

7.11 VISUAL RESOURCES

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This section presents an evaluation of existing and future visual resources in the vicinity of the Etiwanda Generating Station (EGS), the visual character of the existing EGS, the visual appearance of the proposed San Gabriel Generation Station (SGGS), and the anticipated impact that the SGGS would have on the visual character of the surrounding landscapes and sensitive viewers.

This assessment was conducted in conformance with the California Energy Commission (CEC) Guidelines for preparing visual impact assessments for Applications for Certification (AFCs). The CEC Guidelines, in turn, comply with the California Environmental Quality Act (CEQA) AFC documentation requirements (summarized in Section 7.11.2, Environmental Consequences). The methods used for this study are derived from those established by the Bureau of Land Management (BLM) Visual Resource Management Inventory and Contrast Rating System (BLM, 1986) and U.S. Forest Service Visual Management System (Forest Service, 1974, 1995). Additionally, the methodology has been tailored to meet the specific issues and regulatory requirements associated with this proposed project and tiered off of previous methodologies used in other CEC studies and other energy-related projects.

7.11.1 Affected Environment

This section describes project setting, visual sphere of influence of the proposed project, inventory methodology, and the results of the inventory of visual resources within the vicinity of the proposed project.

7.11.1.1 Regional Setting

The existing EGS, which includes the proposed SGGS site, is located in an industrialized setting in Southern California in a broad physiographic province generally referred to as the Transverse Ranges Province. The Transverse Ranges Province is comprised of mountains, valleys, and geologic structures that run east to west and derive their name from the fact that they are “*transverse to*” the prevailing northwest-trending mountains of Southern California.

The San Gabriel Mountains, located north of the proposed SGGS site, are a fault-bounded block of ancient crystalline rocks that rises north of the Los Angeles Basin and the upper Santa Ana River Basin. These mountains are traversed by deep, steep-sided canyons, where the sides of most canyons are unstable hillslope rock debris that is constantly being stripped away and washed out onto alluvial fans.

Located at the southeastern edge of the Transverse Ranges Province is San Bernardino County, within which is the City of Rancho Cucamonga. The proposed project site is located in the southeastern portion of the City of Rancho Cucamonga at approximately 1,110 feet elevation on an alluvial fan deposit from the San Gabriel Mountains. The EGS is located approximately midway up the broad gently south-sloping alluvial on the south side of the San Gabriel Mountains, which rises sharply to the north of the station to elevations over 10,000 feet, and at certain times of the year display snow-capped peaks.

Southern California is home to nearly 24 million people and is one of the nation’s most populated regions. Rancho Cucamonga is a growing city in the inland part of Southern California, which is one of the nation’s fastest growing metropolitan areas. Located 37 miles east of downtown Los Angeles, Rancho Cucamonga was incorporated in 1977. The City’s boundaries cover an area of 39.08 square miles. Development of the City of Rancho Cucamonga has resulted in significant modification to the natural setting, and includes several master planned communities with a variety of distinctive architectural styles. Rancho Cucamonga has a heritage of vineyards, ranchos, orchards, and wineries, which is reflected in the historic buildings that meld with the newer, suburban developments. Office and commercial development highlight many of the major arterials.

Significant expansion activities include the planning of aesthetic lakes, large industrial parks, and a regional shopping center. The two primary interstates in this area are Interstates 15 (I-15) and 10 (I-10). These two interstates have helped Rancho Cucamonga to become a diverse city by providing easily accessible ingress and egress to various locations with the city. The presence of these freeways has contributed to the growth of commercial warehouse and distribution districts and brought several businesses to Rancho Cucamonga. These freeways also provide an effective way for residences to commute to and from work in communities nearby such as San Bernardino.

7.11.1.2 Local Setting

Visual characteristics in the local vicinity of the proposed project site consist of flat topography with industrial uses to the north, east, south, and west. This area includes industrial-type features (equipment, stacks, buildings, storage areas, warehouses, etc.), mixed commercial development, and undeveloped vacant lands (see Figure 7.11-1). Pockets of residential uses are located northwest of the EGS, with the nearest urban residential development located approximately 1,500 feet from the proposed project site.

The proposed project site is in an area designated for Heavy Industrial use and is within one of the Industrial Districts of Rancho Cucamonga. The area is designated for various levels of industrial use from general industrial activities (such as warehouses, contractor yards, and public storage) to heavy industrial activities (such as materials recovery, scrap yards, manufacturing, and power generation). Transmission corridors are located to the east and west of the EGS—one east of Etiwanda Avenue and another located just west of Day Creek on the west side of the EGS. Commercial uses, a material recovery operation, and a pipe manufacturer are located to the north of the proposed project site. A warehouse water treatment facility and the San Bernardino County Sheriff's Department Detention Facility are located to the south. Vacant undeveloped lands and varying levels of industrial uses are located in the general project vicinity.

No perennial streams or rivers exist to provide substantial and diverse vegetative cover. Day Creek is a channeled stream that roughly parallels I-15 in the proposed project vicinity and is approximately 0.75 mile west of the proposed project site.

7.11.1.3 Visual Project Description

The following description summarizes those features of the proposed project that are relevant to the visual assessment, or those that could result in potentially significant visual impacts. The project description, as it relates to visual resources, focuses on the operational aspects of the project (i.e., those that will be present for 5 years or more), because they have the most potential to result in significant visual impacts. Short-term aspects (e.g., construction and construction laydown/storage areas) of the proposed project are not evaluated in detail. A detailed project description including construction is provided in Chapter 2, Facility Description and Location.

When completed, the power plant will occupy approximately 17 acres in the northwest portion of the EGS site, and including a small portion of the IEUA property, generally within the footprint of the area previously occupied by the former Units 1 and 2 cooling towers to the west of Units 3 and 4, which will remain unchanged.

Approximately 15 acres of construction laydown and construction contractor parking will be located west of the proposed project site. Primary access to the SGGS site during construction will be from Etiwanda Avenue via 6th Street and an approximately 3,120-foot-long temporary access road, from 6th Street to the SGGS site. After construction is completed, the route along the temporary access road will be restored or resurfaced as necessary and appropriate.

Major elements of the proposed project are summarized in Table 7.11-1.

