

6.13 VISUAL RESOURCES

This section discusses the potential for the construction and operation of the Canyon Power Plant (CPP) to cause significant impacts to aesthetic values within the project vicinity. The section addresses the inventory of existing visual resources of the affected environment, the assessment of the environmental consequences of the CPP on visual resources, and the laws, ordinances, regulations, and standards (LORS) pertaining to the potential aesthetic effects of the CPP.

The visual resource analysis was conducted in conformance with California Energy Commission (CEC) guidelines for the inventory and assessment of visual impacts for an Application for Certification (AFC). The CEC guidelines, in turn, comply with the California Environmental Quality Act (CEQA) documentation requirements, summarized in Section 6.13.2. The study methods used were based upon those established by the Bureau of Land Management (BLM), Visual Resource Management Inventory and Contrast Rating System (BLM, 1986), the Federal Highway Administration (FHWA) Visual Impact Assessment (FHWA, 1981), United States Forest Service (USFS) Visual Management System (USFS, 1974, 1995), and previous methodologies used in other CEC studies and other energy related projects. Additionally, the methodology has been tailored to meet the specific issues and regulatory requirements associated with the CPP.

The CPP will consist of a nominal 200-megawatt (MW) simple-cycle plant, using four natural gas-fired General Electric LM 6000PC Sprint combustion turbine generators (CTGs) and associated infrastructure. The project site is located at 3071 East Miraloma Avenue in an area zoned by the City of Anaheim (COA) for industrial land use.

The proposed site for the CPP and associated construction laydown areas comprises approximately 10 acres at 3071 East Miraloma Avenue. Main access to the CPP site will be at the southeast corner of the project site from East Miraloma Avenue. A second gated entrance will be accessible via East Miraloma Avenue with a third gate off the alley to the east of the site.

The existing CPP site is predominantly paved (concrete and asphalt). Principal land use for the site is food catering for a fleet of approximately 75 to 100 trucks, as operated by Orange County Food Service. Onsite structures include a kitchen/warehouse building, maintenance garage (9 service bays), truck wash facility (5 bays), two ice manufacturing buildings, several storage sheds, and an outdoor truck repair shop which includes storage lockers and petroleum products.

Three residential houses along East Miraloma Avenue have recently been removed and are not a part of this Application for Certification (AFC).

The project will include the construction and/or installation of the following components:

- **Proposed CPP site.** In addition to the four natural gas-fired GE LM 6000PC Sprint gas turbines, the plant will include generator step-up transformers (GSUs), a 69 kilovolt (kV) switchyard, onsite fuel gas compressors, a gas pressure control and metering station, a packaged chilled water system with associated heating ventilation and air conditioning (HVAC)-type four-cell cooling tower for combustion turbine engine power augmentation, selective catalytic reduction system (SCR) emission control systems, and other associated plant infrastructure.
- **Gas Pipeline.** Natural gas will be provided via a new 3,240-foot-long, 12-inch, 350 pounds per square inch gauge (psig) gas line, which will be connected to new onsite fuel gas compressors that will be part of the CPP facility. From the CPP site, this new pipeline will run approximately 580 feet east in East Miraloma Avenue to Kraemer Boulevard, then north 2,660 feet in Kraemer Boulevard to East Orangethorpe Avenue to connect into SoCal Gas Company's (SCGC's) transmission line L-1218 in East Orangethorpe Avenue. (Total land disturbance will be 0.219 acre.)
- **Makeup process water.** Makeup process water for the project will be supplied from the Orange County groundwater replenishment system (GWRS) via a new 2,185-foot-long, 14-inch pipeline utilizing a new offsite booster pump station. The water pipeline will run east of the site on the north side of East Miraloma Avenue for 1,850 feet then north 210 feet in new easement from the Orange County Water District (OCWD), then 125 feet easterly in new easement to the new pumping station located on the western side of the Carbon Canyon Diversion Channel. There, it will connect to the 60-inch-diameter GWRS line at an existing 36-inch stub up. (Total land disturbance for both line and pumping station will be 0.246 acre.)
- **Electrical generation.** Underground 69 kV cables will connect from GSUs to the onsite switchyard, which will use gas-insulated switchgear (GIS). There will be four new underground 69 kV circuits leaving the site. Two will proceed underneath and to the south side of East Miraloma Avenue approximately 100 feet to rise up and connect to the existing 69 kV overhead Vermont-Yorba lines via two new transition structures. The second two 69 kV underground circuits will proceed eastward approximately 4,000 feet in East Miraloma Avenue, turn south on Miller, then proceed approximately 3,000 feet to connect to the Dowling-Yorba 69 kV line at East La Palma Avenue. (Total land disturbance for both sets of cables will be 0.489 acre.)
- **Communications.** Fiber optic cable will run in a common trench with the approximately 7,000-foot 69 kV electric cables, where it will tie into existing underground fiber optic cable for the supervisory control and data acquisition (SCADA) system.

6.13.1 Affected Environment

This section describes the inventory of visual resources in the vicinity of CPP, including the regional landscape setting, the anticipated visual sphere of influence (VSOI), inventory methods and results.

6.13.1.1 Regional Setting

The CPP is located within the COA in northern Orange County. North of the project area, the COA is bordered by the City of Placentia. To the south, the COA is bordered by the Santa Ana River corridor, the City of Orange, and a small unincorporated area within Orange County. The Santa Ana River corridor runs east-west approximately one mile south of the project area. The COA is served by several major freeways in the project area. California State Route (SR) 57/Orange Freeway, running north-south through the COA, is located approximately one mile west of the project site. SR 91/Riverside Freeway, running east-west through the COA, is located approximately one mile south of the project site. A section of SR 91 is designated as a scenic highway by the County of Orange. This section begins at the freeway interchange of SR 55/Newport Freeway and SR 91 and extends eastward.

Several groundwater recharge facilities operated and maintained by the OCWD are located directly east of the project site. Kraemer Basin, located approximately 0.15 mile east of the site, is the closest of these groundwater recharge facilities.

As discussed in Sections 3.0 and 4.0, the project includes the construction of offsite linear facilities, including gas, water, transmission, and communications lines to tie into existing infrastructure. All proposed linear facilities will be constructed within the jurisdiction of the COA.

The majority of land surrounding the CPP is designated for light industrial and commercial uses. Adjacent land uses include a number of light industrial and commercial businesses, a fast-food restaurant, a few scattered single-family residences, and an Adelphia communication tower approximately 245 feet tall. The nearest school to the CPP site is Melrose Elementary School, located approximately 0.5 mile to the northwest. Additionally, the existing Vermont-Yorba No. 2 transmission lines extend in an east-west orientation adjacent to the southern boundary of the CPP site along East Miraloma Avenue (see Figures 6.13-1 and 6.13-2).

The CPP site is located within an area identified as the Canyon De Santa Ana (Santa Ana Canyon) between the Peralta Hills to the east and downtown Anaheim to the west. The region is identified as the 'Canyon,' a 2,450-acre area zoned specifically for industrial and commercial uses under the COA Northeast Area Specific Plan. This is a highly visible location with transportation corridors linking it to both the Inland Empire and Los Angeles

County. The average elevation in the Santa Ana Canyon is approximately 330 feet above sea level dropping to approximately 200 feet above sea level near the canyon floor.

The Santa Ana Canyon and the CPP site are situated within the Santa Ana River alluvial plain where the general area is characterized as relatively flat with a gentle slope to the southwest. The alluvial plain of the Santa Ana River is surrounded by the San Gabriel/Santa Ana Mountains (to the northwest, north, and southwest), and the San Bernardino/San Jacinto Mountains (to the northeast, east and southeast).

Distant views from the site consist mainly of the foothills of the East Coyote Hills to the northwest (within the City of Fullerton), hillsides and ridgelines of the San Gabriel/Santa Ana/San Bernardino/San Jacinto Mountains to the north (within Orange/Los Angeles/San Bernardino/Riverside Counties), hills within the Chino Hills State Park to the northeast (within the County of Orange), and foothills of the Peralta Hills to the east and southeast (within the COA/City of Orange). These surrounding areas offer a variety of recreational opportunities including fishing, hiking and biking. Other recreational uses in the area consist of Anaheim Lake (approximately 0.75 mile east from the project site), Warner Basin (approximately 1.75 miles southeast), and the Santa Ana River Trail, which follows the Santa Ana River.

The Santa Ana River, which runs in a northeast-to-southwest orientation approximately one mile south of the CPP site, is the only significant natural water feature within a five-mile radius of the project site. Other water features within a one-mile radius of the project site include several groundwater recharge facilities owned by OCWD and Orange County. These facilities include Kraemer Basin, Miller Basin, and Anaheim Lake. The Kraemer and Miller groundwater recharge basins are not open to public access and are surrounded by security fencing (Hutchinson, pers. corres.). Anaheim Lake, which is also used as a groundwater recharge basin, is open for occasional recreational use (sportfishing) when the Warner Basin facilities are closed for maintenance. The closest stormwater channel is the Carbon Canyon Diversion Channel, which runs in a north-to-south orientation approximately 0.35 mile to the east.

6.13.1.2 Visual Sphere of Influence

The VSOI for the CPP (Figure 6.13-1) represents the area within which the project could be seen and potentially result in significant impacts to visual resources. The furthest distance at which potentially significant visual impacts could occur was identified as five miles. This distance was based on the potential visibility of major project components from sensitive viewing areas (refer to Figure 3-7 for a general layout of project components and Figure 3-8 for site elevations). In addition, the distance was based on the guidelines established in the *U.S. Forest Service Visual Management System* (USFS, 1995). Based on USFS distance definitions, the CPP was reviewed for sensitive resources within the following view ranges:

- **Foreground:** 0 to 0.5 mile from the observer's position. At this distance, the observer can view details of trees, shrubs, wildflowers, and animals.
- **Middleground:** 0.5 to 5 miles from the observer's position. At this distance, the observer can see forest stands, natural openings, masses of shrubs, and rock outcrops.
- **Background:** 5 miles to horizon from the observer's position. At this distance, the observer can view mountain peaks, ridgelines, and patterns of forest stands and openings.

Based on a five-mile distance, the VSOI boundary was refined to account for local viewing conditions, primarily topographic and vegetative screening. Computer viewshed analyses based on a 30-meter-grid cell resolution (generated from 1:24,000 Digital Elevation Model [DEM] data from the United States Geographical Survey [USGS]) were used to map the boundaries of the VSOI within the five-mile limit. USGS DEM files were imported into an ArcView 9.2-based geographical information system using the spatial analysis extension. The combined DEM was used to run viewshed analyses in Universal Transverse Mercator (UTM) for Zone 11, Units Meters, Clarke 1866 Spheroid, North American Datum 83 (UTM 83). The viewshed model was run based on the proposed facility's tallest structures (the four stack/silencers), each at a height of 86 feet.

