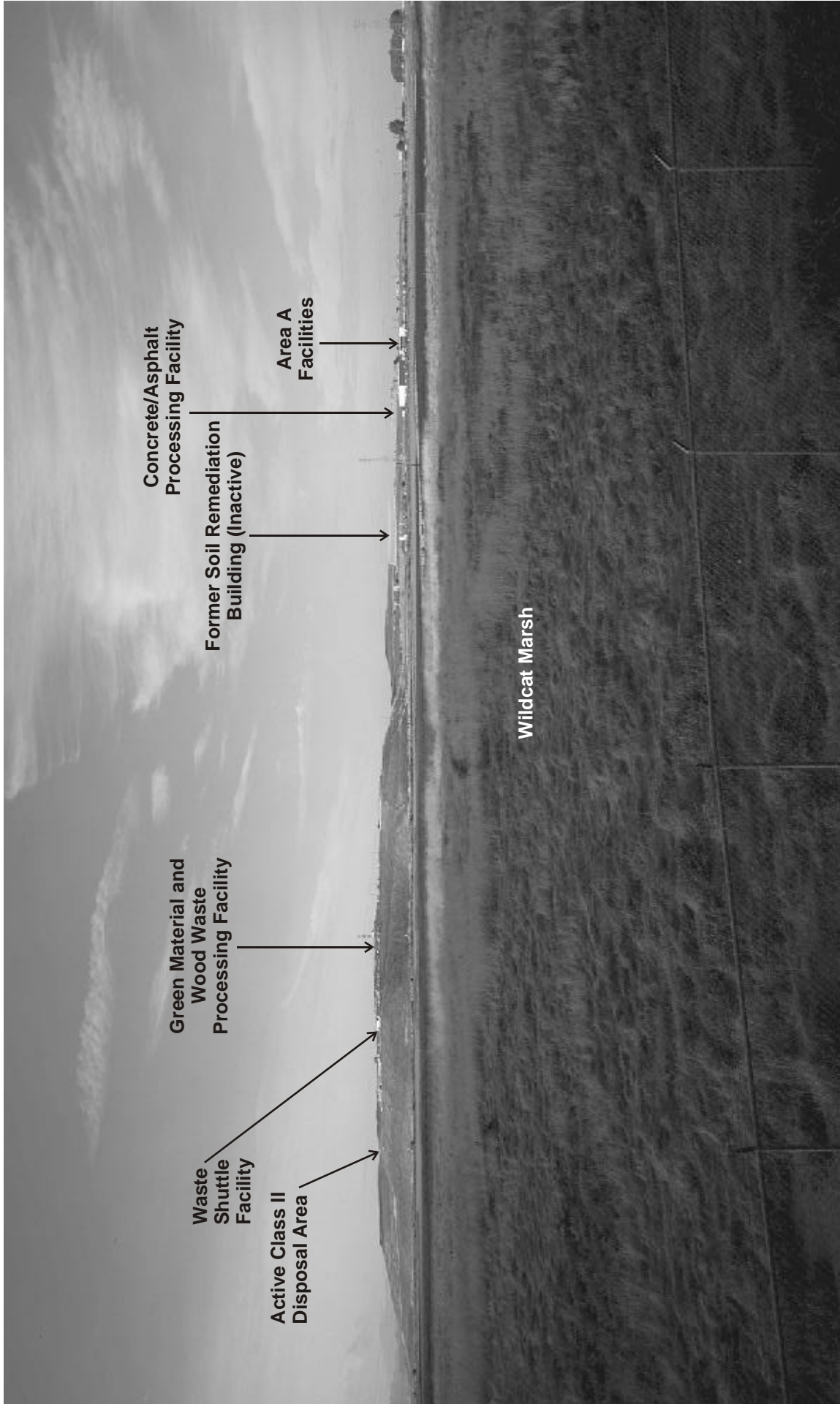


Figure 7-6 Existing Conditions from Viewpoint 2, Wildcat Creek, Looking Northwest