Table 7.11-1 Visible Project Features			
Equipment	Qty	Size, L×W×H (feet)	Visual
Combustion Turbine Generators	2	100 × 46 × 80 (top of inlet air filter)	Industrial equipment, primarily steel painted gray
Steam Turbine Generator	1	112 × 40 × 46 (includes support structure)	Industrial equipment located inside metal panel enclosure, painted gray Concrete support structure
Heat Recovery Steam Generators	2	156 × 45 × 100	Industrial equipment; casing and ducting steel painted gray, steam drums on top, silver metal insulation
Aqueous Ammonia Storage	1	50 × 9 DIA × 12	Steel horizontal tank, painted white
Fin-Fanned Coolers	1	120 × 67 × 17	Industrial equipment, silver (galvanized) coil and fan assembly on steel columns painted gray
HRSG Stacks	2	19 DIA × 150.5	Steel vertical cylinder, painted gray
Air-Cooled Condenser	1	425 × 216 × 110	Industrial equipment, coil and fan assembly with painted gray steel side (wind) walls on steel support structure, painted gray.
Pipe Rack		500 × 20 × 45	Steel structure painted gray, insulated pipes on top, silver insulation covering
Auxiliary Boiler	1	52 × 25 × 30	Industrial equipment Steel casing painted gray
Auxiliary Boiler Stack	1	3' DIA × 100	Steel vertical cylinder, painted gray
Natural Gas Compressors	3	40 × 65 × 30	Industrial equipment, painted gray, or gray insulation (possibly inside steel sided enclosure, gray siding)
Admin/Control Bldg.	1	260 × 90 × 24	Steel sided building, gray siding
Water Treatment Bldg	1	50 × 30 × 20	Steel sided building, gray siding
Main Transformer	3	35 × 15 × 20	Electrical equipment backed by concrete fire wall
Closed Cooling Water Tank	1	6 DIA × 40	Steel tank 6' dia × 7' high, steel support structure, painted gray
Evaporative Cooler Tank	1	35 DIA × 35	Steel tank, painted gray
Demineralized Water Storage Tank	1	35 DIA × 35	Steel tank, painted gray
Transmission Structure	4	65 High A-Frame	Steel structure, painted gray
Transmission Structure	1	110 High A-Frame	Steel structure, painted gray
Transmission Structure	1	120.5 High Pole	Steel structure, painted gray

7.11.1.4 Project Description Mitigation

Inherent in the project description are several design features that will reduce the level of visual impacts, such as the location of the project site (within an industrial setting), being adjacent to existing areas of disturbance, the similarity of proposed structures, the type of facilities being proposed (e.g., dry-cooled), and being siting within a previously disturbed landscape character of the area result in a low level of project contrast helping to reduce overall impacts.

7.11.1.5 Visual Sphere of Influence

The visual sphere of influence (VSOI) for the proposed project represents the area within which the proposed project could potentially result in significant impacts to visual resources. The VSOI for this project is ambiguous because the location of the EGS, existing development, terrain, and vegetation provides substantial opportunities for screening of potential views. To determine the VSOI, there were two field visits (one in 2005 and another in 2006) to observe and document from which locations the existing EGS was visible. Generally, south of I-10 views of the EGS are almost nonexistent, as the freeway and a slightly sloping downhill terrain block views of the EGS. North of I-10 the existing EGS is visible intermittently, with the most prominent views observed looking north on Etiwanda Avenue. Views of the EGS from the east are somewhat intermittent because many of the views are obstructed by commercial development, large warehouses/distribution centers, the California Speedway, California Steel Mill (formerly Kaiser Steel Mill), and vegetation. From the west, the proposed project site is most visible from I-15 north and southbound; however, intermittent viewing opportunities are present just east of the I-15 from some of the commercial areas.

Generally, the proposed project site has the highest level of sensitive views from residences to the north and northeast viewing south and southwest. Some high-sensitivity residential viewers exist to the northwest of I-15; however, a large number of the views from the northwest are potentially screened by the interstate and existing commercial development.

7.11.1.6 Visual Inventory Methodology

The three main components of the visual resource inventory are:

- Definition of the landscape character of the proposed project area;
- Identification of visually sensitive areas including representative key observation points (KOPs) and other viewing areas (OVAs); and
- Identification of applicable laws, ordinances, regulations, and standards (LORS).

Landscape Character and Image Types

The purpose of identifying the landscape character of the study area is to establish a consistent baseline describing the natural and cultural aesthetic characteristics for different landscape units (image types) within the proposed project area. Image types within the visual resources study area vary from the built environment (developed areas), to the natural environment (undeveloped areas), each having a distinct and recognizable landscape character.

To identify the landscape character for a specific image type, several criteria describing its natural or cultural aesthetic characteristics are used. Image types consisting primarily of natural characteristics are determined by evaluating the uniqueness and diversity of interest in landform, vegetation, water, cultural features, and influence of adjacent scenery. Image types consisting primarily of developed or cultural

characteristics are defined by planning concepts (i.e., land uses, building types, density, circulation, and landscape design themes). Existing visual conditions (e.g., the presence of overhead transmission lines, industrial features such as exhaust stacks, water tanks, storage yards, railways, or other modifications) that may affect the character of an image type were also considered in the evaluation of landscape character.

For the purpose of meeting CEC requirements (Appendix B (g) (6) (B) of the Siting Regulations), an interpretation of the visual quality associated with the landscape character and image types found in the study area has been made. The definition of image types is based on the land uses within the study area, each having a different aesthetic quality. A description of aesthetic quality is provided in the discussion of the inventory results in Section 7.11.1.4. Within the context of the greater Rancho Cucamonga area, aesthetic quality of the image types documented in the study area have been classified as follows:

Image Type Quality

High Quality: Consists of regionally significant or distinct landscapes with outstanding or above average aesthetic appeal. These landscapes may exhibit vivid natural or man-made features, undisturbed natural landscape features, and/or high levels of attention to landscape design and/or are recognized as high quality in government policies or regulations. Examples include residential neighborhoods with unique architectural design and integrated parks and open space areas complementing the landscape.

Moderate Quality: Consists of landscapes with average or common aesthetic appeal. These landscapes appear to be intact, but discordant features may be present as well. Examples include commercial retail areas or districts and warehouse/distribution centers with recognizable architectural styles and complementary landscape design elements.

Low Quality: Consists of landscape with below average aesthetic appeal. These landscapes appear heavily disturbed or utilitarian and are often characterized by the presences of dominant discordant features, intense visual clutter, and evident lack of attention to the appearance of landscape elements. Examples include heavily industrialized or mixed use developments.

Image Types

Residential: Typically this image type includes single family residential homes; however, within the VSOI there are apartment and condominium-style residences. Many of the residential neighborhoods within this image type have a consistent architectural theme to them. Particular attention to aesthetic designs and landscaping has been given in the exterior treatments of homes and yards. Often these developments are built around well-planned community parks that offer recreational opportunities.

Mixed Use: This image type appears to be in transition between older residential developments and light/heavy industrial. Within this image type it is often common to see a single family residential home next to an industrial use area (e.g., truck, pipe, or salvage yards). The residential development in this area does not appear to have a consistent architectural theme to it; however, some of the homes do have visually appealing landscapes and attention has been given to aesthetic details.

Recreation: Typically this image type is observed in areas where viewers would engage in recreational activities (e.g., parks, baseball stadiums, or raceways). Often this image type can occur within and is influenced by adjacent image types.

Commercial Retail: Typically this image type consists of well-planned retail/commercial shopping centers. Often these shopping centers include super shopping centers, fast-food and sit-in restaurants, and movie theatres. In many cases, particular attention to aesthetic value has been given and many of the buildings within the commercial image type have a consistent and visually appealing architectural theme.

Although open parking lots are common in this image type, landscaping elements are often visible and add visual interest.

Transportation: The transportation image type for this study area includes three sub-categories: commuter train and railways, interstates, and major arterials. Generally transportation image types are linear corridors that exhibit features common to the type of transportation corridor (e.g., dividing walls, concrete barriers, signs and lighting for interstates, or traffic lights for arterials). Generally, within these images types orientation is linear along a path of travel and duration of views is typically short.