In general, the CPP site is visible from several commercial businesses/industrial facilities located adjacent to the site, scattered residential developments, McFadden Park/Melrose School, travelers along East Miraloma Avenue adjacent to the southern boundary of the site, travelers along sections of SR 57 and SR 91, and other nearby roadway users. Beyond the VSOI, the CPP would either be screened by topography, blend in with the concentration of other industrial/commercial land uses in the vicinity, be obscured by atmospheric haze (generally characteristic of the air quality in the area that impairs clarity of distant views), or be of such a small size in the background field of view that significant impacts are not expected.

The VSOI also takes into account the visibility of the CPP in the context of existing industrial development (the Anaheim CTG power plant located at 1144 North Kraemer Boulevard at La Palma Avenue, warehouse buildings, and the Vermont-Yorba 69 kV transmission lines). Other variables affecting potential visibility of the project include: orientation of the viewer, duration of view, atmospheric conditions, lighting (daylight versus nighttime), and visual absorption capability (VAC). VAC is defined as the extent to which the complexity of the landscape can absorb new elements without changing the overall visual character of the area.

The purpose of the VSOI is to identify the maximum potential area for the CPP to create significant impacts on views from visually sensitive areas. Within the VSOI, varying levels of project visibility have been identified. The highest level of project visibility exists when the viewer is adjacent to the CPP site, is a permanent stationary viewer, and there is no

screening. Conversely, the lowest level of visibility exists when the viewer is located at greater distances from the site, the viewer is traveling at a high rate of speed, and the project is partially or fully screened from view.

Sensitive viewing areas were identified and inventoried within the VSOI through review of existing land use data, agency contacts, and during field reviews. The following is a representative list of types of sensitive viewing areas that were considered during the inventory:

- Residential areas (e.g., the closest residences surrounding the site)
- Travel routes: major roads or highways used primarily by origin/destination travelers, as well as designated scenic roads (e.g., local residents, workers, and commuter travelers along SR-57 and SR-91)
- Parks, recreation areas, wildlife areas, visitor centers, areas used for camping, picnicking, bicycling, boating (e.g., McFadden Park, Anaheim Lake, or other recreational activities)

During field surveys in the immediate project vicinity (zero to 0.5 mile), one single-family detached home was noted with views to the CPP site (see Figure 6.13-3). Several other detached single-family residences and an apartment/condominium complex within one mile of the site were also noted, however views to the project site were partially and/or fully obstructed due to either vegetative screening or structures in the foreground (see Figures 6.13-4 and 6.13-6). Beyond the closest residences within the COA, there are seven other city jurisdictions with residential areas within five miles of the site. With the exception of one residential area within the City of Placentia, the project site would not be visible to residences within these jurisdictions. The closest residential neighborhood to the project site in the City of Placentia is west and north of La Jolla Street. McFadden Park is located within this residential area. Views to the project site from this neighborhood are highly obscured, due to the screening provided by industrial and commercial buildings, adjacent residences, and/or existing vegetative screening.

In addition to residential viewers, travelers along SR 57 and SR 91 would have indirect and direct views to the site. Industrial and commercial structures, area topography, vegetative and physical screening adjacent to the roadways, and structures associated with two major highway interchanges create intermittent traveler view obstructions to the site vicinity. However, direct unobstructed views of the site are available for travelers along SR 57 near the intersection of SR 57 and SR 91 southwest of the site (see Figure 6.13-5, Photo Location 6) and for travelers along SR 91 near the intersection of SR 91 and SR 55 southeast of the site. Traffic flow/road counts along SR 57 and SR 91 indicate that approximately 300,000 and 236,000 travelers/average daily trips (ADT) utilize these highways along the corridors nearest the site, respectively (see Figure 6.13-1). Fullerton Municipal Airport, approximately

6.5 miles west of the site, is not located within the VSOI. However, some potential impacts to the airfield and its users are addressed in Section 6.13.2.2.

McFadden Park, a local recreation park, is located approximately 0.45 mile northwest of the project site (at the closest point) and is the closest recreational use with partially obstructed views to the CPP site. Views to the project site from McFadden Park are limited by vegetation and structural screening, and exist predominately along the eastern boundary of the park. Melrose Elementary School and the Whitten Center, which is a local community center, are located adjacent to McFadden Park. These facilities (e.g., picnic area, basketball/handball courts, and the community center) are accessible to local residents as well as students (see Figure 6.13-3, Photo Location 2). Views from Melrose Elementary School and the Whitten Center are consistent with those from McFadden Park. URS was unable to determine an approximate number of people utilizing McFadden Park through a review of the City of Placentia Zoning Code and General Plan documents, or by contacting the City of Placentia Planning Department. Therefore, the approximate number of park users was estimated by using population numbers taken from U.S. census tracts within a 0.5-mile radius of McFadden Park (refer to figure 6.10-2). The estimated population of potential users of the park based on 2000 census data was estimated to be 11,994 (U.S. Census Bureau, 2007). This is a conservative number based on total number of residents given that McFadden Park incorporates multi-generation recreational uses such as handball and basketball courts.

The Santa Ana River Trail, a Class I paved bike-way, is located approximately one mile south of the project at its closest point. Recreational users of the Santa Ana River Trail do not have unobstructed views of the project site. This is due to the presence of SR 91 Freeway structures, industrial and commercial buildings, and landscaping between the bikeway and project site. The East Coyote Hills are located within the City of Fullerton's Panorama Nature Conserve. Recreational users of the East Coyote Hills would not have views of the project site. This is largely due to distance (approximately 3.25 miles from the site), abundant existing industrial structures, area topography, vegetative screening, and regional haze.

Levels of potential impact on sensitive viewing areas were established through an analysis of the following two primary components:

- **Impact susceptibility**: the degree to which a sensitive viewpoint would be impacted by changes within its viewshed
- **Impact severity**: the degree of change to the landscape created within a specific viewshed

Character photos of the area surrounding the project site (Figures 6.13-3 through 6.13-6) show sensitive viewing areas in the vicinity of the project. Some of these character photos may not have views to the CPP; however, they have been included to help identify

potentially sensitive visual resources within the region. These photos also help the reader understand the general visual character and land uses of the surrounding area. The results of the viewshed analysis and the field photo survey indicated that most sensitive viewing areas within the VSOI were from those areas immediately adjacent to the CPP site (foreground viewers) and those views from the travelers along SR 57 and County-designated scenic highway SR 91 (middleground viewers).

6.13.1.3 Visual Study Inventory Components

The following sections detail the visual study inventory components used in the assessment of potential impacts. Three primary components that were inventoried include: 1) an evaluation of scenic attractiveness, 2) consideration of Existing Scenic Integrity Levels (ESILs), and 3) the identification of sensitive viewing areas.

6.13.1.3.1 Scenic Attractiveness. When evaluating scenic attractiveness, both natural and developed components within the VSOI were considered as they relate to either adding to or detracting from the overall landscape character within a specific setting. Scenic attractiveness levels are established by evaluating the distinctiveness and diversity of a particular landscape setting in relation to the following elements:

- Landform
- Vegetation
- Water
- Color
- Effects of adjacent scenery
- Scarcity of the landscape
- Cultural modifications

The inventory and evaluation of the above elements assist with the characterization of scenic attractiveness within the VSOI. In general, landscapes are characterized by three levels: A through C.

- **Class A:** Areas have outstanding diversity or interest; characteristic features of landform, water, and vegetation are distinctive or unique in relation to the surrounding region. These areas contain considerable variety in form, line, color, and texture.
- **Class B:** Areas have above-average diversity or interest, providing some variety in form, line, color, and texture. The natural features are not considered rare in the surrounding region but provide adequate visual diversity to be considered of value.

- **Class C**: Areas have minimal diversity or interest; representative natural features have limited variation in form, line, color, or texture in the context of the surrounding region. Discordant cultural modifications (e.g., substations, transmission lines, and other cultural modifications) can be highly noticeable, which can reduce the inherent value of the natural setting.

Landscapes within the VSOI for the project area were characterized at the Class C level for scenic attractiveness or as landscapes lacking significant natural amenities. No landscapes within the project area were considered to have distinctive characteristics as defined for Class A or B levels. The CPP site is located within a highly disturbed urban environment, heavily developed with industrial and commercial land uses.

Scenic Attractiveness Classification Evaluation Forms (Figures 6.13-7 through 6.13-9) were developed for key view areas within the VSOI. The values underlined in the scenic attractiveness rating box on the forms illustrate the assigned values (H – high, M – moderate, or L – low) for each natural feature (e.g., landform, vegetation, water, etcetera) or negative/positive cultural modification. The combined value of these elements is used to determine in which class the landscape should be characterized.

The Visual Resource Management (VRM) system is designed to separate the existing landscape and the proposed project into their features and elements and to compare each part to the other to identify parts that are incompatible (BLM, 1986). The outcome of this process is VRM classes and the following is a summary of the resulting landscape classifications:

- **Class I**: The objective of this class is to preserve the existing character of the landscape. Changes to the landscape character should not be evident.
- **Class II**: The objective of this class is to retain the existing character of the landscape. Changes to the landscape character may attract slight attention but should be subordinate to the visual setting.
- **Class III**: The objective of this class is to partially retain the existing character of the landscape. Changes to the landscape character may begin to attract attention but should not dominate the visual setting.
- **Class IV**: The objective of this class is to allow for activities that modify the existing character of the landscape. Changes to the landscape character may attract attention and dominate the visual setting. However, these activities should minimize changes to the landscape where possible.

6.13.1.3.2 Existing Scenic Integrity Levels. The ESIL of a specific landscape setting can be defined as the extent to which natural features have been modified by human actions to the point of degrading the natural setting. An inventory of the ESILs within the VSOI was conducted, and cultural modifications were documented. Cultural modifications within the

VSOI include, but are not limited to, industrial/commercial buildings, residential developments, the Adelphia communications tower, a large freeway/transportation system, and the existing Anaheim CTG generating station. Several transmission line corridors that support electricity transmission also traverse the landscape within the VSOI. The following ESIL criteria were used to evaluate degrees of modification:

- **High:** The landscape character appears intact. Deviations are present but repeat form, line, color, texture, and patterns common to the landscape character so completely and at such a scale that they are not evident.
- **Moderate:** The landscape character appears slightly altered. Noticeable deviations remain visually subordinate to the landscape character being viewed.
- **Low:** The landscape character appears heavily altered. Deviations strongly dominate the landscape character. Deviations do not borrow from attributes such as size, shape, edge effects, vegetative type changes, or architectural styles within or outside the landscape being viewed.