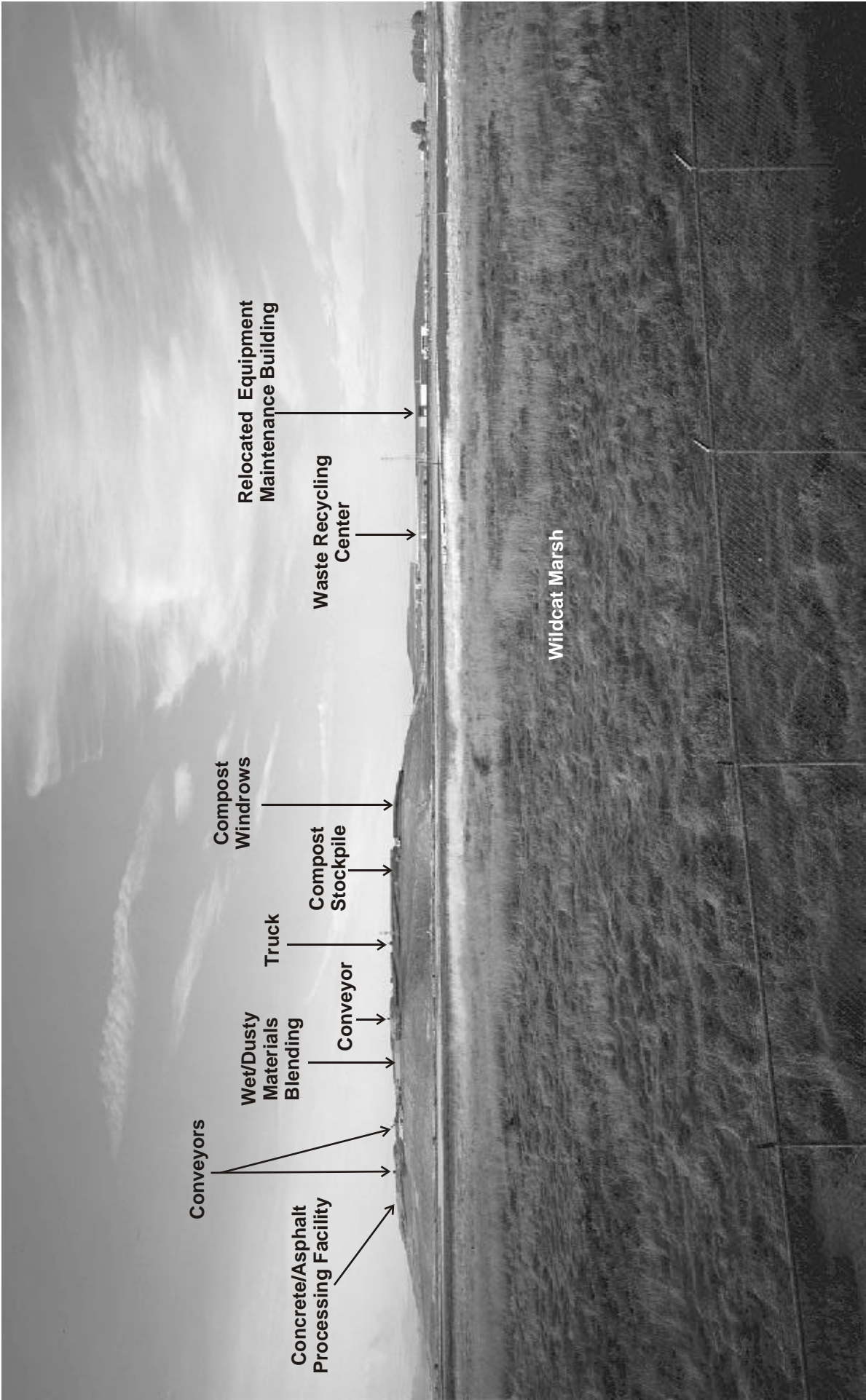


Figure 7-7 Proposed Conditions from Viewpoint 2, Wildcat Creek, Looking Northwest

