

# Visual Resources

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## 15.1 Introduction

This chapter describes visual resources in the vicinity of Chiquita Canyon Landfill (CCL) and assesses potential visual resources impacts as a result of the CCL Master Plan Revision (Proposed Project). Because there are a number of photo simulations for this visual resources chapter, all figures have been placed at the end of the chapter to facilitate simulation comparisons.

## 15.2 Methodology

Visual or aesthetic resources (visual resources) are generally defined as the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represent the natural landscape features that define an area's visual character, while built features such as buildings, roads, and other structures reflect human or cultural modifications to the landscape. These natural and built landscape features or visual resources contribute to the public's experience and appreciation of the environment. Visual resources impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which the project's presence would change the perceived visual character and quality of the environment in which it would be located.

The analysis is based on field reconnaissance in the vicinity of the landfill, review of site photographs and grading plans, and evaluation of computer-generated simulations of the project site as it would appear with the physical changes that would be brought about by implementation of the Proposed Project.

## 15.3 Regulatory Setting

The visual resources regulatory setting for the Proposed Project is derived from the County of Los Angeles General Plan, the Santa Clarita Valley Area Plan, and the Castaic Area Community Standards District (CACSD). Goals and policies from these documents relative to visual resources are described below.

### 15.3.1 County of Los Angeles General Plan (General Plan)

The County of Los Angeles General Plan was adopted November of 1980, with subsequent adoption dates. The General Plan consists of the following elements: General Goals and Policies, Conservation and Open Space, Land Use, Housing, Transportation, Path of Bikeways, Water and Waste Management Element, Economic Development, Safety, Noise, Scenic Highway, and Regional Recreation Areas. Los Angeles County is currently preparing a comprehensive General Plan update with adoption anticipated in 2013.

The Scenic Highway Element of the General Plan identifies the section of State Route 126 (SR-126) south of CCL, between Interstate 5 (I-5) and Ventura County as a First Priority scenic route, proposed for further study. In part, proposed scenic routes are intended to identify routes that traverse areas of scenic quality and interest and entry routes to the county that have substantial scenic value. Nothing in the General Plan Scenic Highway Element restricts development along First Priority scenic routes.

### 15.3.2 Santa Clarita Valley Area Plan

The majority of the Proposed Project is designated as Hillside Management (HM) on the Santa Clarita Valley Area Plan Land Use Map. In addition to HM, the southeastern part of the Proposed Project is designated as Industry (M) in the Santa Clarita Valley Area Plan. Relative to visual resources, the plan implies that industrial uses should be visually attractive.

The Scenic Highways Plan of the Santa Clarita Valley Area Plan reiterates the designation of the portion of SR-126 south of CCL as a First Priority scenic route. This designation does not preclude development. Also, the

Santa Clarita Valley Area Plan, with the exception of the First Priority Route designation of SR-126, does not specify any issues or policies that pertain directly to the aesthetics of the Proposed Project.

### 15.3.3 Castaic Area Community Standards District

The CACSD was established in part to protect the rural character, unique appearance, and natural resources of the Castaic area. The existing communities included in the CACSD are Castaic, Castaic Junction, Val Verde, Hasley Canyon, Hillcrest, and Paradise Ranch; the canyons of Charlie, Tapia, Romero, Sloan, and Violin; it also includes the Valencia Commerce Center, the Peter Pitchness Detention Center, the Northlake development, and part of Newhall Ranch (CACSD, 2004). CCL is located on the border of the Castaic and Val Verde areas. Specific to visual resources, the CACSD has community-wide development standards for significant ridgeline protection. These include development restrictions on significant ridgelines. None of the ridgelines designated as significant by the CACSD will be affected by the Proposed Project.

## 15.4 Regional Setting

CCL is located in the northwestern portion of unincorporated Los Angeles County and is approximately 3 miles west of the I-5 and SR-126 junction (Figure 1-1). CCL is also located approximately 7 miles northwest of the city of Santa Clarita, 33 miles northwest of Downtown Los Angeles, and 18 miles east of the city of Fillmore. Open floodplain and the Santa Clara River are present south of CCL across SR-126.

## 15.5 Local Setting

Figure 15-1 shows the local setting of CCL. SR-126 runs east-west along the southern border of the landfill; Chiquito Canyon Road runs north-south along the western edge of CCL, separated by a significant ridgeline. The community of Val Verde is located to the northwest of CCL; the industrial/commercial Commerce Center is located to the northeast of the landfill; and a United States Postal Service facility is located to the east of the landfill. The property immediately west and south of the landfill is owned by the Newhall Land and Farming Company (NLF) and is currently either vacant or used for agricultural activities.

CCL is located along the western edge of the Santa Clarita Valley, in the Transverse Mountain Range. Topographically, the site is characterized by steep-sided slopes approaching 1:1 horizontal:vertical along two principal canyons. Chiquita Canyon, the main canyon, is generally oriented northeast-southwest, and the eastern canyon, where landfill extension is proposed, is oriented northwest-southeast. In the as-yet undeveloped areas onsite, the ridgelines rise from 300 to 600 feet above the canyon floors. In some areas, previous landfilling has reduced the length of some slopes and has resulted in a more gentle terrain.

Landfill operations at CCL have been ongoing since 1972. From within the project site, CCL looks like an operating landfill, with maintenance and operations facilities, paved and unpaved roads, heavy equipment, active landfill areas with exposed liner, and a landfill working face. From outside the site, current landfill operations are screened from most views.

CCL encompasses a total of 639 acres. The existing permitted waste footprint is approximately 257 acres, but not all of the 257 acres has been developed. Onsite disturbance is generally concentrated in the central portion of the property. Currently undisturbed acreage consists of steep canyons with cover characterized by coastal sage scrub, chaparral, and non-native grassland. Also, due to ongoing landfill activities, there are several areas of graded and revegetated landfill onsite. These areas have been revegetated with native species of brittlebush, California sagebrush, and California buckwheat.

On the project site, several buildings are used to support landfill operations and include an administrative office, a scale house at the front gate, and a maintenance building used for vehicle maintenance and storage. Generally, the buildings are located in the southern portion of the site near the entrance to the landfill. Other site improvements include a landfill gas collection system on both closed and active landfill areas, a landfill gas-to-energy (LFGTE) facility, a flare station, and water storage tanks.