Most areas within the VSOI were classified as retaining low existing scenic integrity.

6.13.1.3.3 Viewer Sensitivity and Sensitive Viewing Areas.

Viewer Sensitivity. While conducting this study, no attempt was made to model for varying levels of viewer concern of change within their landscape. Because of the difficulty in inventorying for every individual's sensitivity level, it was assumed that all viewers may have a high level of concern related to changes occurring in landscapes within the VSOI. Generally, a viewer's concern level is associated with, but not limited to, the following factors:

- Viewing location, orientation of view, and duration of view
- Activity in which the viewer may be engaged (e.g., driving, recreation activities, or bird watching)
- Visual acuity related to the intensity of visual detail within a landscape setting
- State of mind or attitude
- Preconceived expectations related to scenic quality
- Inherent values related to scenic quality and familiarity within specific landscape settings

Sensitive Viewing Areas. An attempt was made to coordinate with CEC staff for assistance in determining sensitive viewing areas. However, the CEC was unable to comment and per correspondence with Eric Knight, URS moved forward to make determinations without CEC input (Knight, 2007 per. corres.). Therefore, after the field photo survey and a review of

surrounding land uses, it was determined that sensitive viewing areas within the VSOI consisted primarily of a detached single-family residence (located east of the site), recreational users within McFadden Park, and travelers along County-designated scenic highway SR 91.

The nearest residence with unobstructed views of the CPP site is located approximately 0.3 mile east of the site along East Miraloma Avenue (see Figure 6.13-3, Photo 1). This residence has foreground, largely unobstructed views to the project. There is a single family residence located approximately 0.7 mile west of the CPP site, however views towards the site are blocked by vegetation and signage of adjacent properties (see Figure 6.13-4). Therefore, views from the nearest residence to the east represent the “worst-case” residential view of the site in the project area.

McFadden Park, located approximately 0.45 mile northwest of the site, is the closest recreation area with the least-obstructed view of the CPP site. Views to the CPP site from McFadden Park exist predominately along the southeastern boundary of the park. While views of the project site from McFadden Park are partially obscured by a combination of industrial/commercial structures and vegetation, this location represents the “worst-case” view of the site for recreational users in the project area.

SR 91 is not designated as a Scenic Highway by the FHWA or by the California Department of Transportation (Caltrans); however a section of SR 91 is designated as a scenic highway by the County of Orange. As previously stated, the nearest designation of SR 91 as a scenic highway begins at the freeway junction interchange of SR 55 and SR 91, located approximately 2.25 miles southeast from the project site and extends eastward. SR 91 slightly increases in elevation as the highway enters the Santa Ana Canyon parallel to the Santa Ana River to the east. Due to the roadway’s elevated position, travelers along the western terminus of the County-designated scenic highway SR 91 have distant views of the project vicinity for roughly two miles. Views from this section of SR 91 are considered background/midground views. While travelers along SR 57 have direct unobstructed views of the site near the intersection of SR 57 and SR 91 (southwest of the site), and SR 57 has approximately 300,000 ADT at this location, SR 57 is not a federal, state, or locally designated scenic highway. Therefore, travelers utilizing SR 57 are not considered sensitive.

SR 142/Carbon Canyon is a County-designated scenic highway located approximately 4.5 miles from the project site; however, distance, topography, and vegetative screening surrounding Carbon Canyon would obstruct views from SR 142 to the CPP site. No other travel routes (SR 57, SR 55, I-5) within the VSOI are designated as federal, state, or county scenic highways or travel routes subject to aesthetic management goals or objectives.

6.13.1.4 Inventory Results

6.13.1.4.1 Scenic Attractiveness. Based on the analysis of scenic attractiveness, the VSOI is comprised of Class C landscapes. This is because of the high degree of human/cultural modifications present within the VSOI and the absence of distinctive natural amenities (e.g., diverse and distinctive natural elements). Within the VSOI, distant views of mountainous areas add variety within the background-viewing threshold; however, a persistent haze, characteristic of the air quality in the area, impairs those distant views. Segments of the County-designated scenic highway SR 91 possess a slightly higher degree of scenic attractiveness due to elevations in topography allowing for views into Santa Ana Canyon, downtown Anaheim, the Santa Ana River, and mountain ranges in the area. However, the natural amenities adjacent to the County-designated scenic highway SR 91, including the Santa Ana River and Santa Ana River Trail, have already been visually impacted by the presence of built-up urban/suburban environment, transmission lines, and other industrial and commercial facilities. The vegetative palette within this environment consists mainly of urban/suburban landscaping incorporating irrigated lawns, and ornamental shrubs and trees. The highly disturbed nature of the Santa Ana River corridor adds little diversity to the visual setting.

6.13.1.4.2 Existing Scenic Integrity Levels. Most landscapes inventoried within the VSOI can be classified as retaining low ESILs. In general, the landscape is heavily dominated by development, including transmission lines, other industrial facilities, commercial facilities, residential developments, roadways, and highways throughout the area. Areas adjacent to the CPP site were also generally identified as having low ESILs because of existing transmission lines, and industrial and commercial activities, in combination with the lack of color, topographical variation, vegetation, and overall distinctive visual character in the area.

6.13.1.4.3 Sensitive Viewing Areas and Key Observation Points (KOPs). KOPs are viewing locations chosen to be representative of the most visually sensitive areas that would view the project. The inventory of KOPs included three components: 1) identification and photo-documentation of viewing areas and potential KOPs, 2) classification of visual sensitivity of KOPs, and 3) description of CPP visibility from KOPs. KOPs were identified based on review of available land use data and field inspection.

Viewer sensitivity is a measure of the degree of concern for change in the visual character of a landscape. Viewer sensitivity considers type of use, user attitude, volume of use, adjacent land use, visual quality, and special classifications. Three levels of viewer sensitivity (high, moderate, or low) were used to describe the sensitivity of viewers within the study area. High-sensitivity viewpoints identified in the study area include existing nearby residences. Moderate-sensitivity viewers identified in the study area consist of recreational users within McFadden Park and existing roadway travelers along County-designated scenic highway SR 91. Low-sensitivity viewers include existing roadway travelers along SR 57 and other

local roadways, as well as viewers within the adjacent industrial and commercial areas. These uses are considered to be compatible with the proposed facility, and therefore are not evaluated in detail for this study.

Visibility determines how the project would be seen from a particular viewing area or KOP. The inventory of project visibility documented the distance from the viewpoint to the project. Perception of details (e.g., form, line, color, and texture) diminishes with increasing distance. The distance zones were: foreground (0 to 0.5 mile), middleground (0.5 to 5 miles), and background (beyond 5 miles). In addition, the inventory evaluated if views were open, partially screened (filtered), or screened (e.g., presence of hillside terrain, vegetation, and/or buildings).

Three sensitive viewing areas were identified as representative of viewers who would be most susceptible to visual impacts within their viewshed as a result of the CPP. A brief characterization of these areas follows:

- **Sensitive Viewing Area and KOP 1:** This image was taken from the front yard view of the closest residence with unobstructed views of CPP site, located approximately 0.3 mile east of the CPP site (Figure 6.13-10, see also Figure 6.13-1 for KOP location) along East Miraloma Avenue. As this is the closest residence with unobscured views to the CPP site, it was chosen as a representative KOP. This view represents the “worst case” residential views. This view has the longest viewing duration of the project, as well as the highest degree of severity because of proximity. It is anticipated that structures proposed as part of the CPP taller than 50 feet in height (e.g., stack/silencers), in the absence of screening, would be highly visible. The viewshed has been heavily modified with the presence of existing transmission lines, the existing communications tower, and existing industrial/commercial structures in the foreground. The ESIL from this area can be characterized as low.
- **Sensitive Viewing Area and KOP 2:** This image was taken from the closest park/recreation area (McFadden Park), located approximately 0.45 mile northwest from site (Figure 6.13-12, see also Figure 6.13-1 for KOP location). As this is the nearest recreation area with minimally screened views to the CPP site, it was chosen as a representative KOP. This view represents the “worst case” recreational user views in the project area. Recreational users of McFadden Park are considered to have foreground/middleground views to the site; however views to the project site from McFadden Park are limited by vegetation and structural screening, and exist predominately along the eastern boundary of the park. The viewshed has been modified with the presence of existing transmission and telephone lines/poles, the existing communications tower, elevated floodlight poles, and buildings adjacent to the park and the CPP site. The ESIL from this area can be characterized as low.

- **Sensitive Viewing Area and KOP 3:** This image was taken from the closest traveler view at the western terminus the County-designated scenic highway portion of SR 91, approximately 2.5 miles to the southeast looking northwest towards the CPP site (Figure 6.13-14, see also Figure 6.13-1 for KOP location). As a County-designated scenic highway, views from this highway are considered potentially sensitive and are included as a KOP. This view represents “worst-case” traveler views from the County-designated scenic highway SR 91 as well as other highways in the project area. Industrial/commercial structures, area topography, vegetative/physical screening adjacent to the road, and residential structures within foreground views create intermittent traveler view obstructions from the highway towards the CPP site. However, as previously stated, SR 91 slightly increases in elevation as the highway enters the Santa Ana Canyon. Due to the highway’s elevated position, travelers along the western terminus of the County-designated scenic highway SR 91 have distant views of the project vicinity for roughly two miles. This view is consistent with short viewing durations (i.e., from traveler views focusing on the road) and is therefore considered to have a moderate degree of severity. It should be noted that the most distinct visual characteristics along SR 91 are distant views to surrounding mountains, the Santa Ana River, and the topography within the Santa Ana Canyon. The ESIL from this area can be characterized as low.

6.13.2 Environmental Consequences

6.13.2.1 Significance Criteria and Assessment Methodology

The visual resources study included the assessment of impacts on scenic attractiveness and sensitive viewing areas within the VSOI related to the construction, operation, and long-term presence of the CPP.

The consideration of significant visual impacts was based predominantly on the requirements of CEQA. Appendix G of the CEQA guidelines states that potential impacts to visual resources would be significant if a proposed project results in:

- A substantial adverse effect on a scenic vista
- Substantial damage of scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings
- Substantial degradation of the existing visual character or quality of the site and its surroundings
- Creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area

Additionally, the CEC requires that consideration be given to the following:

- Compliance with LORS
- Level of viewshed alteration and ground form manipulation
- Regional effects to visual resources
- Magnitude of impact related to light and glare
- Magnitude of backlight scatter during nighttime hours
- Level of sunlight reduction or increase in shadows in areas used by the public

The matrix presented in Table 6.13-1 aids in the assessment of visual impact significance.