Light Industrial (warehouse/distribution centers): Typically this image type include large warehouse structures (e.g., two-story or larger-type structures, often large square block buildings); large parking lots; loading docks; and, during business hours, high volumes of commercial traffic (i.e., delivery trucks and large semi-trucks). Where landscaping is evident within these image types, it often appears to be well planned and adds some visual interest to the area (i.e., grass areas and large trees). In some cases attention to aesthetics has been given as to the exterior treatments (i.e., paint schemes and façades) of the structures.

Heavy Industrial: This image type has a high level of visual clutter (such as large buildings, exhaust stacks, water tanks, railways, or storage yards). Within this image type focus is drawn to the large buildings and the high volume of industrial type activities, such as traffic (i.e., large semi-trucks, maintenance vehicles, and trains), ongoing operations at plant sites, and in some cases visual vapor or exhaust plumes. Attention to aesthetic design appears low within this image type because most of the structural designs in this area are centered on function and not architectural design.

Key Observation Points and Other Viewing Areas

Key observation points (KOPs) are viewing locations chosen to be representative of the most visually sensitive areas that could view the proposed project and where there is a potential for reasonably worst-case views. Other viewing areas (OVAs) beyond those identified as KOPs are also discussed, in order to consider views, or lack of views, from less sensitive locations.

The inventory of visually sensitive areas included three components: (1) identification of KOPs and OVAs, including photo documentation; (2) classification of viewer sensitivity; and (3) description of project visibility from different distance zones.

KOPs and OVAs were identified based on review of available land use data, field reviews, and discussion with CEC staff responsible for visual resources.

Viewer Types and Sensitivity

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, and low) were used to describe the sensitivity of viewers within the study area:

High-sensitivity viewers include viewers in existing and future residences, recreation areas, community centers, scenic routes, and major freeways where they provide unobstructed open views of the city or skyline.

Moderate sensitivity viewers include viewers in commercial areas, as well those using existing and planned freeways and primary (major arterials) roads.

Low-sensitivity viewers include viewers within industrial areas and vacant parcels not managed for visual or recreational purposes; these areas have not been evaluated in detail because use of these areas would not be likely to sustain significant visual impacts.

Distance Zones

Perception of details (i.e., form, line, color, and texture) diminishes with increasing distance. The distance zones established for the study area include foreground (0 to one-half mile), middleground (one-half to 3 miles), and background (beyond 3 miles). In addition, the analysis took into account whether views were open, partially screened (filtered), or screened (i.e., presence of terrain, vegetation, and/or structure blocking the view).

Identification of Laws, Ordinances, Regulations, and Standards

An important part of the visual inventory is the collection of laws, ordinances, regulations, and standards (LORS) applicable to the proposed project. During the inventory phase of resource assessment, the LORS are identified to ensure that the proposed project is in compliance. If certain LORS require specific conditions to be met, it is important to note this when observing the proposed project site and consider how mitigation measures or design factors will help to make the project compliant. Additionally, during the CEC review of all AFCs, it must determine whether the proposed project will be constructed in compliance with applicable LORS. For visual resources the CEC has the following requirements for the collection, identification, and determination of compliance of LORS:

Federal and State

Proposed projects, including linear facilities, located on private lands are not subject to federal land management requirements. Likewise, if no roadway in the project vicinity is a designated or eligible State Scenic Highway, no federal or state regulation pertaining to scenic resources are applicable.

Local

Policies within the City and County General Plans that are relevant to siting projects have included policies related to:

- Land use elements
- Community Image
- Parks and recreation elements
- Public facilities, institutions, and utilities elements,
- Zoning ordinances
- Land use elements and
- Open space elements

7.11.1.7 Inventory Results

Landscape Character and Image Types

The following section describes the landscape character and image types in the project vicinity. The locations of the KOPs and OVAs are shown on Figures 7.11-2 and 7.11-3. Photographs of the areas represented by KOPs are shown on Figure 7.11-4 through 7.11-8, and OVA photographs are shown on Figure 7.11-9.

The immediate vicinity around the proposed project site is characterized as an Industrial Image Type. The EGS has four adjacent stacks and two banks of cooling towers. The cooling towers are painted a

shade of beige. Units 1 and 2 stacks are painted green with a black band. Units 3 and 4 stacks are natural concrete with a black band. Tanks on the west end of the station are highly visible from the perimeter from the south and west. Major transmission line corridors (i.e., structures with heights up to 150 feet) are located to the east and west of the EGS—one east of Etiwanda Avenue and another just west of Day Creek channel on the west side of the EGS. Commercial uses, a material recovery operation, and a pipe manufacturer are located north of the proposed project site. The entire site is enclosed within a chain-link fence.

Land uses adjacent to the EGS include various industrial manufacturing, material processing, and commercial businesses. To the north of the plant are commercial businesses, a material recovery business, a single residence, and a large cement pipe manufacturer. The pipe manufacturer stores the stock of cement pipes (ranging in size from 36 inches to 192 inches in diameter) on its property adjacent to Etiwanda Avenue. West of the EGS is undeveloped vacant land. To the south of the station across from 6th Street are the Chino Basin Metropolitan Water District Water Treatment Plant No. 4 to the east and a warehouse to the west. South of the water treatment plant is the West Valley Detention Center. A major transmission line corridor is located east of the EGS and adjacent to the California Speedway, which is located on land previously occupied by the Kaiser Steel Corporation. California Steel Mill now operates a smaller mill on the remaining land from the previous Kaiser Steel Corporation, which is located adjacent to the south side of the California Speedway.

KOPs within the Visual Sphere of Influence

During the inventory of the visual resources study area, the primary concern was views from high-sensitivity viewpoints (e.g., residential viewers). A Geographic Information Systems (GIS) analysis of parcel data was used to identify the potential numbers of viewers with foreground (0-1/2 mile) to middleground views (1/2 mile to 3 miles) of the proposed project. Within foreground viewing distances, approximately six residential parcels were identified, and approximately 15,518 were identified within middleground viewing distances. Many of these viewers have fully screened views; however, the following KOPs and subsequent OVAs describe the viewing conditions from selected viewpoints where it was expected that the proposed project would be most visible.

KOP 1 – Etiwanda Avenue and 6th Street (Major Arterial Roadway)

Etiwanda Avenue is a north-south arterial that experiences a high volume of daily traffic, (approximately 15,000-17,000 vehicles per day according to City of Ranch Cucamonga 2006 Average Daily Travel calculations) (see Figure 7.11-4). A large volume of the traffic observed on Etiwanda Avenue was large semi-truck traffic coming and going from the warehouses and distribution centers within the study area. At approximately Etiwanda and 4th Street, the existing EGS is visible. The stacks and generation units can be easily observed within the middleground distance zone. Existing transmission line corridors are visible east of Etiwanda Avenue and coming into the plant switchyard from the west. On clear days, the San Gabriel Mountains provide a backdrop to this view. Some vegetation and structural screening (detention center) of the EGS does occur; however, the existing stacks are visible and prominent in the viewshed.

Farther north on Etiwanda Avenue at 6th Street the foreground views open up and the transmission switchyard and plant can be seen in full view; continuing north, the vegetation screening on the east side of the EGS becomes more effective and views are almost completely blocked when travelers are adjacent to the plant.