### 15.5.1 Surrounding Landscape Context

Much of the area surrounding CCL is characterized by steep topography and remains as open, undeveloped land. Surrounding land uses include mostly open lands to the north; rural residential development is located to the west and northwest along Chiquito Canyon Road and in the Val Verde area, respectively. Relatively new suburban residential areas are located to the northeast. The closest of the dwellings in these residential areas are located approximately 500 feet from the northwest site boundary corner and 1,200 feet from the landfill footprint, but because of the intervening topography, the operating landfill is not visible from these locations. Industrial/commercial uses are located to the northeast, east, and southeast. The United States Postal Service General Mail Facility is located adjacent to the eastern edge of the landfill property boundary. The property immediately west and south of the landfill is owned by NLF and is currently either vacant or used for agricultural activities. Oil extraction fields and associated storage areas are located less than 1 mile from the landfill to the west and south. Valencia Travel Village, a short- and long-term recreational vehicle resort, is located approximately 1 mile east of the landfill on the south side of SR-126.

### 15.5.2 Potential Visibility of the Proposed Project and Selection of Key Observation Points

Close and long range views of CCL are limited because of the steep intervening topography that surrounds the site. To determine whether the areas of landfill that would be permitted under the Proposed Project would be visible to viewers in the area surrounding the site, and the extent to which they would be visible, a viewshed analysis was conducted. This analysis made use of computer-based geographic information system tools to identify the areas in the project vicinity from which the areas of fill proposed under the Proposed Project would have the potential to be visible. These areas were compared against the areas where large numbers of potential viewers would be concentrated. The results of this analysis are summarized below in terms of the Proposed Project's potential to be seen in nearby areas with substantial numbers of potential viewers.

Based on the results of the viewshed analysis, a number of key observation points (KOP) were identified. To help assess the aesthetic impacts of proposed projects, it is a standard practice to identify viewpoints referred to as KOPs that provide views toward the project site that are sensitive and/or representative. Photographs taken of the views from these locations provide the basis for documenting and evaluating existing visual conditions, and also serve as a base for the preparation of simulations that depict the completed project as it would appear in the view. An effort was made to identify sensitive receptors<sup>1</sup> and viewing areas that would be the most sensitive to the Proposed Project's potential visual impacts.

A total of seven KOPs were selected for analysis of the Proposed Project, and the locations of these viewpoints are indicated in Figure 15-1. A description of the general areas with views of CCL is provided in the following sections, along with identification of associated KOPs and the basis for their selection.

#### Residential Area North and East of Hasley Canyon Road

The expanded landfill would be visible from public roads and from a small number of single-family residences in the new subdivisions located in the elevated areas north and east of Hasley Canyon Road. KOP 1 (Figure 15-2) was selected to represent the views from this area.

#### State Route 126

A range of views of the expanded landfill would be available from SR-126. To evaluate the Proposed Project's potential effects on views from SR-126, three KOPs were selected (KOPs 2, 4, and 5 shown in Figures 15-3, 15-5, and 15-6, respectively). The locations of these viewpoints are indicated in Figure 15-1. KOP 3 (also provides views that are generally representative of views from nearby segments of the highway.

<sup>1</sup> Typically, residents and recreationists are considered to be sensitive receptors to change in the landscape. This is because of the potential for effects to their long-term views or their enjoyment of a particular landscape or activity.

### **Valencia Travel Village**

Valencia Travel Village is a recreational vehicle (RV) resort located along the south side of SR-126, between the landfill entrance and I-5. Valencia Travel Village represents the current primary location in the landfill vicinity from which stationary public and residential views of the existing landfill are now available and would continue to be available with the Proposed Project. KOP 3 (Figure 15-4) was selected to represent views from this area.

### **Chiquito Canyon Road**

Chiquito Canyon Road is a roughly north-south roadway located to the west of CCL. The expanded landfill would be visible to varying degrees from this road. KOPs 6 and 7 (Figures 15-7 and 15-8) were selected to represent views from this area.

### **North and Northwest of Chiquita Canyon Landfill**

Existing residential areas, including the community of Val Verde, are located to the north and northwest of CCL. The existing landfill is not currently visible from these areas, and the viewshed analysis indicates that the proposed landfill expansion would not be visible.

Character Photo 1 (Figure 15-9) was established northwest of CCL, in the community of Val Verde at the intersection of Chiquito Canyon Road and San Martinez Road, facing southeast toward CCL. Despite the proximity of Val Verde to CCL, steep slopes and vegetative screening limit views of the existing and expanded landfill from Val Verde.

Character Photo 2 (Figure 15-9) was established north of CCL, in a rural residential area at the intersection of Sloan Canyon Road and Hasley Canyon Road, facing south-southeast toward CCL. Again, steep slopes and vegetative screening between this residential area and CCL preclude views of the existing and expanded landfill from this area.

Character Photo 3 (Figure 15-10) was established north of CCL, at the intersection of Hasley Canyon Road and Del Valle Road, looking south-southwest toward CCL. Like Character Photos 1 and 2, steep slopes and vegetative screening between this viewpoint and CCL preclude views of the existing and expanded landfill from this area.

Because there are no views of the existing or expanded CCL from areas to the north and northwest of the landfill, and because landfill development would not result in future views, potential visual impacts from this area are not discussed further in this chapter.

## **15.5.3 Assessment of Existing Scenic Quality**

Existing views from each of the KOPs were photo-documented in June 2012. The photos were taken with a single-lens reflex digital camera set to take photographs equivalent to those taken with a 35-millimeter (mm) camera using a 48-mm focal length (view angle 40 degrees). Page-size photographs are presented to represent the existing conditions from the KOPs. Additional information about analysis procedure and the creation of photo simulations is included in Section 15.6.1.

To assess the scenic quality of the landscapes potentially affected by the Proposed Project, the analyses of the views toward the project site from each of the viewing areas includes an overall rating of the level of scenic quality prevailing in the views for the existing condition. These ratings were developed based on the field observations made in June 2012, review of photographs of the affected area, review of methods for assessment of visual quality, and review of research on public perception of the environment and scenic beauty ratings of landscape scenes. The final assessment of scenic quality was made based on professional judgment that took a broad spectrum of factors into consideration, including:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation
- The positive and negative effects of manmade alterations and built structures on visual quality

- Visual composition, including assessment of the vividness, intactness, and unity of patterns in the landscape<sup>2</sup>

The final assigned ratings fit within the rating scale summarized in Table 15-1. This scale was built using a scale originally developed for use with an artificial intelligence system for evaluation of landscape visual quality (Buhyoff et al., 1994) and incorporates landscape assessment concepts applied by the United States Department of Agriculture (USDA) Forest Service and the United States Department of Transportation Federal Highway Administration (FHWA).