**TABLE 6.13-1
VISUAL IMPACT SIGNIFICANCE MATRIX – SENSITIVE VIEWING AREAS**

| Impact Severity | High Susceptibility | Moderate Susceptibility | Low Susceptibility |
|-----------------|-----------------------|-------------------------|--------------------|
| High | Significant | Less than significant | No impact |
| Moderate | Less than significant | No impact | No impact |
| Low | No impact | No impact | No impact |

6.13.2.1.1 Visual Simulations. A comparison of existing views with visual simulations, depicted in Figures 6.13-10 through 6.13-15, aided in verifying project-related impacts. The simulations served to present a representative sample of the existing landscape settings contained within the VSOI, as well as an illustration of how the CPP may look from specific key viewing locations.

To ensure a high degree of visual accuracy in the visual simulations, computer-aided design (CAD) equipment, graphical information systems, and the use of global positioning systems (GPS) allow for life-size modeling within the computer. This translates to using real-world scale and coordinates to locate facilities, other site data, and the camera locations corresponding to three-dimensional (3D) simulation viewpoints.

A graphical information system site map is imported as a background reference. CAD drawings of proposed facilities are placed on top of the site map in the graphical information system. Locations of sensitive viewing areas are also input into the graphical information system. The camera positioning information is then referenced to the 3D data set. The 3D massing models of the onsite and ancillary facilities are generated in real-world coordinates, scaled, and input into the graphical information system.

An electronic camera lens matches the camera lens that was actually used in the field. A Nikon 6.1 megapixel digital camera set to take a 19.2-mm lens image was used consistently

throughout the process. This lens setting selection allows for viewing of the computer-generated model in the same way that CPP would be viewed in the field.

Next, the photograph is imported into the 3D database and loaded as an environment within which the view of the 3D model is generated. To generate the correct view relative to the actual photograph, the electronic camera is placed at a location (within the computer) from where the photograph was taken. From there, the 3D wire frame model is displayed on top of the existing photo so that proper alignment, scale, angle, and distance can be verified. When all lines of the wire frame model exactly match the photograph, the camera target position is confirmed.

It should be noted that final simulations were created using CAD files obtained from PB Power (the project engineer) to remain consistent with general CPP development engineering. Once field KOP location photos and coordinates for photo locations were gathered, these were incorporated into the final simulation production. The processes described above relate to general simulation construction and are included for reader understanding of the procedures.

The visual simulations developed for the CPP have been designed to be viewed 10 inches from the viewer's eye. This distance will portray the most realistic life-size image from the location of the sensitive viewing area.

6.13.2.1.2 Assessing Visual Impact Susceptibility on Sensitive Viewing Areas. As stated above, visual impact susceptibility is the degree to which a sensitive viewpoint would be impacted by changes within its viewshed. Following the identification of the three most sensitive viewing areas within the VSOI, the degree of impact on each area was determined through the analysis of the following components:

- ESIL – The degree of existing disturbance within the natural setting.
- Viewer Sensitivity – All residential viewers were considered high sensitivity viewers, while recreational users and motorists are less sensitive (in this instance).
- Project Visibility – An assessment of the viewing angle, potential screening, lighting conditions, and time of day.
- Viewer Exposure – An assessment of the distance from the proposed project, number of viewers, and duration of views.

Table 6.13-2 illustrates the level of visual impact susceptibility anticipated for each sensitive viewing area based on an evaluation of the previously stated factors.

6.13.2.1.3 Assessing Visual Impact Severity on Sensitive Viewers. The impact on sensitive viewers was assigned a severity level (high to low) proportionate to the amount of

**TABLE 6.13-2
VISUAL IMPACT SUSCEPTIBILITY – SENSITIVE VIEWING AREAS**

| Viewing Areas | Existing Scenic Integrity Level | Viewer Sensitivity | Project Visibility | Viewer Exposure | Visual Impact Susceptibility |
|--|---------------------------------|--------------------|--------------------|-----------------|------------------------------|
| Sensitive Viewing Area and KOP No. 1 (Figure 6.13-10 and 6.13-11, see also Figure 6.13-1 for KOP location) – from unobscured front yard view of nearest residence to the east. | Low | High | Moderate | Moderate/Low | Moderate/ Low |
| Sensitive Viewing Area and KOP No. 2 (Figure 6.13-12 and 6.13-13, see also Figure 6.13-1 for KOP location) – view from McFadden Park to the northwest. | Low | Moderate | Low | Low | Moderate/ Low |
| Sensitive Viewing Area and KOP No. 3 (Figures 6.13-14 and 6.13-15, see also Figure 6.13-1 for KOP location) – from County-designated scenic highway SR 91 traveler from the southeast. | Low | Moderate | Low | Moderate | Moderate/ Low |

anticipated change to the landscape created within a specific viewshed. The primary criteria for project impacts include:

- The degree of project contrast (e.g., form, line, color, and texture)
- Scale and spatial dominance

Extent of view blockage/screening (topographic and/or vegetative) and night lighting. Table 6.13-3 describes levels designated to each variable above as they relate to the degree of visual impact severity anticipated on representative sensitive viewing areas.

The final evaluation conducted in the impact assessment was the assignment of potential impact levels on representative sensitive viewing areas by combining viewer susceptibility and impact severity levels at key and characteristic viewing locations.

6.13.2.2 Visual Impact Assessment Results

This section discusses the affected visual resources for the CPP. A description of potential impacts on scenic attractiveness and on sensitive viewers is provided. Table 6.13-4 includes design characteristics of some of the more prominent project features (due to height/ length/ width/ diameter) related to the visual assessment. Additionally, the following important project details were taken into account as part of the visual assessment:

**TABLE 6.13-3
VISUAL IMPACT SEVERITY – SENSITIVE VIEWING AREAS**

| Viewing Areas | Form Contrast | Line Contrast | Color Contrast | Texture Contrast | Scale Dominance | Spatial Dominance | View Blockage | Night Lighting | Visual Impact Severity |
|--|---------------|---------------|----------------|------------------|------------------|-------------------|---------------|----------------|------------------------|
| Sensitive Viewing Area and KOP No. 1 (Figure 6.13-10 and 6.13-11, see also Figure 6.13-1 for KOP location) – from unobscured front yard view of nearest residence to the east. | Low | Low | Low | Low | Low/ Moderate | Low | Low | Moderate | Low |
| Sensitive Viewing Area and KOP No. 2 (Figure 6.13-12 and 6.13-13, see also Figure 6.13-1 for KOP location) – view from McFadden Park to the northwest. | Low | Low | Low | Low | Low | Low | Low | Moderate | Low |
| Sensitive Viewing Area and KOP No. 3 (Figures 6.13-14 and 6.13-15, see also Figure 6.13-1 for KOP location) – from County-designated scenic highway SR 91 traveler from the southeast. | Low | Low | Low | Low | Low | Low | Low | Moderate | Low |

**TABLE 6.13-4
MAJOR COMPONENT DESIGN CHARACTERISTICS**

| Component | Height (feet) | Size (feet) | Color/Materials |
|---|------------------|-------------|---|
| Plant Operations Building | 36 | 108 x 68 | Metal; painted in shades of beige and brown |
| DI Water Treatment | 20 | 60 x 50 | Metal; painted in shades of beige and brown |
| Cooling Tower | 43 | 50 x 40 | Metal; painted in shades of beige and brown |
| Demineralized Water Storage Tank | 32 | 32 DIA | Metal; painted in shades of beige and brown |
| Raw Water Storage Tank | 40 | 38 DIA | Metal; painted in shades of beige and brown |
| Black Start Generator | 9 | 19 x 7 | Metal; painted in shades of beige and brown |
| Combustion Turbine Generators (4) | 33 | 57 x 14 | Metal; painted in shades of beige and brown |
| CTG Stacks (4) | 86 | 12 DIA | Metal; painted in shades of beige and brown |
| Main Electrical Equipment Enclosure (EEE) | 16 | 70 x 30 | Metal; painted in shades of beige and brown |
| BOP Electrical Equipment Enclosure (EEE) | 16 | 30 x 16 | Metal; painted in shades of beige and brown |
| Security Wall/Soundwall | 20 | 2,500 | Masonry; vegetated |
| Transmission Lines/Towers (2) | 92 | -- | Metal/Steel Poles |
| 69 kV (GIS) Switchyard | 20 | 125 x 50 | Metal/Steel |

- Site access would be provided from East Miraloma Avenue via a main entrance gate located at the southeastern corner of the site, an auxiliary entrance along East Miraloma Avenue located at the southwestern corner of the site, and a new emergency entrance located along the alley adjacent to the eastern edge of the site.

A 20-foot-high security wall/soundwall will enclose the entire 10-acre project site. Four new underground 69 kV circuits will leave the site. Two of the circuits will proceed underneath and to the south side of East Miraloma Avenue to rise up and connect to the existing 69 kV overhead Vermont-Yorba transmission line via two new transition structures. The second two 69 kV underground circuits will proceed eastward approximately 4,000 feet within East Miraloma Avenue, turn south on Miller, then proceed approximately 3,000 feet to connect to the Dowling-Yorba 69 kV line at East La Palma Avenue.

- Surrounding site development includes an existing Adelphia communications tower, Anaheim CTG power station, a transmission line corridor, property fencing, various industrial/commercial buildings, a park/school, scattered residential developments, SR 57, and SR 91, as well as other local roadways.
- The property is relatively flat, sloping slightly down to the southwest. Site preparation earthwork includes surface grading to create continuity across the CPP site.

- The plant site will consist of paved equipment areas, roads, and parking areas. Concrete equipment pads will be set a minimum of six inches above adjacent pavement elevations.

6.13.2.2.1 Direct Impacts. The following sections describe direct impacts related to the CPP.

Visual Impact Significance on Scenic Attractiveness. CPP would be moderately visible from adjacent locations in the area. The small scale of the project (10 acres), the lack of significant topographic features, and the high degree of existing manmade landscape modification within the VSOI would serve to minimize potentially significant impacts on scenic attractiveness. Landscapes inventoried within the VSOI are classified as retaining low ESILs. Additionally, project activities at the CPP site would occur in areas previously disturbed by industrial/commercial activities, and within areas classified as retaining few distinctive or diverse natural amenities or lacking substantial positive cultural modifications. While the project would change the existing character of the site, significant impacts to scenic attractiveness of the VSOI area as a whole are not anticipated. Therefore, less than significant impacts would occur relative to existing scenic attractiveness.

Visual Impact Significance on Sensitive Viewing Areas. Figures 6.13-10 through 6.13-15, depicting existing and simulated views from each selected KOP, aided in verifying project-related impacts. The simulations served to present a representative sample of the existing landscape settings contained within the VSOI, as well as an illustration of how the project may look from specific key viewing locations. They were also used to assess visual impact significance. Tables 6.13-2, 6.13-3, and 6.13-5 illustrate the visual impact susceptibility, visual impact severity, and resultant visual impact significance on sensitive viewing areas, respectively.