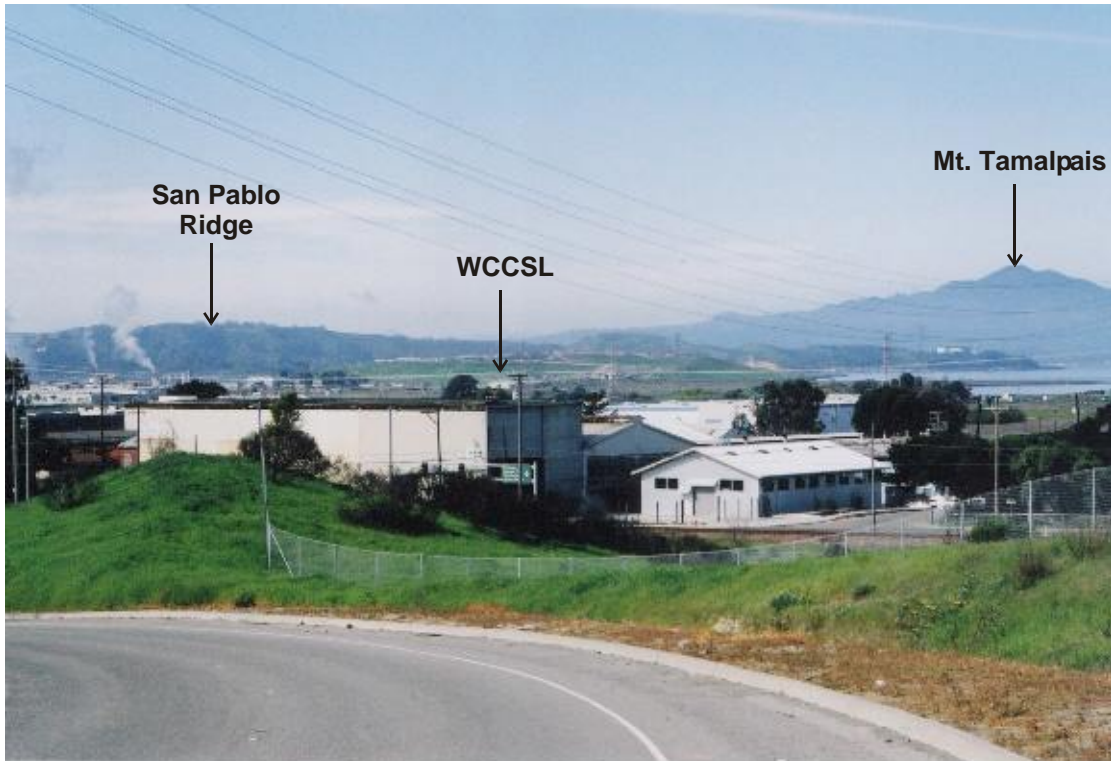


Figure 7-8 View From Near the Richmond Country Club Looking Southwest. From this location, the WCCSL is difficult to discern with the San Pablo Ridge in the background. Mt. Tamalpais provides a similar effect for areas south of this photo location.

This page intentionally left blank

The proposed relocated Concrete/Asphalt Processing Facility to the western end of the landfill's central plateau would be a visible identifiable activity. As many as twelve 18-foot-high raw and processed concrete/asphalt piles would be created, raising the maximum topography to approximately 185 feet. Also included would be two 30-foot-high conveyor belt assemblies and various ancillary equipment. Thus, the maximum height depicted in the photomontage (Figure 7-7) is 197 feet (30 feet on top of the 167-foot final landfill height). As demonstrated by Figures 7-6 and 7-7, this facility would not significantly impact scenic vistas or substantially degrade the visual quality of the area.

Figure 7-7 also illustrates the proposed Wet/Dusty Material Blending operations area, expanded composting operations, and a relocated equipment maintenance building to Area A. The Wet/Dusty Material Blending area would ultimately be located at the location of the existing Waste Shuttle Facility (Figure 7-9) and anticipated by the Applicant to be a 50-foot by 125-foot "U" shaped footprint composed of existing cargo containers appropriately painted, and stacked two high with a total height of 17 feet above the ground surface. A flat truss roof would span between the containers thus resembling a flat-roof building without any windows. The Wet/Dusty Material Blending may be operated initially in the former Soil Remediation Building prior to its use as the WRC. The expanded Composting Facility would feature windrows 6 to 8 feet in height and stockpiles no higher than 20 feet. The relocated equipment maintenance building would be about an 60-foot by 80-foot metal-sided pre-engineered building. The figures demonstrate that these facilities would not cause adverse aesthetic impacts.

The WRC would involve an upgrade and expansion of the former Soil Remediation Building (Figure 7-10). The lateral expansion of the building would be 110 feet to the east. As shown on Figures 7-4/7-5 and 7-6/7-7, that building is located within the topography of the WCCSL, its presence is consistent with the industrial character and visual quality of the area, and views from off site are distant and limited. Additionally, the original CEQA document for the Soil Remediation Building indicated it would not have significant aesthetic impacts.¹³

Figure 7-7 also shows an elevated berm with a 6-foot fencing along the southern and western borders of WCCSL Area A. The Applicant would make these improvements to provide site security, soften the appearance of the various Area A facilities, and buffer them from users of the Trail. Though not shown on the photomontages, the berm would be planted with groundcover, shrubs, and compact trees to provide vegetative cover and the fencing may have slats to aid in visual screening.