KOP 2 – Ilex and Chestnut (Medium-Density Residential Neighborhood)

Ilex and Chestnut is just south of a major arterial (i.e., Foothills Boulevard) and northwest of the EGS (see Figure 7.11-5). This view is representative of some of the views from residences on the edges of the

residential development in the area and views observed during ingress and egress from the neighborhood. This particular neighborhood appears to be transitioning from residential to commercial/industrial. In this area north of the California Speedway, mixed uses were often observed (e.g., storage yards for large trucks, piping, construction equipment, etc).

This particular KOP offers a relatively clear view of the EGS across a pipe storage yard and fenced vacant lot. Several transmission structures are visible within the viewshed; however, the EGS is clearly visible on the horizon. Some screening is provided. Typical of these neighborhoods northwest of the proposed project site, however, the screening potential increases further into the neighborhoods, thus limiting clear views of the EGS.

KOP 3 – Victoria Woods Apartments (High-Density Residential Neighborhood)

The Victoria Woods Apartment complex is located northeast of Etiwanda Avenue and Arrow Route (see Figure 7.11-6). The design, layout, and landscaping offers a great deal of screening to most of the viewers, and for many of the units the nature of the view is internalized. On the southern edge of the complex are some units that have clear middleground views of the tops of the generation unit, stacks, and water towers of the EGS. Some screening is provided by a commercial storage structure on the southeast corner of the intersection at Etiwanda Avenue and Arrow Route and vegetation on the southwest corner; however, beyond that the EGS is a dominant feature on the horizon.

KOP 4 – Hyssop Drive and Dorsett Street (Medium-Density Residential Neighborhood)

This view is from a residential neighborhood located northwest of the EGS and approximately 1.5 miles from the proposed SGGs site (see Figure 7.11-7). Most of the residences in this neighborhood have partially to fully screened views; however, many of the residences on the east side of Hyssop Drive have middleground views across an open area (i.e., transmission corridor) of the EGS stacks and portions of the generation units. This particular location shows the view across a vacant lot adjacent to the transmission line corridor where the EGS can be viewed over the top of the commercial development in the foreground.

The commercial development located southeast of this location at Foothills Boulevard and Day Creek Boulevard offers some structural screening from views in this area. The EGS does not appear to be dominant in the viewshed. Further into the neighborhood, more views of the plant begin to diminish as potential for screening occurs from other homes and vegetation.

KOP 5 – Interstate 15 Southbound near Foothills On-Ramp (Major Highway)

Interstate 15 has a high volume of traffic throughout the day and into the evening. In 2002, the Annual Average Daily Traffic (AADT) count near this location (i.e., Ontario, located west of Rancho Cucamonga) was approximately 198,000 (Caltrans, 2002). This KOP is from the southbound side of I-15 looking south near the Foothills Boulevard on-ramp and is located approximately 1 mile north of the EGS (see Figure 7.11-8). Although while traveling along I-15 the focus is on the traffic and viewer orientation is southwest along this section of the interstate, views of the EGS are possible. Intermittent screening does result from large trees and structures on the southbound side of I-15.

OVA's within the Visual Sphere of Influence

OVA 1 – Foothills Boulevard (Commercial Area)

Foothills Boulevard is a major arterial located north of the EGS (see Figure 7.11-9). Commercial shopping centers are located along this road. Intermittent views of the EGS can be seen from Foothills Boulevard in varying places; however, much of the development along the south side of the street screens

views to the south. This particular view is at the intersection of Foothills Boulevard and the entrance to the Sacred Heart Church approximately 1 mile north of the EGS. It is the only location along this segment of the road where the EGS can be seen through the shopping center. The primary orientation of the viewers along this road is east and west; however, there are intermittent views of the EGS while traveling along Foothills Boulevard.

OVA 2 – California Speedway (Commercial/Recreational)

This OVA is located at the California Speedway, east of the EGS. The speedway is primarily used for semi-professional and professional races (i.e., NASCAR), and viewer orientation is generally to the north with the San Gabriel Mountains in the background (see Figure 7.11-9). When inside the grandstands, the forms, colors, textures, and visual components of the speedway attract attention and appear to be the focus of the viewshed. Within the speedway itself and in the grandstands, views to the west include a highly industrialized image type, including the EGS. The existing stacks and parts of the generating units are visible. The main entrance to the speedway is located on the east side; however, there is overflow and RV parking on the west side. During races, race fans will temporarily set up camp in these lots. From the parking lots and looking west, partially screened views of the EGS are possible. Several large commercial buildings and vegetation provide a degree of screening, depending on the location within the parking lot.

OVA 3 – Residential Developments (Medium- and High-Density Residential Neighborhoods)

North of I-15 are several newly developed residential communities. Many of these residential communities exhibit architectural styles that appear to have a consistent theme and are generally well landscaped, with parks and recreational use areas. This particular OVA (Victoria Park and Mosaic) shows a typical viewshed, including a middleground to foreground view of the existing EGS from within one of these communities (see Figure 7.11-9). A great deal of the viewing opportunities from these image types are screened by existing structures (e.g., other homes) and vegetation. Generally, further south in these communities the slope of the land leads to lower elevation views that become screened by either the interstate or other development.

OVA 4 – Metrolink Commuter Train (Rail Transportation Corridor)

Metrolink is a commuter train service that provides access to and from adjacent communities such as San Bernardino. The train car windows provide for views to the north and south through this area; however, the train travels at high speeds and the duration of the view is short (see Figure 7.11-9). Users of the commuter train have fully open foreground views of the EGS as the train passes directly north of the existing plant while traveling east and west.

OVA 5 – Adult Sports Complex and Quakes Baseball Stadium (Recreation)

The Quakes Baseball stadium is located approximately 1.25 miles northwest of the EGS. From the north side grandstands are middleground views of the EGS stacks looking southeast (see Figure 7.11-9). The EGS is partially to fully screened from this viewpoint by existing development, vegetation, and a large industrial facility located north of the EGS. The primary focus of views from within the grandstand are on the field itself; however, the San Gabriel Mountains to the north also draw the attention of the viewer from this viewpoint.

OVA 6 – Tole House Café (Commercial Retail)

The Tole House Café is located on the northeast corner of the Whittram Avenue and Etiwanda Avenue intersection (see Figure 7.11-9). This viewpoint is typical of many of the views along this section of Etiwanda Avenue approximately one-quarter to one-half mile northeast of the EGS. From this viewpoint

foreground views of the EGS stack and generation units are clearly visible. Some screening is provided by the pipe storage yard on the west side of Etiwanda Avenue. The immediate image type for this area is mixed use with dispersed residential, light commercial, and adjacent industrial uses. Etiwanda Avenue in this area is heavily used by large semi-trucks and at the time of field visits, traffic flow was fairly high along this section of Etiwanda Avenue. Within the vicinity of the café are isolated high-sensitivity residential viewers with similar views of the EGS.

7.11.2 Environmental Consequences

This section describes assessment methodology for the visual resources impact analysis; results of the impact analysis; and determination of impact significance.

7.11.2.1 Assessment Methodology

The main component of the assessment of impacts to landscape character is determining whether the proposed project is compatible with the image type within which it occurs, as well as the adjacent image types.

The three main components of the assessment of impacts to sensitive viewers are:

- Determination of visibility potential levels;
- Determination of visual contrast and modification levels; and
- Determination of impact levels.