Less-than-significant visual impacts are expected to occur within the region with the construction, operation, maintenance, and long-term presence of CPP. As mentioned previously, the project would be consistent with existing land uses within the area.

A brief description of potential impacts for the three sensitive viewing areas is described below:

Sensitive Viewing Area and KOP 1. As depicted in Figure 6.13-11, the only structures proposed as part of the CPP visible from this KOP would be the four stack/silencers, which, in the absence of screening, would be highly visible from this residence. Viewer sensitivity is a measure of the degree of concern for change in the visual character of a landscape and considers user attitude and adjacent land use. Residential views are for long durations and residents are generally highly aware of changes to their immediate visual environment. While project facilities would alter foreground views from this residence, the majority of project structures, including the screening wall, would not extend beyond the height and spatial

**TABLE 6.13-5
VISUAL IMPACT SIGNIFICANCE – SENSITIVE VIEWING AREAS**

| Viewing Areas | Description of Impact | Visual Impact Susceptibility | Visual Impact Severity | Visual Impact Significance |
|--|--|------------------------------|------------------------|----------------------------|
| Sensitive Viewing Area and KOP No. 1 (Figure 6.13-10 and 6.13-11, see also Figure 6.13-1 for KOP location) – from unobscured front yard view of nearest residence to the east. | This KOP represents the closest, unscreened residential view to CPP (“worst-case” residential views). KOP 1 is located approximately 0.3-mile east of the project site. This view is consistent with longer viewing durations (i.e., from residential views) of the CPP. The majority of project structures, including the screening wall, would not be visible from this KOP; however, the four CPP stack/silencers onsite, in the absence of screening, would be highly visible from this residence. It should be noted that the existing viewshed has been heavily modified with the presence of other industrial/commercial land uses. | Moderate/Low | Low | Less Than Significant |
| Sensitive Viewing Area and KOP No. 2 (Figure 6.13-12 and 6.13-13, see also Figure 6.13-1 for KOP location) – view from McFadden Park to the northwest. | This KOP location represents the closest park/recreation area with minimally screened views to the CPP. KOP 2 is located approximately 0.45 mile northwest of the project site. This view is consistent with a low degree of severity because of the various cultural modifications that lie within the foreground which distract from views of the project site. Similar to KOP 1, the majority of project structures would not be visible; however, three of the CPP stack/silencers onsite would be visible from this KOP. It should be noted that the height of the stack/silencers is proportionate to the height of existing structures and landscaping visible in the foreground and they do not create form/line contrast with the landform in the distance. | Moderate/Low | Low | Less Than Significant |
| Sensitive Viewing Area and KOP No. 3 (Figures 6.13-14 and 6.13-15, see also Figure 6.13-1 for KOP location) – from County-designated scenic highway SR 91 traveler from the southeast. | This KOP location represents traveler views from County-designated scenic highway SR 91. This KOP was selected due to the moderate viewer sensitivity from the scenic highway. This view is consistent with sporadic short viewing durations (i.e., from traveler views focusing on the road) and will have a low degree of severity because of distance. This view provides a virtually unobstructed view of the project site; however, project features appear small in the broad context of the dense manmade development found within Santa Ana Canyon. | Moderate/Low | Low | Less Than Significant |

boundaries imposed by existing and adjacent commercial structures. The existing viewshed has been heavily modified with the presence of transmission lines, industrial/commercial buildings, an Adelphia communications tower, vegetative screening, and property fencing in the immediate vicinity. The height of the project stack/silencers would be visually minimized in relationship to the existing cell phone tower, which will remain the dominant visual feature. In addition, the landscape surrounding this residence is classified as retaining a low ESIL. Thus, less-than-significant impacts on these sensitive viewers with the construction/operation of the CPP are expected.

Visual impact susceptibility from this location is characterized as moderate/low (see Table 6.13-2). Visual impact severity from this location is characterized as low (see Table 6.13-3). Thereby, visual impact significance from this location is classified as less than significant (see Table 6.13-5).

Sensitive Viewing Area and KOP 2. This KOP will have partially screened views to the project site and to project structures. As depicted in Figure 6.13-13, the only structures proposed as part of the CPP visible from this KOP would be three of the four proposed stack/silencers. The existence of an industrial/maintenance yard in the foreground serves to minimize the visual impact of the three stack/silencers visible from McFadden Park. The height of the stack/silencers is proportionate to the height of existing structures and landscaping also visible in the foreground view. This view is consistent with a low degree of severity because of the low number of potential viewers (viewer exposure), and the various cultural modifications that lie within foreground which distract from views of the project area. The project would create a low visual contrast to the existing setting and would not significantly alter views from this KOP.

Visual impact susceptibility from this location is characterized as moderate/low (see Table 6.13-2). Visual impact severity from this location is characterized as low (see Table 6.13-3). Thereby, visual impact significance from this location is classified as less than significant (see Table 6.13-5).

Sensitive Viewing Area and KOP 3. County-designated scenic highway SR 91 has a high number of daily travelers (approximately 236,000 travelers/ADTs), and generally, travelers are considered less sensitive as they are focused on driving-related activities and have short viewing durations. As depicted in Figure 6.13-15, the CPP would be visible from the highway. However, views from this KOP consist of highly urbanized area and include high profile landscape features such as the existing Adelphia cell phone tower, transmission lines, mature trees, commercial/industrial buildings, and large residential developments in foreground views which distract from views of the project area. The scale and height of CPP project features is in proportion to the existing landscape features and will not significantly alter the profile of middleground or distant views. As shown in Figures 6.13-14 and 6.13-15,

the CPP would not create a significant change to the existing view towards the site from the highway or create scale, form, or line contrast to the existing setting.

Visual impact susceptibility from this location is characterized as moderate/low (see Table 6.13-2). Visual impact severity from this location is characterized as low (see Table 6.13-3). Thereby, visual impact significance from this location is classified as less than significant (see Table 6.13-5).

6.13.2.2.2 Lighting. Lighting will be required for safe and efficient operation of CPP and will be limited to the following areas.

- Interior of the buildings including control room, plant operations building, maintenance shop
- Exterior at the entrances to buildings
- Switchyard and transformers
- Entry gates, roadways, and parking areas
- General yard lighting within the plant site for operation and maintenance

The lighting system is intended to provide personnel with illumination for plant operation under normal conditions, means of egress under emergency conditions, and emergency lighting to perform manual operations during a power outage of the normal power source. The proposed lighting system would be designed and installed to meet Occupational Safety and Health Administration (OSHA) minimum standards, to offer maximum illumination of operating work areas while minimizing offsite illumination. Lighting will be directed onsite to avoid backscatter, and shielded from public view to the extent practicable. Lighting not required to be on during nighttime hours will be controlled with sensors or switches operated such that lighting will be on only when needed. Additionally, as the stack/silencers are below the 200-foot limit, they will not require obstruction lighting. The CPP would comply with the Airport Environs Land Use Plan adopted by the Airport Land Use Commission for the Fullerton Municipal Airport. Lighting is included as part of the CPP project; however, a lighting plan has not been prepared and the extent and location of proposed lighting is not known at this time. A Lighting Plan will be prepared during final project design, to reduce potential visual impacts. See Section 3.4.10.1, Lighting, for further description of lighting fixtures.

During the construction phase, in order to provide for the safety of construction workers, slightly higher amounts of backscatter lighting may occasionally be apparent to viewers immediately adjacent to the project site. After the construction phase, night lighting at the site will be substantially reduced and less noticeable to surrounding viewers. Therefore, visual impacts related to lighting for construction activities would be temporary and are

considered less than significant. Lighting design for the CPP would be consistent with CEC lighting requirements and local LORS.

Currently, nighttime lighting within the VSOI consists mainly of external lighting of businesses, industrial/commercial activities, communications towers, and residences in the area. During operations, the CPP may slightly add to existing lighting, but the project would not significantly increase the existing night lighting in the project area. Overall, the addition of the CPP is not anticipated to create significant night lighting impacts from backscatter light and/or night lighting in the project area.

Federal Aviation Agency (FAA) Advisory Circular 70/7460-1K requires that all airspace obstructions over 200 feet in height or in close proximity to an airfield have obstruction lighting. The tallest structure proposed onsite is 86 feet high (four stack/silencers). Since the stack/silencers are below the 200-foot limit and Fullerton Municipal Airport (6.5 miles northwest of the project site) is not considered to be in close proximity, the stack/silencers will not require obstruction lighting. Additionally, the Adelpia communications tower, located adjacent to the project site, is greater than 200 feet tall and includes obstruction lighting; therefore, no impacts to aircraft operation are expected.

6.13.2.2.3 Glint/Glare. Impacts resulting from CPP night lighting and glare would be less than significant for all sensitive viewers in the area. Currently, nighttime safety/security lighting is produced by the existing industrial/commercial facilities (Adelpia communications tower, warehouses, street lighting, and roadways) surrounding the CPP site. While the CPP would add to existing lighting, the project would not significantly increase the existing night lighting, back-scatter light, or glare in the project area. Night lighting conditions from the project structures may be visible to SR 57 and SR 91 travelers, nearby residences, and recreational users within McFadden Park. However, due to the significant cultural modification screening in the area, impacts from night lighting would be intermittent, and are therefore considered to be less than significant. Overall, the addition of the CPP is not anticipated to significantly increase the impact from night lighting, back-scatter light, or glare a viewer may experience when looking toward the site. During final design, if design analysis indicates that significant glint/glare impacts would occur, mitigation will be proposed.

Fullerton Municipal Airport. The Fullerton Municipal Airport supports little air traffic. Sixty percent consists of personal and business transportation, with the rest characterized as recreational or training. Aircraft utilizing the Fullerton Municipal Airport are unlikely to be impacted by glint/glare from the CPP. To pilots in aircraft flying over the site, views and potential glint/glare from the CPP site are anticipated to be similar to other adjacent industrial/commercial areas. Because the airfield is approximately 6.5 miles northwest of the CPP site, potential glint/glare from the CPP is not expected to distract and/or affect pilots during landing or take-off operations.