TABLE 15-1

**Landscape Scenic Quality Scale**

Rating	Explanation
Outstanding Visual Quality	A rating reserved for landscapes with exceptionally high visual quality. These landscapes are significant nationally or regionally. They usually contain exceptional natural or cultural features that contribute to this rating. They are what we think of as “picture postcard” landscapes. People are attracted to these landscapes to view them.
High Visual Quality	Landscapes that have high quality scenic value. This may be due to cultural or natural features contained in the landscape or to the arrangement of spaces contained in the landscape that causes the landscape to be visually interesting or a particularly comfortable place for people. These landscapes have high levels of vividness, unity, and intactness.
Moderately High Visual Quality	Landscapes that have above average scenic value but are not of high scenic value. The scenic value of these landscapes may be due to manmade or natural features contained within the landscape, to the arrangement of spaces in the landscape, or to the two-dimensional attributes of the landscape. Levels of vividness, unity, and intactness are moderate to high.
Moderate Visual Quality	Landscapes that are common or typical landscapes that have average scenic value. They usually lack significant manmade or natural features. Their scenic value is primarily a result of the arrangement of spaces contained in the landscape and the two-dimensional visual attributes of the landscape. Levels of vividness, unity, and intactness are average.
Moderately Low Visual Quality	Landscapes that have below average scenic value but not low scenic value. They may contain visually discordant manmade alterations, but these features do not dominate the landscape. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape.
Low Visual Quality	Landscapes that have below average scenic value. They may contain visually discordant manmade alterations, and often provide little interest in terms of two-dimensional visual attributes of the landscape. Levels of vividness, unity, and intactness are below average.

Note: Rating scale based on Buhyoff et al., 1994; FHWA, 1988; and USDA Forest Service, 1995.

## 15.5.4 Existing Visual Conditions in Chiquita Canyon Landfill Viewing Areas

### KOP 1: Residential Area East of Hasley Canyon Road

Figure 15-2a depicts a view toward CCL from a road in the relatively new single-family subdivision in the elevated area to the east of Hasley Canyon Road, along Alton Way. At present, the landfill is not visible from this location, but this view is representative of views toward CCL from the roads and homes in this area from which the Proposed Project has the potential to be seen.

As seen in Figure 15-2a, a road and residences in the subdivision dominate the foreground of the view. Buildings that are part of the commercial development in Commerce Center can be seen the middleground of

<sup>2</sup> Vividness is the memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern. Intactness is the integrity of visual order in the natural and man-built landscape, and the extent to which the landscape is free from visual encroachment. Unity is the degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony of intercompatibility between landscape elements. (FHWA, 1988)

the view. The middleground also consists of the ridgelines along the northeast side of CCL. Distant ridgelines are visible in the background.

The subdivision has an attractive and ordered appearance; the colors, materials, and landscaping of the homes in the community work well with the natural-appearing hillsides and ridgelines seen in the middleground. However, the rectangular and hard-surfaced forms of the Commerce Center development are visually intrusive and reduce the vividness, intactness, and unity of the view. The result is a moderately low level of scenic quality. Because the potential viewers from this neighborhood are residential and stationary, the visual sensitivity from KOP 1 is considered to be high.

### **KOP 2: Intersection of State Route 126 and Commerce Center Drive**

Figure 15-3a is a representative existing view of CCL from the southeastern corner of the intersection of SR-126 and Commerce Center Drive. The existing landfill is visible in the dip in the ridgeline on the eastern side of CCL that can be seen in the middleground in the center of this view. The foreground of the view is dominated by the roadway and by the construction of an industrial/commercial property on the northwestern corner of the intersection. The Commerce Center development and canyon ridgelines flanking the landfill can be seen in the middleground, and ridgelines located west of CCL are visible in the distance.

The undeveloped hillsides and ridgeline visible to the left and right of the existing landfill area are visually pleasing and provide a moderate level of visual interest. The area of densely developed commercial buildings in the middleground of the view has an orderly appearance, but the color and forms of the structures create a high level of contrast with the undeveloped areas behind them in the view. The foreground of the view is dominated by the roadway, traffic signal equipment, utility pole and lines, and construction activities. These manmade features, along with the tall transmission structure on the ridgeline that is silhouetted against the sky and the area of excavation and fill associated with the current landfill operation, contrast with the overall landscape and reduce its degree of visual intactness and unity. When considered as a whole and evaluated in terms of the landscape scenic quality scale presented in Table 15-1, the overall level of visual quality of this view is moderately low.

Commerce Center is an important local industrial park, and one of the main access routes to the development is via SR-126 and Commerce Center Drive. In addition to travelers accessing Commerce Center, the state route carries a very high volume of traffic on a daily basis; the view of CCL from KOP 2 would be seen by approximately 22,000 motorists per day (Caltrans Traffic and Vehicle Data Systems Unit, 2011). SR-126 is a First Priority scenic route, though no specific plans or policies have been put in place to preserve specific scenic features or qualities. Therefore, the sensitivity of the view from this intersection is moderate to moderately high, because it will be seen for brief periods of time by large numbers of travelers as they wait at the traffic signal at this intersection.

### **KOP 3: Valencia Travel Village**

Figure 15-4a is an existing view of CCL from the entrance of Valencia Travel Village, which is located along the southern edge of SR-126. Valencia Travel Village is an RV resort with stationary public and residential views of the existing landfill. The RV resort has 381 sites, as well as recreational facilities for the short- and long-term residents (Valencia Travel Village, 2012).

This view may be considered typical from within Valencia Travel Village, although structures and RVs would likely block many views from within the resort park. The existing landfill is not visible from this location. SR-126 is visible in the foreground; the middleground consists of rocky canyon walls, undeveloped lands, part of Commerce Center, and the canyon ridgeline in the far middleground.

The hillsides in the middleground are visually pleasing, but SR-126 and the Commerce Center development are contrasting and somewhat discordant elements in the view, which reduce its intactness and unity. As a consequence, this view has a moderately low level of scenic quality. Because the potential viewers from Valencia Travel Village are stationary recreational and residential viewers, the visual sensitivity of this location is high.

#### **KOP 4: Wolcott Way at State Route 126**

Figure 15-5a is an existing view of the intersection of Wolcott Way and SR-126 from the NLF lands on the south side of SR-126. This intersection is the location of the proposed new entrance for CCL. Wolcott Way currently ends at the base of the hillside that frames the view.

As seen in Figure 15-5a, the top of the Primary Canyon fill area, closed since 1989, is slightly visible above the ridgeline in the foreground. The fill area is discernible by the low evenly spaced trees along its crest. The foreground of the view is dominated by SR-126 and Wolcott Way, with the hillsides framing the view in the far foreground. The hillsides are visually pleasing, but the view is diminished by the roadway, traffic signal equipment, and power pole in the foreground, as well as the transmission tower visible on the ridgeline. These contrasting alterations of this landscape decrease the intactness and unity of the view. However, because of the hillsides, this landscape exhibits a moderately high level of vividness. Therefore, the overall scenic quality of this view is moderate. Currently, this intersection is not heavily used, as it only provides access to the NLF property, which is now being used for agricultural purposes.