Image Type Compatibility

The assessment of compatibility between the proposed project and the existing image types included consideration of the level of aesthetic quality of the landscape and the magnitude of change that would occur to the aesthetic quality of the landscape as a result of the proposed project. Typically, the more similar the landscape characteristics (e.g., colors, textures, materials, and architectural styles) of a given image type with the proposed changes, the higher the aesthetic compatibility. For example, elements characteristic of industrial landscapes (such as steel buildings, exhaust stacks, tanks, chain-link fences, and utilitarian structures), are more compatible with the proposed project versus a residential or open space area with entirely different landscape characteristics.

Sensitive Viewer Impacts

Visibility Potential

Visibility potential refers to how sensitive viewers (i.e., KOPs and OVAs) would perceive the proposed project within the landscape. The two main factors driving visibility potential are viewing distance and screening due to intervening vegetation, buildings, or other structures. Within the VSOI varying levels of potential project visibility have been identified. The highest levels of project visibility typically exist when the viewer is in close proximity to the proposed project and/or there is no screening or when views are elevated (e.g., north of the proposed project site viewing south). Conversely, the lowest level of visibility typically exists when the viewer is located at greater distances from the proposed project site and/or within partial to fully screened conditions.

Other contributing variables that may affect visibility are the duration of the view, orientation of the viewer, and elevation of the viewer. The duration and orientation of view are important to consider in determining visibility potential (e.g., a long-term, fixed view from a residence may result in higher impact levels versus a short-term, transient view from a roadway). Middleground and background views from

higher elevations (e.g., residential areas along the foothills of the San Gabriel Mountains) north of the study area can potentially increase visibility potential.

Additionally, visibility potential with a project of this nature varies under different atmospheric conditions and during nighttime hours. Atmospheric conditions have the most influence during periods of significant rainfall, fog, or visible haze due to the presence of pollution or dust, where views of both local (i.e., neighborhoods) and regional (i.e., distant mountains) are restricted. Viewing conditions are much different from daytime to nighttime, with operational and safety lighting being a critical element contributing to increased visibility potential during nighttime hours.

Visibility potential levels for this project were characterized as high, moderate, and low primarily considering the relationship of viewing distance and screening. The other viewing variables described above contributed to the refinement of the visibility potential of sensitive viewers for this project. Visibility potential levels are shown in Table 7.11-2.

Table 7.11-2 Visibility Potential Levels			
Screening	Viewing Distance		
	Foreground	Middleground	Background
Open views	High	Moderate	Low
Partial Screening	Moderate	Moderate/Low	Low
Screened views	Low	Low	Low
Other variables that may potentially reduce project visibility include: <ul style="list-style-type: none"> • Duration of viewing opportunities • Orientation of viewers • Elevation of viewers • Atmospheric conditions • Nighttime lighting 			

Visual Contrast and Modification Levels

Visual contrast is defined as the perceived visual change in the landscape that would result from the construction and operation of the proposed project. Three components contribute to visual contrast: (1) physical change to landform, (2) removal of vegetation, and (3) the addition of structural elements in the landscape. For this project, the primary components influencing visual contrast is the addition of the two generating units (i.e., turbines and HRSGs) two exhaust stacks, and air-cooled condenser. Landform and vegetation contrast would be minimal.

Visual absorption capability (VAC) is defined as the extent to which the complexity of the landscape can absorb new structural elements without changing the overall visual character of the area. For the proposed project, VAC is expected to substantially influence how the project would be perceived throughout the VSOI. For example, both the existing EGS and the adjacent industrial and commercial (i.e., warehouse and distribution centers) development create landscape conditions where VAC would be considered high, which in turn would reduce the level of visual contrast to sensitive viewers.

Visual contrast levels for the proposed project could be characterized as strong, moderate, or weak. Strong visual contrast levels associated with a project of this nature would typically occur in a landscape that was previously undeveloped/undisturbed. Whereas, weak visual contrast levels would typically occur in a landscape that was previously developed/disturbed, such as the case with the EGS site and

adjacent landscapes. For the proposed project, isolated cases of moderate visual contrast levels could occur based on localized viewing conditions in proximity to the proposed project site.

Visual modification levels were determined by combining project visibility with visual contrast levels. Four visual modification levels were used to characterize the anticipated level of visual change associated with the proposed project from sensitive views. The visual modification levels are described below.

Not Noticeable: Changes or contrasts in the landscape may be visible within the viewshed, but generally would be overlooked by all but the most concerned and interested viewers. Changes generally would not be noticed unless pointed out. Such changes are often inconspicuous because of such factors as distance, adjacent screening, weak visual contrast with context, or other landscape features prominent in view, including the adverse impacts of past activities.

Noticeable: Changes or contrasts in the landscape would not be overlooked, but are visually subordinate (noticeable to most without being pointed out); they may attract some attention but do not compete for it with other features in the field of view, including the adverse impacts of past activities. Such changes often are perceived as being in the background or within the confines of previous development.

Co-Dominant: Changes or contrasts in the landscape compete for attention with other landscape features in the view, including adverse impacts of past activities. Such changes would draw attention about as frequently as to other features in the landscape.

Dominant: Changes or contrasts in the landscape are the focus of attention and tend to become the dominant feature within the view. Such changes are typically substantial in character and often cause a lasting impression in the affected landscape.

Visual modification levels are shown in Table 7.11-3.

Table 7.11-3 Visual Modification Levels			
Project Contrast	Visibility Potential		
	High	Moderate	Low
Strong	Dominant	Co-Dominant	Noticeable
Moderate	Co-Dominant	Noticeable	Not Noticeable
Weak	Not Noticeable	Not Noticeable	Not Noticeable

Visual Impact Levels

Visual impact levels were determined by combining viewer sensitivity of KOPs and OVAs with visual modification levels. The three levels of potential impact to sensitive viewers as a result of the proposed project are high, moderate, and low. High impacts could occur when the proposed project would result in a substantial change to views in the landscape. Moderate impacts could occur when the proposed project would result in modest change to views in the landscape. Low impacts could occur when the proposed project would result in a marginal change to views in the landscape.

A high or moderate level of impact could warrant the development and application of mitigation measures to minimize or reduce potential impacts to lower levels, while low levels of impact may not warrant mitigation measures.

Visual impact levels are shown in Table 7.11-4.

Table 7.11-4 Viewer Impact Levels			
Modification Level	Viewer Sensitivity		
	High	Moderate	Low
Not Noticeable	Low	Low	Low
Noticeable	Moderate	Moderate	Low
Co-dominant	High	Moderate	Low
Dominant	High	High	Moderate

Determine Impact Significance

Significance criteria have been selected based on guidelines established by the CEC, criteria set forth in PRC Section 21000 et seq., and Appendix G (1) of CEQA. A project may be considered to result in a significant effect when it would result in one or more of the following:

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

A visual effect is considered to be significant when it is within a public view deemed to be sensitive and:

- Project features would perceptibly change the physical appearance of the landscape so it decreases its visual quality from high/medium quality to low quality;
- The visual change introduced by the project features is uncharacteristic of the region and/or locale and the new features contrast negatively; or
- Aesthetic features of the landscape become less visible (e.g., partially or totally blocked from view) or are removed.

Changes that seem uncharacteristic are those that appear out of place, discordant, or distracting. The intensity of a visual impact depends upon how noticeable the adverse change may be. Noticeability is a function of project features and their context and viewing conditions (angle of view, distance, primary viewing directions, etc.).