6.13.2.2.4 Landscaping. The CPP project will incorporate landscaping and a landscaping plan has been prepared (refer to Appendix S). It is anticipated that project landscaping will not to add incrementally to the overall change in viewsheds. The site will be contained within a 20-foot wall which will be landscaped along the frontage of East Miraloma Avenue. The wall will be constructed of decorative masonry in conformance with the COA zoning requirements in Title 18.46 Landscaping and Screening. Landscaping along the frontage of East Miraloma Avenue will consist of drought-tolerant plantings in conformance with Title 18.46 of the COA zoning code. Landscaping will include California oaks (*Quercus Agrifolia*) spaced every 30 feet and cat claw (*Macfadyena Unguis-cati*) planted every 5 feet. The ground cover will be dwarf coffeeberry in 1 gallon containers spaced as needed. In addition, a sidewalk running the length of the property along East Miraloma Avenue will be incorporated into the project.

6.13.2.2.5 Visible Plumes. The frequency, visibility, and size of potential visible plumes are dependent on the atmospheric conditions during viewing. Specifically, visible plume formation depends on local ambient temperature, humidity conditions, and wind patterns. A location with higher temperature and lower humidity (such as Orange County) would have fewer extended visible plumes compared to the same tower in a cooler, more humid location. In the event that atmospheric conditions are conducive to visible plumes, the potential plumes could be visible from residences and travelers within and outside the VSOI. Currently there are few to no visible plumes within the existing viewshed.

Turbine Exhaust Plumes. The 4 simple-cycle LM6000 turbines will operate for a maximum of 4,006 hours per year combined or up to a maximum of 1,970 hours per year for one turbine, about 22 percent of the year. The turbines will typically operate at loads between 50 to 100 percent, with the exit temperature ranging from 710°F to 859°F and the moisture content in the exhaust gas ranging from 4.6 to 7.5 percent by weight (data on turbine exhaust composition can be found in the Air Quality Appendix). With such high stack temperatures, visible vapor plumes are only expected at low ambient temperatures or high relative humidity, and the turbines are not anticipated to operate much if at all during the winter. Thus, normal operation of the CPP peaker turbines is not anticipated to cause many visible plumes.

A plume frequency of 20 percent of seasonal (from November through April) clear, daylight hours with no rain, fog, or high visual contrast is normally used by CEC to determine potential plume impact significance. Since the maximum time one CPP turbine will operate is about 22 percent of the year, with most operating hours occurring during the summer, visible plumes are expected to occur much less than 20 percent of the seasonal daylight clear hours. Thus it is expected the impact from visible turbine plumes will be less than significant.

Chiller Cooling Tower Plumes. The heat rejection system will consist of a single four-cell chiller cooling tower. The chiller cooling tower will operate at ambient temperatures of 49°F

or greater when all four turbines are operating and ambient temperatures of 58°F or greater when only one turbine is operating. The chiller cooling tower uses very low quantities of water; at full load for all four turbines the water use is 7,740 gallons per minute. This low water usage relates to low amounts of water vapor that may be emitted and less chance for visible vapor plumes to be created.

It is anticipated that one or more of the cells in the chiller cooling tower may operate up to a maximum of approximately 1,970 hours per year, about 22 percent of the time, to match the hours of potential turbine operations.

The 5 years of meteorological data used in the air quality analyses were examined to determine the percent of time that the cooling tower might operate during seasonal daylight clear hours. It was determined that 93 percent of all seasonal daylight clear hours had an ambient temperature greater than or equal to 49°F, and thus would require cooling tower operation if the turbines were used.

The CPP facility is anticipated to operate primarily during the summer, although if the operation of the CPP facility was spread evenly across the year, the cooling tower would have at most a 20 percent (93 percent x 22 percent) chance of operating during seasonal daylight clear hours, and a visible plume would not form during all of those hours. Thus it is anticipated that there will be a less-than-significant impact from visible chiller cooling tower plumes.

6.13.2.2.6 Indirect and Construction-related Impacts. The 3.6-acre construction laydown area on the west side of the proposed CPP will serve as construction laydown for both the plant site and transmission line system, limited staff parking, equipment storage, and construction offices. Construction access to the CPP site will be from East Miraloma Avenue.

Project site preparation includes site grading, however, major cuts and fills are not anticipated. All areas disturbed during construction will be graded to a smooth surface and covered with appropriate material as design conditions require. Excavation work will consist of the removal, storage, and/or disposal of earth, sand, gravel, vegetation, organic matter, loose rock, and debris to the lines and grades necessary for construction. See Section 3.0 for more information relating to earthwork.

The construction period, including commissioning, is expected to last 12 months. The maximum workforce during construction will be approximately 225 people. The workforce is expected to come from the Orange, Los Angeles, San Bernardino, and Riverside County areas.

During the CPP construction period, construction activities and construction materials, equipment, trucks, temporary structures, and vehicles would be partially screened by existing

buildings and vegetation. As the CPP site and laydown area are located in an area zoned for industrial development, such construction activities at the project site and within the laydown area are not anticipated to contrast significantly with the existing character of the area. Although construction activities will have a moderate visual impact within the project area, these impacts would be temporary and limited to the 12-month construction period. Therefore, visual impacts during construction are considered temporary and thus less than significant.

Indirect impacts associated with the construction, operation, and long-term presence of the CPP and ancillary facilities may include impacts associated with fugitive dust, night lighting, and presence of construction equipment. Construction activities will be conducted in a manner that minimizes (visible) dust emissions. These impacts are considered temporary and insignificant. Lighting for plant operation will be minimized. Lights will be manually turned on as required, and will normally be turned off at night. Operational lighting impacts will be insignificant.

6.13.3 Cumulative Impacts

The CPP and other projects in the vicinity are not expected to result in significant cumulative impacts to environmental resource areas, including, but not limited to, air quality, land use, cultural resources, water resources, or traffic during the construction or operation phases. All existing and proposed projects can be characterized primarily as industrial/commercial development (i.e., transmission lines, industrial/commercial buildings, and communication towers). Section 6.9, Land Use, describes the land use and zoning within a five-mile radius of the proposed project. The proposed project and surrounding area is located within a Specific Plan area that has been specifically designated for commercial and industrial purposes. Table 6.13-6 lists the major projects identified within a five-mile radius of the proposed project with permit applications submitted within the past 18 months.

With the exception of The Crossings, a mixed-use condominium project at 3530 East La Palma Avenue, no new residential construction has been proposed for this area. Upon completion of construction, the CPP will be consistent with existing land uses within the project area.

No significant cumulative impacts have been identified as a result of the construction, operation, or long-term presence of the CPP. For further discussion of cumulative impacts, see section 6.18, Cumulative Impacts.

The areas within the VSOI are generally characterized as developed and contain heavy industrial and public infrastructure land uses, and as a result, no native plant communities are present within the project area. Vegetation communities include ornamental landscaping and

**TABLE 6.13-6
PROJECTS WITHIN A FIVE-MILE RADIUS OF CPP**

| Project | Location |
|---|---|
| Orange County Anaheim Medical Center Site Size: 27 acres | 3400 E. La Palma Avenue, City of Anaheim, CA |
| The Crossings – Mixed-Use Project with 312 condos Site Size: 5 acres | 3530 East La Palma Avenue, City of Anaheim, CA |
| Gutherie Development Industrial Park – DRC Development Site Size: 7.04 acres | 1041 N. Shepard Street, City of Anaheim, CA |
| Boeing Realty – Redevelopment of Boeing site with new commercial and industrial buildings | East Miraloma Avenue and Miller Street, City of Anaheim, CA |
| Outer Spring Volcano LP Concourse Bowling Site Size: 2.7 acres | 3364 East La Palma Avenue, City of Anaheim, CA |
| OCWD La Jolla Groundwater Basin Site Size: 9.3 Acres | West La Jolla Street, City of Anaheim, CA |
| Placentia – Yorba Linda Unified School District Gualberto Valadez Middle School | West La Jolla Street, City of Placentia, CA |

ruderal roadside communities containing cultivated varieties and high percentages of non-native grasses and weeds. Native plant species constituted 34 percent of plant species observed and of these, many are ornamental. All other native species are characteristic of disturbed/developed areas or areas containing standing water.

The CPP will contribute to the industrial nature of the immediate project vicinity. The VSOI has already experienced significant cultural modifications, and the addition of any of these projects, when considered with the CPP, will not significantly affect the visual setting within the VSOI. The addition of the CPP would alter the existing landscape and visual setting. However, because the immediate visual setting is industrial in nature, CPP would not create a substantial additive impact to the general character of the area.

6.13.4 Mitigation Measures

The CPP design inherently includes mitigation measures. For example, the site location was chosen because of its proximity to the existing Adelphia communications tower, existing transmission line system, and similar existing industrial land uses. In addition, the project has been placed on a site with previous industrial disturbance, thereby minimizing impacts to less degraded lands within the COA.

The four 69 kV circuits extending from the project site to the existing transmission rights-of-way (ROWs) will be underground; one set of circuits will connect via a riser pole to a pre-

existing transmission line while the other will connect to existing underground cable. In addition, the water pipeline, gas line, and communication lines serving the project will also be underground and will have no visual impact. Finally, project features have been designed to help minimize visual impacts. These include, but are not limited to, shielding/directing lighting onsite to avoid backscatter and impacts to public viewers; onsite lighting controlled with on/off switches such that lighting will be on only when needed; and using non-reflective materials for project components (see Table 6.13-4).

6.13.5 LORS Compliance

Applicable visual resources LORS are summarized in Table 6.13-7 and described below.

6.13.5.1 Federal

The CPP is located on property under the jurisdiction of the COA located in Orange County; however, California State lands in the mountain ranges approximately four to five miles to the northwest are within the VSOI and may have very distant views to the project site; therefore, VRM guidelines were considered for this project. VRM methodology is an effective assessment tool which categorizes impacts based upon changes to scenic quality, sensitivity levels, and distance zones. These are all discussed in detail in Section 6.13.1. Overall, the project is consistent with all federal LORS for Visual Resources.

6.13.5.2 State

No State-designated scenic highways or highways eligible for designation were identified within the VSOI. Further, no other area managed by the state for which CPP would be required to adhere to visual LORS was identified; therefore, compliance with state visual LORS is inapplicable.

6.13.5.3 Local

The CPP is located in the COA Northeast Area Specific Plan NO.94-1, situated within the County of Orange. In addition, seven cities (Yorba Linda, Garden Grove, Orange, Stanton, Buena Park, Placentia, and Fullerton) are located within the 5-mile VSOI radius identified for the project (see Figure 6.13-1). All of the cities with the exception of Placentia have fully obscured views to the project. Los Angeles, San Bernardino, Riverside, and San Diego counties also border the County of Orange; however, these counties are located more than 5 miles from the project, and have no views to the project site; therefore, local LORS were only considered for the County of Orange, the COA, the COA Northeast Area Specific Plan Area No. 94-1 and the City of Placentia.