#### **KOP 5: Eastbound State Route 126**

Figure 15-6a depicts a representative existing view looking toward CCL from eastbound SR-126 at a point west of the landfill entrance. The landfill site is located beyond the hillsides visible along the highway in this view, but the existing landfill is not visible from this location. The natural-appearing hillsides and SR-126 are both dominant elements in this view.

The hillsides are visually pleasing, but are not highly distinctive. Thus the level of vividness of this view is average or moderate. The visual unity and intactness of this view are reduced by the visual dominance of the roadway and the presence of a skylined transmission tower. Overall, this view has a moderate level of visual quality. SR-126 is a First Priority scenic route that carries high volumes of traffic; however, because travelers along this segment of the highway are moving at high speeds, this view is visible for only brief periods of time. The overall visual sensitivity of this view is moderate.

#### **KOP 6: Chiquito Canyon Road**

Figure 15-7a depicts a representative view looking northeast toward CCL from the southern portion of Chiquito Canyon Road, approximately 0.4 miles north of SR-126. The landfill is located beyond the hills that frame the valley through which Chiquito Canyon Road travels, and a portion of the fill area is located beyond the low, evenly spaced trees along the crest of the ridgeline.

The remnants of an old fence along the roadside and a small number of large trees in an otherwise open, generally flat valley are visible in the foreground of the view. A naturally vegetated hillside and a row of trees along the ridgeline are present in the middleground. A more distant ridgeline is visible in the middleground on the left-hand side of the view.

Although the elements of this view are pleasing, they are not distinctive, so the level of vividness of the view is moderate. The visual unity and intactness of the view are diminished somewhat by the artificial-appearing line of trees along the ridgeline. The overall visual quality of this view is moderate. The visual sensitivity of this view is low in that it would be visible for short periods of time, somewhat outside the primary cone of vision of travelers on Chiquito Canyon Road.

#### **KOP 7: Chiquito Canyon Road**

Figure 15-8a is a second representative view toward CCL from Chiquito Canyon Road. This photograph was taken at a location north of KOP 6, approximately 0.7 miles south of Val Verde. The landfill is not currently visible from this KOP.

Similar to KOP 6, the primary elements visible in the near foreground of KOP 7 include the road and roadside, open grassland dotted by a small number of large trees, and riparian vegetation along a stream. The far foreground and middleground are dominated by naturally vegetated hillsides.

The open valley and hillside in this view are visually pleasing; however, this landscape is not distinctive, and thus the level of vividness is moderate. Aside from the roadside in the near foreground, no manmade features are visible from this view, resulting in a moderately high level of visual unity and intactness. The overall visual quality of this view is moderate. The visual sensitivity of this view is low in that it would be visible for short periods of time, somewhat outside the primary cone of vision of travelers on Chiquito Canyon Road.

## 15.6 Potential Impacts

### 15.6.1 Analysis Procedure

This analysis of the visual effects of changes that would be brought about by the Proposed Project is based on systematic comparison of the existing conditions seen in the views from each of the KOPs with photo simulations that depict the visual conditions that would exist in the views from each KOP after final landfill closure and revegetation. Preparation of the photo simulations started with the photos representing the existing, “before” condition views from each of the KOPs. Then, a systematic and rigorous procedure was followed to prepare the simulations using computer modeling and rendering techniques. Existing topographic and site data provided the basis for developing an initial digital model. The project engineers provided site plans and digital data for the final grading plans. These were used to create three-dimensional (3-D) digital models of the Proposed Project. These models were combined with the digital site model to produce complete computer models of the Proposed Project.

For each viewpoint, viewer location was captured using global positioning system (GPS) equipment capable of capturing data with submeter accuracy (Trimble GeoXT), using 5 feet as the assumed eye level. Computer “wire frame” perspective plots were then overlaid on the photographs of the views from the viewing points to verify scale and viewpoint location. Digital visual simulation images were produced as a next step based on computer renderings of the 3-D model combined with high-resolution digital versions of base photographs. The surfaces of the fill slopes were rendered to emulate the vegetative conditions on adjacent slopes. The final “hard copy” visual simulation images that appear in this Draft Environmental Impact Report (DEIR) were produced from the digital image files using a color printer. These images are accurate within the constraints of the available site and project data. For each of the KOPs, the existing views and the simulated views of the project after landfill closure and vegetation are presented in Figures 15-2 through 15-8.

### 15.6.2 Standards of Significance

Analysis of the Proposed Project’s impacts was based on evaluation of the changes to the existing visual resources that would result from construction and operation of the landfill under the Proposed Project. In making a determination of the extent and implications of the visual changes, consideration was given to:

- The specific changes in the affected visual environment’s composition, character, and any specially valued qualities
- The context of the affected visual environment
- The extent to which the affected environment contains places or features that have been designated in plans and policies for protection or special consideration
- The numbers of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the likely changes

Significance criteria for impacts to aesthetic resources were developed from *California Environmental Quality Act (CEQA) Guidelines* and the CEQA Checklist to evaluate the potential environmental impacts to the Proposed Project. The following criteria were applied:

- Would the project have a substantial adverse effect on a scenic vista?
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
- Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

### 15.6.3 Changes Associated with the Proposed Project

Figure 2-3 of Chapter 2.0, Project Description, shows the proposed changes associated with the Proposed Project. These changes include development of a new landfill entrance at Wolcott Way, including support and administrative facilities, and extension of the landfill footprint into the East Canyon and to the south.

Figure 2-7 shows the fill sequence plan for the Proposed Project. Fill activity would move southward from the existing permitted fill area into the South Footprint, and then move into East Canyon. Section 2.2.5.7 of this DEIR describes existing disposal and cover procedures for the existing landfill, as well as which procedures would continue through the life of the expanded landfill. Specifically, the work area over which refuse is spread is minimized to control odor and litter. Additionally, the refuse is covered daily with a layer of compacted soil or alternative daily cover. Water is applied to suppress dust, and litter control measures are implemented. Because landfill operation could be conducted 24 hours per day, night lighting will be required, similar to the current operation. An increase in the overall level of lighting is not expected, because the new landfill areas would be phased and the active filling in each area at any one time would be restricted to a relatively small portion of the larger area. However, as the landfill fills and increases in height, the active working face will be at a higher elevations, and thus the working face and the night lighting associated with it will have the potential to be more visible. Staging, equipment storage, and construction material storage would be located in places that have no direct visual access from surrounding areas.