A visual effect is also considered to be significant if it is inconsistent with LORS applicable to the protection of visual resources.

7.11.2.2 Visual Impact Assessment Results

This section presents the anticipated visual impacts resulting from the proposed SGGS. The impacts to KOPs and OVAs discussed below are summarized in Table 7.11-5 at the end of this Environmental

Consequences section. Generally, the results documented are representative of a reasonably worst-case condition. This means that all viewers in a given area may not have the same level of impact. For example, views of the proposed project on the edge of a residential neighborhood may be open, resulting in a higher level of impact than views from within the neighborhood where screening would block views resulting in a lower level of impact.

The following discussion is concerned primarily with the long-term impacts of the operating SGGS. In general, short-term construction impacts are not expected to lead to visual impacts of greater severity than those of project operation, and are not expected to lead to significant impacts due to their temporary nature. Some short-term impacts will result from construction, primarily to the high sensitivity viewers within foreground views. These short-term impacts would be due to activities associated with the construction of the project (e.g., cranes, scaffolding, temporary lighting, etc) and dust.

Landscape Character and Image Types

As mentioned in Section 7.11.1.4, the image type within the immediate vicinity around the proposed project site is heavily industrialized. The image types adjacent to the generating plant consist of various industrial manufacturing, material processing, and warehouses and distribution centers.

The new facilities associated with the proposed project would be similar in appearance to those at the existing EGS. The new exhaust stacks would be smaller in than the existing stacks and less intrusive in the landscape. Due to the proximity and similarity of structures of the proposed project with the existing EGS, the new facilities would be substantially absorbed into the existing landscape character and compatible with this industrial image type. The expected modifications to the image types as a result of the proposed project would be considered not noticeable, and impacts to the landscape character and associated image types found within the study area would be low. Moreover, impacts to this industrial image type would not be significant.

KOPs within the Visual Sphere of Influence

KOP 1 – Etiwanda Avenue and 6th Street (Major Arterial Roadway)

Viewers within this area include moderate-sensitivity viewers traveling along Etiwanda Avenue and low-sensitivity viewers in the adjacent light industrial areas. The Etiwanda Avenue and 6th Street vicinity would have a moderate level of project visibility, with foreground views that are partially screened due to adjacent development and vegetation (see Figure 7.11-10). Additionally, the surrounding landscape features (e.g., the EGS facilities, numerous high-voltage transmission lines, substation, and other industrial structures) would substantially absorb the proposed project, thereby helping to reduce the visual contrast introduced into the landscape. Visual modification levels are anticipated to be not noticeable, with isolated areas of noticeable modification levels where isolated views could be more open.

The addition of new lights present at the EGS as result of the proposed project could potentially increase the visibility of the project during nighttime hours. This could also increase the modification level from not noticeable to noticeable. However, the lighting would be similar in terms of color and intensity to the existing lighting in the vicinity of the proposed project site.

Impacts to viewers in this area and the general vicinity are expected to be low and would not be significant. Additionally, the inherent proposed project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

KOP 2 – Ilex and Chestnut (Medium-Density Residential Neighborhood)

High-sensitivity residential viewers along the perimeter of these neighborhoods would have a moderate to low level of project visibility, with middleground views that are partially to fully screened due to adjacent development (e.g., chain-link fences and pipe storage yards) and vegetation (see Figure 7.11-11). Additionally, the surrounding landscape features (e.g., high-voltage transmission lines and existing industrial structures) would substantially absorb the proposed project views, thus helping to reduce the visual contrast introduced into the landscape. Residential viewers within this area are also found within a mixed use area, where views can be fully screened due adjacent industrial features present in the landscape. Visual modification levels are anticipated to be not noticeable.

The addition of new lights present as a result of the proposed project could potentially increase the visibility of the project during nighttime hours. This could also increase the modification level from not noticeable to noticeable. However, the lighting would be similar in terms of color and intensity to the existing lighting in the vicinity of the proposed project.

Impacts to viewers in this area and the general vicinity are expected to be low and would not be significant. Additionally, the inherent proposed project design features (e.g., lower stack heights, no vapor plumes, shielding of night lighting) would minimize and further reduce potential viewer impacts from this area.

KOP 3 – Victoria Woods Apartments (High-Density Residential Neighborhood)

Viewers within this area are primarily high-sensitivity residences. The residents along the southern and southeastern perimeter of the apartment complex would have a moderate level of project visibility, with foreground/middleground views that are partially screened due to adjacent development (e.g., storage facility and pipe storage yards near the intersection of Etiwanda Avenue and Arrow Route) and vegetation. The most visible portion of the proposed project would be the upper portion of the new exhaust stacks (see Figure 7.11-12). Additionally, the surrounding landscape features (e.g., low-voltage distribution lines, water tower, and existing EGS) would substantially absorb views of the proposed project, thus helping to reduce the visual contrast introduced into the landscape. The majority of residents within the complex would not have views of the proposed project because they are oriented away from the project site or screened by adjacent apartment buildings. Visual modification levels for viewers in this area are anticipated to be not noticeable to noticeable (primarily from second-story apartments on the southern/southeastern perimeter of the complex).

The addition of new lights as result of the proposed project could potentially increase the visibility of the project during nighttime hours. This could also increase the modification level from not noticeable to noticeable. However, the lighting would be similar in terms of color and intensity to the existing lighting in the vicinity of the proposed project.

Impacts to viewers in this area and the general vicinity are expected to be low for a majority of the residents in the apartment complex and moderate for residents at the southern/southeastern perimeter of the complex. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding of night lighting) would minimize and further reduce potential viewer impacts from this area. These impacts would not be significant.

KOP 4 – Hyssop and Dorsett (Medium-Density Residential Neighborhood)

Viewers within this area are primarily high-sensitivity residences. The residences along the eastern and southern perimeter of these neighborhoods would have a moderate to low level of project visibility, with middleground views that are partially screened due substantial commercial retail development along Foothills Boulevard near I-15 and vegetation that would provide partial screening of the proposed project

site (see Figure 7.11-13). Additionally, the surrounding landscape features (e.g., high-voltage transmission lines, the existing EGS exhaust stacks, and other vertical structures) would substantially absorb views of the project, thus helping to reduce the visual contrast introduced into the landscape. The upper portions of the exhaust stacks for the proposed project would be the only features likely to be visible from this area. Visual modification levels are anticipated to be not noticeable.

The addition of new lights as result of the proposed project could potentially increase the visibility of the project during nighttime hours. However, at this distance and with the presence of substantial lighting from existing facilities, the visibility level and associated modification levels are not expected to increase.

Impacts to viewers in this area and the general vicinity are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

KOP 5 – Interstate 15 Southbound near Foothills On-Ramp (Major Highway)

Interstate 15 is a major transportation corridor where traffic volume is high and speeds vary from relatively slow (15 mph +/-) during high use times and fast (65 mph +/-) during low use times. Foreground and middleground moderate sensitivity views from this highway corridor are intermittent and typically of short duration, and viewer orientation is not directed toward the EGS site. Existing development (i.e., residences, commercial retail complexes, and warehouses and distribution centers) and vegetation provide partial to full screening of views from the highway. The proposed project's adjacency to the existing EGS and surrounding industrial features provide moderate to high absorption capability for the project within this viewshed. Visual modification levels for viewers in this area are anticipated to be not noticeable from more distant, partially to fully screened views along the highway corridor to noticeable where there are isolated occurrences of open to partially screened views (see Figure 7.11-14).