The project site is zoned Industrial. Allowable uses within Industrial zone include electricity generation, subject to the Conditional Use Permit (CUP) required by the standards identified

**TABLE 6.13-7
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|---|--|--------------------------------------|
| Federal | | | |
| Visual Resource Manual | To manage public lands in a manner which will protect the quality of the scenic (visual) values of these lands | CA State lands lie five miles NW and may have distant views to the project site. See Section 6.13.5.1. In summary, changes to these views will be indiscernible. | BLM |
| State | | | |
| Application for Certificate Requirements | Rules of Practice and Procedure and Power Plant Site Certification Regulations, Appendix B. | See Data Adequacy Worksheet. | CEC |
| State Scenic Highway Requirements | Requirements are applicable to state designated scenic highways. There are none in the project area. | There are no Designated or Eligible State Scenic Highways in the VSOI. Therefore, compliance with state aesthetic LORS is inapplicable. | Caltrans |
| Local | | | |
| County of Orange General Plan/ Transportation Element: Component Three Scenic Highways Plan – Goal 1 | Preserve and Enhance unique or special aesthetic and visual resources through sensitive highway design and the regulation of development within the scenic corridor. 1.2 Offer of Dedication: Where necessary to preserve unique or special visual features, impose conditions on development within a scenic highway corridor to require dedication of scenic easements consistent with the adopted corridor plan. | There are no Designated or Eligible State Scenic Highways in the VSOI. Scenic resources within the VSOI are limited. The site lies within an existing industrial area zoned for industrial use. By focusing development within this area, scenic areas within the county can be maintained. | County of Orange Planning Department |
| County of Orange General Plan/Resources Element: Natural Resources Component – Goal 3 | Manage and utilize wisely the County's landform resources. 3.1- To minimize to the extent feasible the disruption of significant natural landforms in Orange County. To protect the unique variety of significant landforms in Orange County through environmental review procedures and community and corridor planning activities. | No significant natural landforms, scenic views, panoramas or vistas are located within the project area or within the VSOI | County of Orange Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|---|---|--------------------------------------|
| County of Orange General Plan/Resources Element: Open Space – Goal 1 | Retain the character and natural beauty of the environment through the preservation, conservation, and maintenance of open space. To designate open space areas that preserve, conserve, maintain, and enhance the significant natural resources and physical features of unincorporated Orange County. To guide and regulate development of the unincorporated areas of the County to ensure that the character and natural beauty of Orange County is retained. | There are no significant natural resources or physical features of unincorporated Orange County within the VSOI | County of Orange Planning Department |
| County of Orange General Plan/Growth Management Element – Policy 7 | There shall be buffer zones established through Feature Plans, Specific Plans, and/or Scenic Corridor Plans which provide for the physical separation of major communities by means of open space areas/ corridors. Said open space area/corridors will be based upon natural features such as creeks or prominent topographic or aesthetic features. | There are no scenic corridors located within the VSOI | County of Orange Planning Department |
| COA General Plan/Land Use Element – Goal 3.1 | Pursue land uses along major corridors that enhance the City's image and stimulate appropriate development at strategic locations. Ensure quality development along corridors through adherence to established development standards and Community Design Element goals, policies and guidelines. | The project is in conformance with land-use zoning within the Northeast Area Specific Plan and the associated development guidelines. The project will be visually compatible with existing uses within the VSOI. | COA Planning Department |
| COA General Plan/Land Use Element – Goal 4.1 | Promote development that integrates with and minimizes impacts to surrounding land uses. Promote compatible development through adherence to Community Design Element policies and guidelines. Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process. | The project will be visually compatible with the Community Design Element policies and guidelines for existing uses within the VSOI. | COA Planning Department |
| COA General Plan/Land Use Element – Goal 8.1 | <i>Hill and Canyon Area:</i> Preserve natural, scenic, and recreational resources; continue to ensure residential neighborhoods are safe, well-maintained, places to live; and continue to provide necessary community services and facilities. Encourage the preservation of scenic vistas and views through Green Element Policies and Zoning Code development standards. | There are no officially designated COA scenic vistas or views within the VSOI | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|---|---|--|-------------------------|
| COA General Plan/Land Use Element – Goal 12.1 | <i>North Central Industrial Area:</i> Encourage the on-going transition of the North Central Industrial Area into a high-quality light industrial area that is sensitive to adjacent residential neighborhoods. Pursue various neighborhood improvements (e.g., continued undergrounding of utility lines, continuous sidewalks and links to nearby retail centers and transit stops, additional landscaping along arterial streets, enhanced entryways into neighborhoods, etc.) to improve the livability of existing residential areas. Continue beautification efforts along the Riverside (SR-91) Freeway to reflect the vision for this area as a high quality light industrial area. | The CPP is visually compatible with the development standards and requirements for high-quality light industrial development within the North Central Industrial Area. | COA Planning Department |
| COA General Plan/Public Services and Facilities Element – Goal 10.1 | Improve the City's appearance by mitigating the visual impacts of utility equipment and facilities. Continue to implement the Underground Conversion Program in public rights-of-way and increase the number of underground utility districts, as appropriate. Use a combination of architectural enhancements, equipment undergrounding, screen walls, and landscaping to reduce or eliminate visibility of utility equipment and facilities, whenever feasible. | All of the offsite linears will be undergrounded. The facility will be screened by a 20-foot ornamental fence with a COA Conditional Use Permit (CUP) and a height variance for the wall height | COA Planning Department |
| COA General Plan/Public Services and Facilities Element – Goal 14.1 | Provide attractive public spaces that enhance the City's image, safety and economic vitality. Maintain and enhance the City's public rights-of-way. Enhance neighborhood appearance and safety through the enforcement of the Anaheim Municipal Code and other regulations. | The siting of the CPP will serve to minimize the visual impact to neighborhoods by restricting the project to an area that has been specifically zoned for Industrial use under the Northeast Area Specific Plan | COA Planning Department |
| COA General Plan/Circulation Element – Goal 1.1 | Provide a comprehensive multidimensional transportation system that facilitates current and long-term circulation of people and goods in and through the city. Consider aesthetics, including the provision of appropriate landscaping, in the development of arterial highways. | Not applicable | COA Planning Department |
| COA General Plan/Circulation Element – Goal 2.2 | Provide a safe circulation system. Provide adequate sight distances for safe vehicular movement on roadways at intersections and driveways. | Construction and operation of the CPP will maintain adequate sight distances for safe vehicular movement on East Miraloma Ave. | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|--|--|-------------------------|
| COA General Plan/Circulation Element – Goal 4.1 | Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers. Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation. Landscape arterial highways in keeping with the intent of the Scenic Corridor Overlay Zone and the Santa Ana River Greenbelt Plan, and maintain the residential character of the neighborhood by avoiding interference and intrusion into adjacent communities. Take such actions as may be necessary to protect the scenic appearance of the band of land generally adjacent to the scenic highway right-of-way, including but not limited to: careful design and maintained appearance of structures and equipment. | There are no uniquely scenic or special visual resource areas along highways within the VSOI | COA Planning Department |
| COA General Plan/Circulation Element – Goal 8.1 | Protect and encourage pedestrian travel. Ensure that streets and intersections are designed to provide visibility and safety for pedestrians. | The CPP will incorporate a sidewalk along East Miraloma Avenue in addition to the screening wall and landscaping. | COA Planning Department |
| COA General Plan/Circulation Element – Goal 12.1 | Ensure adequate parking is made available to City residents, visitors, and businesses. Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots. | During operation, onsite parking will be provided and will be screened from street view by the surrounding 20-foot wall. | COA Planning Department |
| COA General Plan/Green Element – Goal 2.1 | Preserve views of ridgelines, natural open space and other scenic vistas wherever possible. Encourage development that preserves natural contours and views of existing backdrop ridgelines or prominent views. Encourage future development and public improvements that maximize private and public views of golf course fairways. | The CPP will not interfere with distant views of ridgelines, open space or other scenic vistas. | COA Planning Department |
| COA General Plan/Green Element – Goal 14.3 | Ensure that future development near regional open space resources will be sensitively integrated into surrounding sensitive habitat areas. Require new development to mitigate light and glare impacts on surrounding sensitive | There are no regional open space resources to be impacted by light and glare within the VSOI | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|---|--|-------------------------|
| | habitat and open space areas, where appropriate. | | |
| COA General Plan/Community Design Element – Goal 1.1 | Create an aesthetically pleasing and unified community appearance within the context of distinct districts and neighborhoods. Identify and preserve/enhance view corridors for major landmarks, community facilities, and natural open space in the planning and design of all public and private projects. Screen public and private facilities and above-ground infrastructure support structures and equipment, such as electrical substations, and water wells and recharge facilities, with appropriately scaled landscaping or other methods of screening. Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing). | The CPP is compatible with the development standards for industrial zoning as stated in the Northeast Area Specific Plan. The CPP will incorporate measures to reduce visual impacts such as undergrounding project linears and constructing a fence and landscaping around the project perimeter. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 2.1 | Attractively landscape and maintain Anaheim's major arterial corridors and prepare/ implement distinctive streetscape improvement plans. Continue to underground overhead utility lines along the City's arterial corridors. | The CPP facility will be landscaped along East Miraloma Avenue according to the landscaping requirements in the COA municipal code. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 3.1 | Single-family neighborhoods are attractive, safe and comfortable. Continue to maintain and improve the visual image and quality of single-family neighborhoods. | The CPP is not located within a residential neighborhood. Limited residential neighborhoods are located within the VSOI, however, visual impacts have been reduced to less than significant by project design features and project siting. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 4.1 | Multiple-family housing is attractively designed and scaled to complement the neighborhood and provides visual interest through varied architectural detailing. Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. | CPP and associated ancillary facilities are not located within a multiple-family housing residential development. | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|---|---|-------------------------|
| COA General Plan/Community Design Element – Goal 5.1 | Mid-block residential developments convey a neighborhood atmosphere, high level of design quality, and strong street-facing orientation. Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. | CPP and associated ancillary facilities are not located within a mid-block residential development. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 6.1 | Focus activity centers at the intersections of selected major corridors to provide a convenient and attractive concentration of retail and office uses. Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. | CPP and associated ancillary facilities are not located within a retail activity center. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 7.1 | Neighborhood retail centers are thoughtfully designed to create attractive places that provide convenient access and ample pedestrian amenities to residents of surrounding neighborhoods. Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. | CPP and associated ancillary facilities are not located within a neighborhood retail center. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 8.1 | Anaheim's mixed-use areas are attractively designed, pedestrian-friendly, easily accessible, and contain a proper blend of commercial retail, office and residential uses. Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. | CPP and associated ancillary facilities are not located within mixed use development. | COA Planning Department |
| COA General Plan/Community Design Element – Goal 9.1 | Anaheim's industrial areas and the buildings within them are strategically planned, visually distinctive and attractive, abundantly landscaped and appropriately signed. Strengthen the identity of key industrial areas through entry monumentation, signage, attractive, abundantly landscaped treatments, and a complementary range of building colors and types. Encourage individual design identity and clearly visible main entrances for industrial buildings. Avoid use of long, blank walls by breaking them up with several vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation and landscaping. Thoroughly screen and enclose all outside storage areas through the use of perimeter | The CPP project will be attractively landscaped and surrounded by an ornamental brick fence which will provide acceptable aesthetic benefits and visual relief. | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|---|--|---|-------------------------|
| COA General Plan/Community Design Element – Goal 10.1 | <p>walls and landscape treatments. Use abundant landscaping to minimize views of surface parking, storage and service areas. Where possible, encourage adjacent buildings to share open, landscaped and/or hardscaped areas for visual relief, access, and outdoor employee gathering places. Where practical, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. Reduce the noise, traffic, and visual impacts of service, delivery, parking and loading areas by locating them as far as practical from adjacent sensitive uses (e.g., residential and commercial areas), from the street, sidewalk, or building entrances.</p> <p>Anaheim sign guidelines address distinctive, appropriately-scaled and/or coordinated signs throughout commercial, industrial, and mixed-use areas.</p> <p><i>Policies for arterial corridors:</i> Discourage and/or prohibit the use of pole signs, roof signs (except in Downtown Mixed Use Overlay Zone), temporary lettering of window signs, blinking or flashing signs and temporary signs. Encourage high quality signage, including wall signs, raised letter signs, projecting, double-faced signs, and customized logos. Along major arterial corridors, use signs that are large enough to be seen from the thoroughfare. This necessitates signs of a scale larger than that of pedestrian-scaled signs.</p> <p><i>Policies for Pedestrian-oriented Streets and Neighborhood Centers:</i> Along pedestrian-oriented streets and in neighborhood centers, use signs that are simple, direct and distinctive, and designed at a scale easily read by the people walking. Along a continuous facade of storefronts, locate wall signs at approximately the same height to provide a unifying, horizontal design element. Encourage pedestrian-oriented signs such as awnings, wall signs, raised letter signs, and projecting blade signs.</p> | The CPP will incorporate the use of appropriate signage without the use of pole or roof signs. Identification of the facility will be incorporated into the final landscaping plan. | COA Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|---|--|---|---------------------------------------|
| COA General Plan/Community Design Element – Goal 11.1 | Architecture in Anaheim has diversity and creativity of design and is consistent with the immediate surroundings. Encourage architectural designs that are visually stimulating and varied, yet tasteful, containing rich contrasts and distinctive architectural elements. Add visual richness to residential streets by discouraging the same building elevations on adjacent lots and avoiding repetitious elements and colors. | The CPP is compatible with existing industrial land use and development guidelines as provided in the Northeast Area Specific Plan. | COA Planning Department |
| (COA) Northeast Area Specific Plan/Specific Plan Implementation/Utilities | Encourage and provide for the installation of electrical lines and cables and underground facilities in a manner which enhances the aesthetic appearance of the community. | The CPP has incorporated undergrounding of all project linears. | COA Planning Department |
| City of Placentia General Plan/Land Use Element – Policy 3.3 | Minimize the impact of traffic congestion and unacceptable levels of noise, odor, dust, and glare from new projects on all residential developments and other sensitive receptors, such as hospitals, schools, and rest homes. Mitigate the traffic congestion to the COA's acceptable standard of LOS D and mitigate unacceptable levels of noise, odors, dust, and glare which affect residential areas and sensitive receptors. | | City of Placentia Planning Department |
| City of Placentia General Plan/Land Use Element – Policy LU-1.5 | Protect the natural landscape, topography, drainage ways, recharge basins, and plant and animal life to the greatest extent possible when vacant land is developed. Retain the most significant natural features, including hillsides, coastal sage scrub habitat in the Coyote Hills, and views on the remaining undeveloped land in the city. | | City of Placentia Planning Department |
| City of Placentia General Plan/Land Use Element – Policy LU-3.2 | Encourage commercial and industrial developments that are aesthetically pleasing and functionally efficient. Enhance the city's physical appearance. Establishment of review standards which favor coordinated architectural and landscape design and compatibility with surrounding developments. Mandatory architectural review in redevelopment areas of new commercial and industrial developments and major additions to existing businesses. | CPP is not located within the City boundaries of the City of Fullerton. | City of Placentia Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|--|---|---|---------------------------------------|
| City of Placentia General Plan/Circulation Element – Policy C-1.4 | Plan and manage public rights-of-way and median islands to provide attractive streetscapes. Provide attractive streetscapes in a cost-effective, low-maintenance manner. Continuously maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks. | CPP is not located within the City boundaries of the City of Fullerton. Public ROWs and median islands are not impacted by CPP and associated ancillary facilities. | City of Placentia Planning Department |
| City of Placentia General Plan/Resource Management Element – Policy RM-1.1 | Manage the development of those parcels of land which have unique beauty, value, setting or biological significance and where the natural terrain should not be significantly altered. Preserve the public's use of scenic areas and vista points which lie within the city. | | City of Placentia Planning Department |
| City of Placentia General Plan/Resource Management Element – Policy RM-3.1 | Identify, manage and regulate the roadside of scenic corridors. Preserve scenic vistas viewed from the roadside, where possible. Preserve the natural environment along roadways which have substantial scenic value, where possible. Prevent development along scenic corridors from compromising the views of the valleys or hillsides, when possible. Ensure that structures on public or private properties which are visible from the road are compatible with the corridor. Utilization of implementation tools such as zoning, specific plans and subdivision ordinances to control development which may directly or indirectly affect vistas or scenic focal points. | East Coyote Hills Specific Plan Area contains two scenic vistas and numerous scenic corridors within the VSOI. | City of Placentia Planning Department |
| City of Placentia General Plan/Resource Management Element – Policy RM-3.2 | Coordinate with adjoining jurisdictions regarding scenic corridors. Encourage preservation and enhancement of natural scenic resources beyond but leading into the city limits. Ensure a coordinated approach to scenic corridors of regional importance. Provide improvements along principal scenic corridors at the city boundary which clearly distinguish these as major entries into the city. Work with adjacent communities on a regional scenic routes program. | | City of Placentia Planning Department |