Throughout the life of the project, prior to final landfill closure, landfill cell construction and ongoing landfill operational activities onsite would be visible from surrounding areas, in particular westbound SR-126 (KOP 2), Valencia Travel Village (KOP 3), Wolcott Way at SR-126 (KOP 4), and Chiquito Canyon Road (KOPs 6 and 7). Two primary project elements would change the visual landscape of CCL: the new entrance and landform alteration in the form of the waste footprint extension.

#### **New Entrance**

As shown in Figure 2-3 of Chapter 2.0, Project Description, the Proposed Project includes the development of a new site entrance at Wolcott Way. Entrance construction would likely occur immediately upon project approval, and would take approximately 10 months to complete. By developing the new entrance early in the project, fill activities could commence to the south. Construction of the new entrance would require hillside grading and fill activity. A berm and screening wall would also be constructed so that entrance facilities would be screened from view. A combination of berm and wall would extend along the west side of Wolcott Way, along the entire access road as it parallels SR-126, and across the existing landfill entrance. The berm and area between the berm and roadways would be landscaped with native grasses, shrubs, and trees.

The Proposed Project would extend the operational life of CCL to site capacity, after which time it would close. Upon closure of the landfill, the new entrance would remain open and maintained to support onsite facilities that would continue operating past the landfill closure date, such as the compost operation and LFGTE plant.

#### **Landform Alteration**

The Proposed Project will increase the permitted landfill waste footprint within the existing property line by approximately 143 acres by extending it slightly south toward the existing landfill entrance and to the north and east, as shown in Figure 2-1 of Chapter 2.0, Project Description. The landfill waste footprint will increase from the currently permitted acreage, approximately 257 acres, to approximately 400 acres. The Proposed Project also will raise the permitted height of the landfill by 133 feet to a maximum elevation to of 1,573 feet.

Figure 2-7 of the Project Description shows the fill sequence plan for the Proposed Project. As shown, the first area to be filled as part of the Proposed Project would be to the south toward the existing landfill entrance.

Prior to construction in this area, the new entrance and associated facilities would need to be in place. Existing facilities at the existing entrance would be removed as needed. Extension of the waste footprint into East Canyon would occur after the area to the south is filled and closed.

The landfill areas shown in Figure 2-7 may be developed in phases, combined, or not developed sequentially. If the landfill is developed sequentially, the final cover and drainage facilities will be completed as the fill progresses. The surfaces of the fill slopes would be revegetated to emulate the vegetative conditions on adjacent slopes using native vegetation.

The post-closure end-use of the landfill areas will be consistent with the surrounding terrain and vegetation, land uses, and zoning. At closure, it is currently proposed that the landfill be maintained as a non-irrigated open space area.

#### **15.6.4 Proposed Project Potential Impacts**

This section evaluates the potential significance of impacts according to the evaluation criteria outlined in Section 15.6.2. Where additional detail is necessary, impacts are evaluated for each KOP.

##### **15.6.4.1 Evaluation Criteria: Would the project have a substantial adverse effect on a scenic vista?**

There are no formally or informally designated scenic vistas within the Proposed Project area or with a view of the area. Consequently, the Proposed Project would not have the potential to have a substantial adverse effect on a scenic vista. No impact would occur from implementation of the Proposed Project, and no mitigation would be required.

##### **15.6.4.2 Evaluation Criteria: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

There are no designated state scenic highways within the Proposed Project area. Consequently, the Proposed Project would not have the potential to substantially damage scenic resources (including trees, rock outcroppings, and historic buildings) within a state scenic highway. No impact would occur from implementation of the Proposed Project, and no mitigation would be required.

##### **15.6.4.3 Evaluation Criteria: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

###### **KOP 1: Residential Area East of Hasley Canyon Road**

Figure 15-2b is a visual simulation of the view of CCL from the residential area east of Hasley Canyon Road after the landfill has closed. The Proposed Project fill area would be visible above the easternmost ridgeline. The new entrance is not visible from this viewpoint. Nearly no short-term operation activity would be visible from this location, although it is possible that immediately prior to closure, construction vehicles would be visible just beyond the easternmost ridgeline. This activity is anticipated to be very brief in duration and marginally visible.

Because the new entrance is not visible from this viewpoint, there would be no views of short-term construction activities related to construction of the new entrance. Since short-term construction associated with operation activity is anticipated to be very brief in duration and marginally visible, these short-term visual impacts are not anticipated to be significant. Therefore, the potential short-term visual impacts as a result of the Proposed Project would be less than significant. No mitigation would be required.

After the closure of CCL, the presence of the fill area in the view would create a partial but not dominating change in the landscape. While the level of vividness, intactness, and unity would be slightly diminished from the existing condition, the fill area would create a relatively small change on the landscape and would not represent a substantial decrease in visual character or scenic quality. The scenic quality of the view would remain moderately low.

Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from the residential area east of Hasley Canyon Road. No mitigation would be required.

### **KOP 2: Intersection of State Route 126 and Commerce Center Drive**

Figure 15-3b is a visual simulation of the view of CCL from the intersection of SR-126 and Commerce Center Drive after the landfill has closed. The Proposed Project fill area would be visible in the ridgeline dip from this KOP. The new entrance would not be visible from this viewpoint. Operation activity potentially would be visible from this location, prior to landfill closure once fill activity in the easternmost portion of the East Canyon extends above the level of the ridgeline. Because the new entrance would not be visible from this viewpoint, there would be no views of short-term construction activities related to construction of the new entrance. And while operation activity potentially would be visible from this location, these impacts are not anticipated to be significant. Therefore, the potential short-term visual impacts as a result of the Proposed Project would be less than significant. No mitigation would be required.

After the closure of CCL, the presence of the fill area in the view would alter the view's character by blocking distant ridgelines. The uniformity of the landfill would contrast with the ruggedness of the surrounding hills and ridgelines. The level of vividness, intactness, and unity would be diminished from the existing condition, but these changes would not represent a significant change in the existing overall scenic quality of this view, which would remain moderately low.

Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from KOP 2. No mitigation would be required.

### **KOP 3: Valencia Travel Village**

Figure 15-4b is a visual simulation of the view of CCL from the entrance of Valencia Travel Village after the landfill has closed. The Proposed Project fill area would be visible from this KOP. The new entrance would not be visible from this viewpoint. Operation activity potentially would be visible from this location, prior to landfill closure once fill activity in the easternmost portion of the East Canyon extends above the level of the ridgeline.