The addition of new lights as a result of the proposed project could potentially increase the visibility of the project during nighttime hours. This could also increase the modification level from not noticeable to noticeable. However, the lighting would be similar in terms of color and intensity to the existing lighting in the vicinity of the project.

Impacts to viewers in this area and along the highway corridor are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA's within the Visual Sphere of Influence

OVA 1 – Foothills Boulevard (Major Arterial Roadway and Commercial Corridor)

Foreground, moderate-sensitivity views of the proposed project from this area would have a low level of project visibility. This is due in part to partial and fully screened views that are oriented away from the EGS site or focused on the commercial retail facilities adjacent to the roadway. Visual modification levels are expected to be not noticeable.

The addition of new lights as result of the proposed project could potentially increase the visibility of the project during nighttime hours. However, at this distance and with the presence of substantial lighting from existing facilities, the visibility level and associated modification levels are not expected to increase.

Impacts to viewers in the area and the general vicinity are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes,

shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA 2 – California Speedway (Commercial/Recreational)

Viewers within the area are primarily moderate-sensitivity recreational users. Foreground to middleground views of the proposed project would have a low to moderate level of project visibility due to partial to full screening from adjacent development (e.g., warehouses and distribution centers and the existing EGS). The focus of the viewshed is north towards the center of the racetrack and the San Gabriel Mountains in the background. Viewers located in the upper levels of the speedway grandstands would have the most opportunity to view the proposed project. Additionally, parking/camping areas on the west side of the speedway would have open to partially screened views of the proposed project. Overall, modifications levels in this area would not be noticeable.

Impacts to viewers in this area and the surrounding parking areas are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA 3 – Residential Developments (Medium- and High-Density Residential Neighborhoods)

Middleground and background views from high-sensitivity residential neighborhoods north of I-15 would have a moderate to low level of visibility toward the proposed project site. These distance views are partially to fully screened due to adjacent development (e.g., single-family dwellings and apartment complexes) and vegetation. In addition to views from the residences, there are also views from small parks and open space areas within the developments. These views are also substantially influenced by the viewer orientation, distance from views, and in some cases atmospheric conditions (i.e., haze and rain/fog). Visual modification levels in this area would be not noticeable.

Impacts to viewers in the area are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA 4 – Metrolink Commuter Train (Rail Transportation Corridor)

Open to fully screened foreground commuter views from the Metrolink train corridor would be short-term while passing parallel along the north side of the ESG site. These viewers are considered moderate sensitivity as they pass through heavily industrialized and commercial landscapes in the vicinity of the proposed project. Although there would be open foreground views of the proposed project, the existing generation units, stacks, tanks, and adjacent industrial facilities will help to absorb the proposed facilities. Therefore, visual modification levels along this corridor would be not noticeable to noticeable.

Impacts to viewers in this corridor and the general vicinity are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA 5 – Adult Sports Complex and Quakes Baseball Stadium (Recreation)

Foreground views of the proposed project from this high-sensitivity recreation complex would be partially to fully screened due to adjacent warehouse and distribution centers and vegetation. Views from ground level areas would likely be screened and have low project visibility, while views from the stadium grandstands would be partially screened and have low to moderate project visibility. The viewers'

attention is typically focused towards the center of the ballfield and the San Gabriel Mountains in the background. Additionally, the surrounding industrial facilities within the vicinity of the proposed project would absorb the proposed generating facilities, thus helping to reduce the visual contrast introduced into the landscape. Visual modification levels in this area would be not noticeable to noticeable.

The addition of new lights as result of the proposed project could potentially increase the visibility of the project during nighttime hours. However, at this distance and with the presence of substantial lighting from existing facilities, the visibility level and associated modification levels are not expected to increase.

Impacts to viewers in the area and the general vicinity are expected to be low and would not be significant. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

OVA 6 – Tole House Café and Residences (Commercial Retail and Isolated Residences)

Foreground views of the proposed project from both the Tole House Café (moderate sensitivity) and two isolated residences (high sensitivity) south of the café would have partially to full screened views of the project as a result of intervening industrial development and vegetation. Additionally, the project features would be similar to the existing EGS features (e.g., generation units and stacks) and would tend to be absorbed into the landscape, thus helping to reduce visual contrast. Visual modification levels in this area would be not noticeable to noticeable.

The addition of new lights as result of the proposed project could potentially increase the visibility of the project during nighttime hours. However, at this distance and with the presence of substantial lighting from existing facilities, the visibility level and associated modification levels are not expected to increase.

Impacts to viewers from the Tole House Café are expected to be low, and impacts from the residences would be moderate. These impacts would not be significant given the influence of the existing industrial features within the immediate foreground of these viewers. Additionally, the inherent project design features (e.g., lower stack heights, no vapor plumes, shielding and controlling of night lighting) would minimize and further reduce potential viewer impacts from this area.

Visible Vapor Plumes

Because the proposed project would have no evaporative cooling, the potential generation of visible plumes from the project would be limited to the condensation of the moisture in the exhaust stack gases. Given that the study area is relatively arid and has relatively warm temperatures for the majority of the year, the frequency of the plumes would be very low. These visible vapor plumes would be more likely to occur during the winter, when the weather is cool and damp. However, during these conditions (i.e., rain or fog) overall visibility potential could be reduced.

Additionally, the size of the visible vapor plumes would not be substantial and it is not likely that they would project high above the proposed project site, nor would they be likely to travel off the plant site.

There were several visible vapor plumes observed in the field during a relatively wet and cool day (February 22, 2007). These plumes were emanating from the other adjacent industrial and commercial facilities. Visible vapor plumes from the proposed project are expected to be minimal and visually subordinate to the existing plumes in the vicinity.

**Table 7.11-5
Visual Impact Summary**

KOP/OVA and Distance	Representative View Location	Viewer Sensitivity	Mitigation	Viewing Variables	Other Influences	Visual Modification	Initial Impact Levels	Initial Significance
KOP 1 (0.5 mile)	Etiwanda Avenue and 6th Street	Moderate/ Low	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No
KOP 2 (1.3 miles)	Ilex and Chestnut	High	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No
KOP 3 (0.7 mile)	Victoria Woods Apartments	High	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • Mod to High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable To Noticeable	Low to Moderate	No
KOP 4 (1.4 miles)	Hyssop and Dorsett	High	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No

**Table 7.11-5
Visual Impact Summary**

KOP/OVA and Distance	Representative View Location	Viewer Sensitivity	Mitigation	Viewing Variables	Other Influences	Visual Modification	Initial Impact Levels	Initial Significance
KOP 5 (<1 mile)	Interstate 15 (southbound) Near Foothills Blvd onramp	Moderate	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened vies	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable To Noticeable	Low	No
OVA 1 (1 mile)	Foothills Boulevard	Moderate	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • Mod to High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No
OVA 2 (2 miles)	California Speedway	Moderate	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No
OVA 3 (2.7 miles)	Residential Developments (northwest of Interstate 15)	High	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable	Low	No