Figure 7-9 Waste Shuttle Facility. The proposed Wet/Dusty Material Blending Facility would replace the existing Waste Shuttle Facility at the location shown. Activities currently occurring at the Waste Shuttle Facility (material drop-off and sorting) would be conducted at a new WRC.



Figure 7-10 Proposed WRC Location. The former Soil Remediation Building would be upgraded and expanded to the far (east) side. The site is situated within the WCCSL topography. The existing Concrete/Asphalt Processing Facility would be relocated to the landfill central plateau.

Aesthetic impacts would not be significant, and the Applicant would be subject to the requirements of existing Use Permits. Accordingly, the Applicant would modify their existing Architectural Design Plan and Landscaping Plan pursuant to County LUP No. 2043-94 and City CUP No. 92-53, finalize the FDIP and, if issued amended use permits, abide by permit conditions.

Control Measures Incorporated by Applicant: None.

EIR Recommendation:

MITIGATION MEASURE 7-1: None required.

4. Light and Glare

IMPACT 7-2 The proposed Project involves expanded operations during nighttime hours, which would introduce new sources of light and glare and could affect nighttime views in the area. This impact is less than significant.

Table 3-2 in Chapter 3 compares existing WCCSL facility operating hours to proposed changes in operating hours. Many existing BMPC activities are currently permitted to occur from 7:00 a.m. to 5:00 p.m., 7 days per week (concrete processing is Monday through Saturday). The Class II landfill is allowed to accept incoming solid waste 24 hours per day, 7 days per week, though incoming materials during late evening hours are normally limited to only a few loads of dried sludge from the WCWD or loads of alternative daily cover. The following changes are proposed by the Applicant:

- Transport of materials to BMPC – increase to 24 hours per day, consistent with permitted landfill operating hours.
- Concrete processing equipment – change to 5:00 a.m. to midnight.
- Chipping and grinding of wood – change to 5:00 a.m. to midnight.
- Operation of WRC – 24 hours per day, 7 days per week.

WRC self-haul wastes would be accepted daily from 7:00 a.m. to 8:00 p.m., which is intended for customer convenience.

For existing operations, County and City use permits require the Applicant to design and locate the lighting system to reduce glare and to not substantially impact area residents. Directional shading is installed on all outdoor lamps for night operation. In addition, focused security lamps with directional shading are required. Currently, outdoor operational lighting is reduced to security and entrance lighting by 8:30 p.m.

Although the proposed Project does involve the introduction of some new sources of light or glare, it is unlikely to affect nighttime views for residents in the area. Future activities may require additional lighting, but would not substantially alter lighting from current conditions. Existing use permits require lights to be focused and shaded and the Applicant would implement these requirements for new lighting sources. One or two additional portable flood lights on the landfill central plateau may be necessary. The concrete/asphalt crushing equipment normally have their own small directional flood lights. The WRC would include 24-hour-per-day operation and would be the main source of nighttime lighting at the WCCSL, but, as discussed earlier, this site is located within the topography of the WCCSL, and the prior use of the Soil Remediation Building was permitted to operate 24 hours per day. Existing use permit lighting requirements would apply to the proposed Project and would be stipulated in the revised Landscaping Plan discussed under Impact 7-1. Proposed operations may involve an additional 30 to 50 vehicle trips during the nighttime hours, but the light and glare impact would not be significant.

Control Measures Incorporated by Applicant: None.

EIR Recommendations:

MITIGATION MEASURE 7-2. None required.

5. Littering

IMPACT 7-3. The proposed WRC/transfer station and expanded BMPC operations could introduce new sources of litter that could degrade the visual quality of the area. This impact is considered to be potentially significant.

Existing operations are regulated for litter abatement. As discussed in Section B, SWFPs No. 07-AA-001 and No. 07-AA-0044 currently implement the litter abatement requirements included in 14 CCR and 27 CCR. The County and City use permits require the Applicant to have a Litter Control Program for the existing BMPC operations and such a program is included in the current FDIP.