Because the new entrance is not visible from this viewpoint, there would be no views of short-term construction activities related to construction of the new entrance. And while operation activity potentially would be visible from this location, these impacts are not anticipated to be significant. Therefore, the potential short-term visual impacts as a result of the Proposed Project would be less than significant. No mitigation would be required.

After the closure of CCL, the presence of the fill area in the view would alter the view's character by blocking the majority of the distant ridgelines, which have an appealing and visually interesting natural form. In addition to blocking the view toward the visually appealing distant ridgeline, the uniformity of the landfill form would contrast with the ruggedness of the surrounding hills and ridgelines. As a consequence, the level of vividness, intactness, and unity would be diminished from the existing condition. However, these changes would not be substantial enough to represent a significant change in the scenic quality of the view, which would remain moderately low.

Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from Valencia Travel Village. No mitigation would be required.

### **KOP 4: Wolcott Way at State Route 126**

Figure 15-5b is a visual simulation of the view of CCL from the intersection of Wolcott Way and SR-126 after construction of the new entrance has been completed. The only portion of the Proposed Project visible from this location would be the new entrance and associated berm and screening wall that would shield views of the entrance and support facilities from SR-126. Short-term construction activity associated with the new entrance would last for approximately 10 months and would potentially be very visible to travelers along SR-126. The berm would be landscaped with native grasses, shrubs, and trees. Figure 15-5 depicts native

grasses only, but native shrubs and trees are proposed to be planted in accordance with an approved landscape plan.

As Caltrans continues to refine the SR-126 widening design, it may be necessary to modify the entrance facility design. For example, a wall may replace the screening berm along the site frontage due to space constraints.

The graded hillsides northwest of Wolcott Way would be visible from KOP 4; however the appearance of the ridgeline would not change, as grading would occur only at lower elevations and visible peaks would be left intact. After construction of the new entrance has been completed, the change to the landform would represent a significant change to the intactness and unity of the view, diminishing the existing condition. These changes would represent a change in visual character and a change in the overall level of visual quality of the view from moderate to moderately low.

However, given the intense level of development in the landfill vicinity, this landform alteration is not anticipated to be out of scope or scale with surrounding development. Therefore, the potential short-term and long-term visual impacts as a result of the new entrance would be less than significant. No mitigation would be required.

There are no impacts associated with operation activity associated with the fill area at this location.

#### **KOP 5: Eastbound State Route 126**

Figure 15-6b is a visual simulation of the view of CCL from eastbound SR-126 after the landfill has closed. From this KOP, the Proposed Project fill area would be visible above the ridgeline. The new entrance would not be visible from this viewpoint, so short-term visual impacts related to construction of the new entrance would not be significant. Operation activity potentially would be visible from this location, prior to landfill closure once fill activity in the south westernmost portion of the South Canyon extends above the level of the ridgeline. This operation activity is anticipated to be relatively brief in duration and only marginally visible.

After the closure of CCL, the presence of the fill area in the view would create a negligible change in the landscape. The level of vividness, intactness, and unity would only be slightly diminished from the existing condition, and these changes would not represent a significant decrease in visual character and/or scenic quality. The overall level of scenic quality would remain moderate.

Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from eastbound SR-126. No mitigation would be required.

#### **KOP 6: Chiquito Canyon Road**

Figure 15-7b is a visual simulation of the view of CCL from Chiquito Canyon Road after the landfill has closed. A very small portion of the Proposed Project fill area would be visible above the western ridgeline from this KOP. The new entrance would not be visible from this viewpoint, so short-term visual impacts related to construction of the new entrance would not be significant. Nearly no short-term operation activity would be visible from this location, although it is possible that immediately prior to closure, construction vehicles would be visible just beyond the westernmost ridgeline. This activity is anticipated to be very brief in duration and marginally visible.

Because the new entrance would not be visible from this viewpoint, there would be no views of short-term construction activities related to construction of the new entrance. And while operation activity potentially would be visible from this location, these impacts are not anticipated to be significant. Therefore, the potential short-term visual impacts as a result of the Proposed Project would be less than significant. No mitigation would be required.

After the closure of CCL, the visibility of a very small portion of the fill area in the view would create a negligible change in the landscape. The diminishment of the existing levels of vividness, intactness, and unity of the view would be very slight, and these changes would not represent a significant decrease in visual character and/or scenic quality. The overall level of scenic quality would remain moderate.

Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from this location along Chiquito Canyon Road. No mitigation would be required.

### **KOP 7: Chiquito Canyon Road**

Figure 15-8b is a visual simulation of the view of CCL from Chiquito Canyon Road after the landfill has closed. The Proposed Project fill area would be visible above the western ridgeline from this KOP. Visual contrast introduced by the fill area would be minimized by emulating the vegetation on adjacent slopes. The new entrance would not be visible from this viewpoint, so short-term visual impacts related to construction of the new entrance would not be significant. Operation activity potentially would be visible from this location, prior to landfill closure once fill activity in the westernmost portion of the South Canyon extends above the level of the ridgeline.

Because the new entrance would not be visible from this viewpoint, there would be no views of short-term construction activities related to construction of the new entrance.

In the current view, the natural ridgeline marks the boundary between earth and sky; however, after the closure of CCL, a portion of that boundary would instead be defined by the engineered fill of the Proposed Project. The uniformity of the landfill would contrast with the ruggedness of the surrounding hills and ridgelines.

While the level of vividness, intactness, and unity would be slightly diminished from the existing condition, the fill area would create a small change in the appearance of the landscape but would not represent a substantial decrease in visual character or scenic quality. The scenic quality of the view would remain moderate. Therefore, the potential long-term visual impacts as a result of the Proposed Project would be less than significant from Chiquito Canyon Road. No mitigation would be required.

#### **15.6.4.4 Evaluation Criteria: Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

CCL is already illuminated at night, with lighting at the scale house, administration building, shop area, along the access road, and at the landfill working face. Lighting associated with the Proposed Project would be similar to the existing lighting at the site, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views. In general, lighting would be limited to the minimum required, either for operations and safety (at facilities, along access roads, and at the working face) or by the County (at the site entrance). To a large degree, the lighting would be located in areas where it would not be visible to viewers offsite because of the screening provided by the site's topography and the berm that would be constructed along SR-126.

The lighting required by the Proposed Project is described in the following sections.

#### **Site Entrance**

The area along Wolcott Way between SR-126 and the site entrance would require street lighting. The light fixtures installed here would meet County standards and would be similar in design and appearance to lighting along SR-126 and at nearby commercial developments. Because this lighting would have full cutoff design and would be directed to the roadway, it would not constitute a new source of substantial light or glare that would create significant impacts.