**TABLE 6.13-6 (CONTINUED)
APPLICABLE LORS**

| LORS | Requirements | Conformance to Requirements | Administering Agency |
|---|---|---|---------------------------------------|
| City of Placentia General Plan/Community Health and Safety Element – Policy CHS-3.1 | Provide safe and efficient airport operations. Promotion of aviation safety in operations at the airport. Regulate heights of potential obstructions on all sides of the airport in compliance with the imaginary surfaces as depicted in the 2004 Fullerton Municipal Airport Master Plan and with Federal Aviation Resolution, Part 77 including any structure higher than 200 feet above ground level. | CPP does not contain a structure with a height higher than 200 feet above ground level. The VSOI associated with CPP VSOI does not influence the boundaries identified with Federal Aviation Resolution, Part 77. | City of Placentia Planning Department |
| COA Zoning Ordinance Section 18.120.050 | Defines property development standards within the Northeast Area Specific Plan Industrial Zone (Development Area 1) | The CPP is in compliance with the property development standards for the Northeast Area Specific Plan Industrial zone | COA Planning Department |
| COA Zoning Ordinance Section 18.120.050 | Provides general site development requirements regulations for the Northeast Area Specific Plan Industrial Zone (Development Area 1) | The CPP is in compliance with the general site development requirements regulations for the Northeast Area Specific Plan Industrial Zone (Development Area 1) | COA Planning Department |
| COA Zoning Ordinance Section 18.120.050 | Provides regulations for density in the Northeast Area Specific Plan Industrial Zone (Development Area 1) | The CPP is in compliance with the regulations for density in the Northeast Area Specific Plan Industrial Zone (Development Area 1) | COA Planning Department |
| COA Zoning Ordinance Section 18.10.050 | Provides regulations for building height in the Industrial zone | The CPP is in compliance with the regulations for building height in the Industrial zone | COA Planning Department |
| COA Zoning Ordinance Section 18.46 | Provides regulations for fences, hedges, and walls | The CPP will be built in conformance with a variance for fence height to be incorporated into the CUP issued by the COA | COA Planning Department |
| COA Zoning Ordinance 17.24 | Requires undergrounding of utilities for new development | The CPP has incorporated undergrounding of all offsite linear facilities | COA Planning Department |

in Chapter 18.120 of the Northeast Area Specific Plan No. 94-1, Zoning and Development Standards. The screening fence surrounding the CPP will be a non-conforming use based on the requirements of the COA Zoning Ordinance Section 18.46.110 (Screening, Fences, Walls and Hedges) of Chapter 18.46 (Landscaping and Screening), (Ord. 5920 1 (part); June 8, 2004) which limits fence height to a maximum of 6 feet. A variance has been granted by the COA that will allow the CPP to have a 20-foot-high perimeter wall (refer to Appendix G).

The County of Orange General Plan, COA General Plan, and the Northeast Area Specific Plan No. 94-1 contain several goals and policies relating specifically to minimizing impacts to scenic areas and visual resources within the County. Table 6.13-6 provides a list of local LORS, as well as a discussion of the project's conformance/applicability to these LORS during construction and operation phases.

The CPP will conform to all applicable local LORS related to the preservation of areas identified as retaining high scenic value. Based on the inventory of scenic attractiveness and ESILs, areas retaining high scenic value were not identified within the VSOI. Therefore, compliance with local visual LORS will be maintained.

6.13.5.4 Agencies and Agency Contacts

Agency contacts are provided in Table 6.13-8.

**TABLE 6.13-8
AGENCY CONTACTS**

| Agency | Contact | Address | Telephone |
|--|---|--|--------------|
| CEC Energy Facilities Siting Division Community Resources Unit | Eric Knight, Senior Planner/Supervisor | 1516 9th Street, MS 40 Sacramento, CA 95814-5512 | 916.653.1850 |
| Caltrans Guidelines for the Official Designation of Scenic Highways, Office of Landscape | Senior Landscape Architect | 2800 Gateway Oaks Drive, Suite 100, Sacramento, CA 95833 | 916.274.6138 |
| City of Anaheim Planning Department | Marie Newland Planner | 200 S. Anaheim Blvd. Anaheim Ca 92805 | 714.765.5009 |
| City of Placentia Planning Department | Monique Schwartz Planner | 401 East Chapman Ave. Placentia, CA 92870 | 714 993 8124 |

6.13.5.5 Permits Required and Permitting Schedule

No permits are required pertaining to visual resources.

6.13.6 References

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