The main sources of litter in the proposed Project include the WRC and extended landfill operations afforded by the height increase and additional capacity. The materials managed in other components of the BMPC, such as concrete and asphalt crushing, wet/dusty material blending, composting, wood recovery, and soil reclamation and biosolids/dredged material spreading, are not expected to be significant sources of litter.

Continued and expanded operations at the WCCSL could potentially result in increased illegal dumping in the North Richmond neighborhoods, which would be an added source of litter. This issue is addressed in Chapter 4, Impact 4-5.

Litter abatement requirements will continue to be implemented at the WCCSL by the Applicant pursuant to their SWFPs and Litter Control Program. Without controls, the proposed WRC would be a significant litter source. However, the Applicant would implement their Litter Control Program which includes various control measures at the WRC, intended to minimize litter:

- Anti-littering plan for self-haul vehicles, collection trucks and other large trucks.
- Uncovered load surcharge for uncovered trucks.
- Use of litter fences at appropriate locations on the WCCSL site.
- Transfer trailers equipped with anti-litter screening that is regularly maintained and replaced as needed.
- Possible use of a covered receiving structure (or building) for receipt of compostables which would be intended to manage litter, as well as bird and vector control

Control Measures Incorporated by Applicant:

- a) The existing Litter Control Program would be modified pursuant to County LUP No. 2054-92, as amended by LUP No. 2043-94, and City CUP No. 92-53, the FDIP revised and, if amended use permits obtained, adherence to permit conditions.
- b) Revised and new SWFP's would be obtained and litter abatement requirements would be implemented.
- c) Provide a covered receiving structure (or building), if determined necessary by the LEA, which would be intended to manage litter as well as bird and vector control.

Implementation of these measures would reduce potential litter impacts to a less-than-significant level.

EIR Recommendation:

MITIGATION MEASURE 7-3: None required. See Mitigation Measure 4-5.

IMPACT 7-4 Use of the Trail could introduce a new source of littering in an area of high visual and biological quality. This impact is considered to be less than significant.

The Trail would be a recreational facility. With public use, the potential for littering would exist. Littering would be offensive to the visual open space and biological quality of the area.

Control Measures Incorporated by the Applicant:

- a) Trash and recycling receptacles would be located at specified locations (e.g., near benches) along the Trail.
- b) The Trail would be maintained on a weekly basis, including emptying of receptacles and collection of litter.

Implementation of the Applicant's control measures would reduce litter impacts to a less-than-significant level.

EIR Recommendations:

MITIGATION MEASURE 7-4. None required.

6. Planning Consistency

IMPACT 7-5. The Project could be inconsistent with County and City General Plans and the North Shoreline Specific Plan. This impact is considered to be less than significant.

The analysis of potential aesthetic and visual quality impacts indicates that adverse impacts are not expected to occur. The WCCSL is recognized in local planning documents as a solid waste recycling and disposal facility. The Applicant would be required to revise their FDIP to reflect their proposed Project and has applied for amended County and City Use Permits. The Project is consistent with the relevant aesthetic policies in County and City General Plans and the North Shoreline Specific Plan.

Control Measures Incorporated by the Applicant: None.

EIR Recommendations:

MITIGATION MEASURE 7-5: None required.

7. Impacts of Mitigation Measures

The mitigation measures specified in this chapter will be beneficial in nature and will not have adverse environmental impacts. If a building were constructed to partially enclose the

compostable receiving area, the Applicant anticipates it would be about 80 feet by 100 feet in size, a pre-engineered metal structure, with a height of about 30 feet. Alternatively, the metal cargo container structure described in Impact 7-1 for the Wet/Dusty Material Blending activity could be used. The structure would be located within or next to (west or south) the Organic Materials Processing Area. In the context of the analysis in this chapter, such a building or structure in this location would not have significant adverse aesthetic implications.

E. CUMULATIVE IMPACTS

There are no cumulative aesthetic and visual quality impacts that would result from the proposed Project and other cumulative projects in the area. The miscellaneous development projects discussed in Chapter 4, Section A3(b) would be consistent with local general plan and zoning ordinances and would be subject to requirements that relate to architecture, lighting, and landscaping. The Central IRRF is an existing structure, the operation of which could be expanded in the future. Any facility modifications would be subject to County and City use permits relative to aesthetic considerations. Expanded operations would also serve as an additional source of litter in the area. However, as with the proposed Project, litter abatement at the Central IRRF would be achieved through compliance with County and City use permits and the facility's Solid Waste Facilities Permit.