#### **Facilities**

The project facilities would be located in the flat area at the base of the hill located west of Wolcott Way and north of SR-126. The lighting at these facilities would be limited, consisting of several low wattage fixtures on the administration building; pole lights and low wattage fixtures at the scale house and queuing lanes; and pole lights and low wattage fixtures at the shop area. All of these fixtures would be fully shielded and designed to direct the light downward and limit the illumination to the areas where it is needed. Because of the berm and screening wall that would be constructed along the eastern and southern sides of this area, this lighting would not be visible from areas outside the site.

## Access Roads and Working Face

The roads on the site that provide access to the working face would be illuminated with light plants, that is, portable light arrays that are powered by portable generators. The lights on these arrays are mounted on a short tower and aimed at the roadway. The light plants would be placed where required, depending upon which area of the site needs to be accessed at the time. Light plants would also be used to illuminate the working face. There would be only one, relatively small, working face at any given time. Including the area that is required for vehicle turnaround, the illuminated area at the working face would be 300 yards by 300 yards, or approximately 2 acres. The light plants along the access road and at the working face would be aimed to light only the areas where illumination is needed, and would be turned on only when required for operational activities. Because light plants are currently used onsite to illuminate the access road and working face, the use of the light plants along the expanded landfill's access road and at its working face would not constitute a change in the existing lighting conditions.

Once activities at the working face extend above the level of adjacent ridgelines, there may be an increased potential for site lighting to be visible from nearby residential areas. In response, and in keeping with the Los Angeles County Rural Outdoor Lighting District Ordinance (also known as the Dark Skies Ordinance, and to which CCL is not subject), CCL will implement measures to reduce the potential for offsite lighting impacts. Specifically, when the working face is higher than surrounding ridgelines and the lights at the working face may be visible from nearby residential areas, CCL will ensure that the light plants leading to and at the working face are no greater than 15 feet in height. The lights will be aimed downward at the access road and working face and fully shielded. After 10:00 p.m., lighting at the working face will only be used if required for operational safety (i.e., lights will not be used if no activities at the working face are occurring).

Because the lighting of the Proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, the Proposed Project's potential light impacts would be less than significant, and no mitigation would be required.

## 15.7 Mitigation Measures

No significant impacts have been identified for the Proposed Project. As such, no mitigation measures are required.

## 15.8 Significance After Mitigation

The Proposed Project would result in less-than-significant impacts without mitigation.

## 15.9 Cumulative Impacts

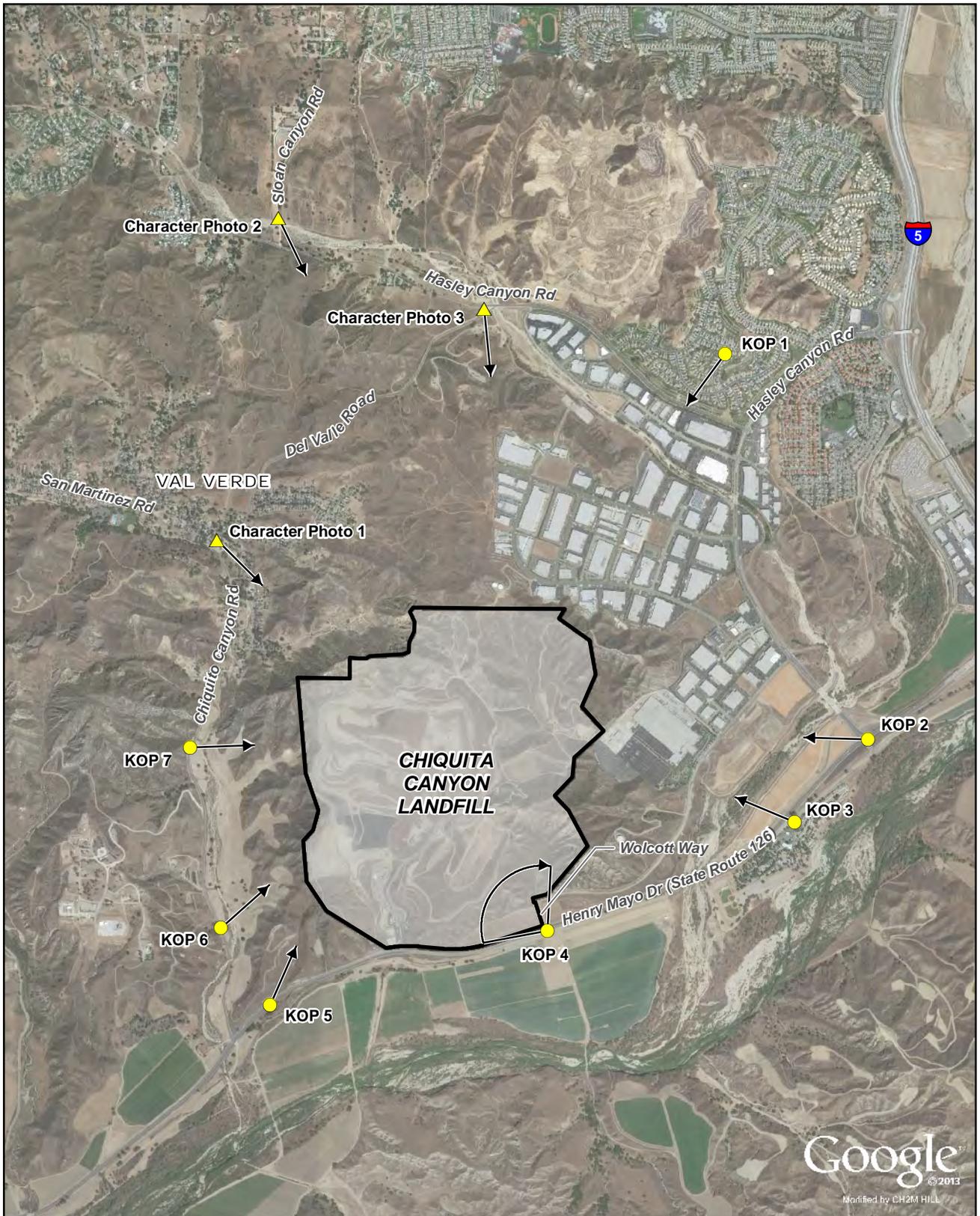
The effect of the cumulative projects described in Chapter 3.0, General Setting and Resource Area Analysis, would likely be a substantial change to the visual landscape in the vicinity of CCL. Specifically, recent and proposed developments would result in the continued transition of a slightly rural, less developed area into a more developed urban landscape. Large stretches of agricultural land and open space areas would be replaced with residential, commercial, and industrial developments. In addition, natural landforms such as ridgelines, hillsides, and valleys would be altered by manufactured slopes and grading to accommodate development.

Three primary elements of the Proposed Project would contribute to the larger landscape transformation that is currently in progress around the landfill: the new entrance, new sources of nighttime lighting at the landfill entrance, and landform alteration in the form of the waste footprint extension. As discussed in previous sections of this analysis, the visual impacts of these proposed changes would be less than significant in and of themselves or when considered in the context of surrounding development. However, it is reasonable to consider that the visual impacts of the Proposed Project would incrementally contribute to the larger landscape transformation that is already in progress.

Where information was available, visual simulations of the Proposed Project in conjunction with cumulative projects were created. The visual simulations for KOPs 2 and 3 were revised to reflect the commercial and industrial development currently under construction along the north side of SR-126, west of Commerce Center Drive. Figures 15-11a and 15-11b contrast the view from KOP 2 at the end of the Proposed Project with the Proposed Project including cumulative projects. As shown, the new development would entirely block views of the Proposed Project from the intersection of SR-126 and Commerce Center Drive. Figures 15-12a and 15-12b contrast the view from KOP 3 at the end of the Proposed Project with a view of the Proposed Project including cumulative projects. As shown, the development would block much of the view of the Proposed Project from the entrance/exit of Travel Village. These simulations demonstrate the future changed landscape in the vicinity of CCL. The simulations also show that the introduction of cumulative projects into the landscape may reduce the overall effect of the Proposed Project on the surrounding landscape and/or substantially block views of the Proposed Project from key viewing locations.

While the Proposed Project would incrementally contribute to substantial changes to the landscape in the vicinity of CCL, these changes would not substantially degrade the existing visual character or quality of the site and its surroundings. As such, potential impacts are considered less than significant, and no mitigation for cumulative impacts is required.





**LEGEND**

- ▲ Character Photo
- KOP
- Photo Direction
- Project Boundary

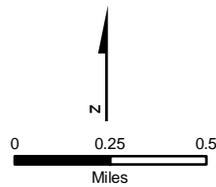


FIGURE 15-1  
Photo Viewpoint Locations  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 1 – Existing view of the Proposed Project site looking southwest from a relatively new single family subdivision located in the elevated area to the north and east of Hasley Canyon Road, along Alton Way.



b. KOP 1 – Simulated view of the Proposed Project site looking southwest from the subdivision that depicts the view as it would appear at the end of the operational phase.

FIGURE 15-2  
 KOP 1  
 Residential Area North and  
 East of Hasley Canyon Road  
 Chiquita Canyon Landfill  
 Master Plan Revision





a. KOP 2 – Existing view of the Proposed Project site looking west from the southeastern corner of the intersection of SR-126 and Commerce Center Drive.



b. KOP 2 – Simulated view of the Proposed Project site looking west from the intersection depicting the view as it would appear at the end of the operational phase.

**FIGURE 15-3**  
**KOP 2**  
**Intersection of SR-126 and**  
**Commerce Center Drive**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*  
**CH2MHILL**





a. KOP 3 – Existing view of the Proposed Project site looking northwest from the entrance of Valencia Travel Village.



b. KOP 3 – Simulated view of the Proposed Project site looking northwest from the entrance of Valencia Travel Village depicting the view as it would appear at the end of the operational phase.

**FIGURE 15-4**  
**KOP 3**  
**Valencia Travel Village**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 4 – Existing view of the Proposed Project site looking north northwest from the SR-126 and Wolcott Way intersection.



b. KOP 4 – Simulated view of the Proposed Project site looking north northwest from the SR-126 and Wolcott Way intersection depicting the view as it would appear at the end of the operational phase.

**FIGURE 15-5**  
**KOP 4**  
**Wolcott Way at SR-126**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 5 – Existing view of the Proposed Project site looking northeast from SR-126 at a point northeast of the intersection with Chiquito Canyon Road.



b. KOP 5 – Simulated view of the Proposed Project site looking northeast from SR-126 at a point northeast of the intersection with Chiquito Canyon Road depicting the view as it would appear at the end of the operational phase.

**FIGURE 15-6**  
**KOP 5**  
**Eastbound SR-126**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 6 – Existing view of the Proposed Project site looking northeast from Chiquito Canyon Road.



b. KOP 6 – Simulated view of the Proposed Project site looking northeast from Chiquito Canyon Road depicting the view as it would appear at the end of the operational phase.

**FIGURE 15-7**  
**KOP 6**  
**Chiquito Canyon Road**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 7 – Existing view of the Proposed Project site looking northeast from Chiquito Canyon Road.



b. KOP 7 – Simulated view of the Proposed Project site looking northeast from Chiquito Canyon Road depicting the view as it would appear at the end of the operational phase.

FIGURE 15-8  
KOP 7  
Chiquito Canyon Road  
Chiquita Canyon Landfill  
Master Plan Revision





Character Photo 1 - View from the Chiquito Canyon Road and San Martinez Road intersection looking southeast toward the Chiquita Canyon Landfill. Steep slopes and vegetative screening blocks views of the landfill.



Character Photo 2 - View from the Sloan Canyon Road and Hasley Canyon Road intersection looking south-southeast toward the Chiquita Canyon Landfill. Steep slopes and vegetative screening blocks views of the landfill.

**FIGURE 15-9**  
**Communities North and Northwest**  
**of Chiquita Canyon Landfill**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





Character Photo 3 - View from the Hasley Canyon Road and Del Valle Road intersection looking south southwest toward the Chiquita Canyon Landfill. Steep slopes and vegetative screening blocks views of the landfill.

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**FIGURE 15-10**  
**Communities North of**  
**Chiquita Canyon Landfill**  
*Chiquita Canyon Landfill*  
*Master Plan Revision*





a. KOP 2 – Simulated view of the Proposed Project site as it would appear at the end of the operational phase looking west from the southeastern corner of the intersection of SR-126 and Commerce Center Drive.



b. KOP 2 – Simulated view of the Proposed Project site as it would appear at the end of the operational phase that includes cumulative projects development, looking west from the intersection.

FIGURE 15-11  
KOP 2  
Intersection of SR-126 and  
Commerce Center Drive  
*Chiquita Canyon Landfill  
Master Plan Revision*





a. KOP 3 – Simulated view of the Proposed Project site as it would appear at the end of the operational phase looking northwest from the entrance of Valencia Travel Village.



b. KOP 3 – Simulated view of the Proposed Project site as it would appear at the end of the operational phase that includes cumulative projects development, looking northwest from the entrance of Valencia Travel Village.

FIGURE 15-12  
KOP 3  
Valencia Travel Village  
Chiquita Canyon Landfill  
Master Plan Revision