**Table 7.11-5
Visual Impact Summary**

KOP/OVA and Distance	Representative View Location	Viewer Sensitivity	Mitigation	Viewing Variables	Other Influences	Visual Modification	Initial Impact Levels	Initial Significance
OVA 4 (0 – .5 mile)	Metrolink Commuter Train	Moderate	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Open to fully screened views	<ul style="list-style-type: none"> • Mod to High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable To Noticeable	Low	No
OVA 5 (1.3 miles)	Adult Sports Complex (Quakes Baseball Stadium)	High	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of high-intensity lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable To Noticeable	Low	No
OVA 6 (0.5 mile)	Tole House Café (Etiwanda and Arrow Route)	Moderate (commercial) High (residential)	<ul style="list-style-type: none"> • Shielding and controlling of lighting • Minimize use of High-Intensity Lights 	Partially to fully screened views	<ul style="list-style-type: none"> • High VAC • Potential for increased project visibility during nighttime lighting 	Not Noticeable To Noticeable	Low (commercial) Moderate (residential)	No

7.11.2.3 Determination of Impact Significance

The proposed project would not have a substantially adverse effect on a scenic vista, damage scenic resources, degrade the existing visual character, or degrade quality of the site or the surroundings. Although an increase in lighting within the area is possible, the project would not create a new source of substantial light or glare, nor would it adversely affect day or nighttime views in the area. Therefore the proposed project would not have a significant impact on the visual resources within the proposed project vicinity.

7.11.3 Cumulative Impacts

Past and current projects have resulted in a local vicinity that is heavily industrialized. Along with relevant future projects identified in Section 7.4.3 and the proposed project, cumulative impacts on visual resources would be significant. The San Bernardino County and City of Rancho Cucamonga General Plans designate the area around the project site as Industrial zone (i.e., Heavy Industrial (HI)); therefore, the SGGS would be constructed in an area set aside for industrial development. The SGGS would be similar in design to existing structures in the area and the level of visual change would be minor, minimizing the potential for the project's considerable contribution to cumulative impacts. The proposed project's cumulative impact would therefore be less than significant.

7.11.4 Mitigation Measures

As mentioned in Section 7.11.1.4 the project description inherently includes measures that will help to reduce the potential for visual impacts, such as siting of new units adjacent to existing units, the image type of the surrounding landscape, and the type of facility (i.e., dry-cooled).

Additionally, the proposed project will meet or exceed the applicable City and County design guidelines for project features such as structures, signs, and landscaping. These guidelines are often specific and therefore will be evaluated by the appropriate planning officials to determine the exact design requirements prior to construction. The Applicant will consult with the County and City zoning departments to ensure compliance with the requirements for the proposed project site.

VIS-1 Limit Lighting. Exterior lighting will be limited to areas required by regulations, operations, and safety. Low-intensity lights will be used where allowed by regulations (e.g., site perimeter and parking areas).

High-intensity lighting will be limited to areas where such lighting is necessary for operations and safety concerns (e.g., checking equipment). A higher proportion of lighting will be directed and/or shielded to reduce glare towards sensitive viewers.

7.11.5 Laws, Ordinances, Regulations, and Standards

The proposed project will be constructed and operated in accordance with all laws, ordinances, regulations, and standards applicable to visual resources.

7.11.5.1 Federal

No federal LORS or codes are applicable.

7.11.5.2 State

No state LORS or codes are applicable.

Table 7.11-6 Applicable Visual Resources Laws, Ordinances, Regulations, and Standards			
Laws, Ordinances, Regulations, and Standards	Administering Agency	Applicability	AFC Section
Federal			
None			
State			
None			
Local			
Development Code §17.30.040-A. Lighting.	City of Rancho Cucamonga	Addresses lighting	7.11.5.3
Development Code §17.30.040-A. Storage Area/Screening.	City of Rancho Cucamonga	Requires storage areas within 120 feet of street frontage to be screened	7.11.5.3
Development Code §17.30.040-E. Landscape Requirements.	City of Rancho Cucamonga	Requires minimum landscape coverage	7.11.5.3
Development Code §17.30.040-J. Architecture and Design.	City of Rancho Cucamonga	Maximum height of structures shall not exceed 75 feet	7.11.5.3

7.11.5.3 Local

San Bernardino County. No County LORS or codes are applicable.

City of Rancho Cucamonga. The City of Rancho Cucamonga has several specific LORS relating to the visual resources of the proposed project. These codes deal with such items as lighting, storage area, and screening, landscape requirements, and architecture and design.

The City of Rancho Cucamonga Development Code sets forth the framework for development in a number of designated areas. Among the areas treated separately in the Development Code is the Industrial District Subarea 15, the area east of I-15 in the city’s easternmost area, where the proposed project would be located. The following statement regarding the primary function of the land use designation of Heavy Industrial for Subarea 15 is from the City’s Development Code.

“this area provides for the continuation and promotion of the heaviest of industrial users which would, by nature, be annoying to other less intense industrial activities. Subareas located south of Arrow Route, extending to the City boundary limits on the east, approximately 600 feet north of 4th Street, adjacent to the Interstate 15 freeway, north of the Metrolink tracks, and along the utility easement south of Metrolink track, contain some of the City’s heaviest industrial uses and along the southeast portion of this area outside of the City limits, is the former Kaiser Steel Plant.”

The Industrial District §17.30 et seq. of the Development Code specifies the regulations, design standards, criteria, performance standards, and specific standards for development in the city’s Industrial Districts. The codes that apply to the proposed project include the following:

§17.30.040-A. General Provisions

4. Lighting

- a. Design of light fixtures, and their structural support, shall be architecturally compatible with the surrounding buildings. Freestanding light standards shall not exceed 25 feet or the height of the shortest on-site building.
- b. Security lighting fixtures are not to project above the fascia or roofline of the building.
- c. All lighting is to be shielded to confine the light spread to within the site's boundaries. Particular concern shall be for lighting adjacent to residential areas.

The City of Rancho Cucamonga specifies that design of light fixtures and their structural support shall be architecturally compatible with the surrounding buildings; freestanding light standards shall not exceed 25 feet or the height of the shortest onsite building; security lighting fixtures are not to project above the fascia or roofline of the building; and all lighting is to be shielded to confine the light spread to within the site's boundaries.

Particular concern shall be for lighting adjacent to residential areas. Security lighting will be consistent with surrounding buildings. All exterior light fixtures will be hooded, with lights directed downward or toward the area to be illuminated, therefore ensuring that backscatter of the nighttime sky is minimized. As practical, outdoor lighting will also be designed such that the light source is shielded to prevent light trespass outside the proposed project site boundary. Where high illumination areas are not occupied on a continuous basis, such as maintenance platforms, lighting will likely be controlled with switches or motion detectors to light the area only when occupied. In addition, obstruction lights may be required on each stack. Since stack lighting must be visible from all sides, a single light will be mounted above each stack. A steadily burning dual light bulb (three-in-one bulb size) under a red lens approximately 4 to 6 inches long will be used.

§17.30.040-A. Storage Area/Screening

6c. Heavy Industrial – All materials, supplies, equipment, and operating trucks shall be stored within an enclosed building or storage area. Such storage areas within 120 feet of a street frontage shall be screened.

The City of Rancho Cucamonga specifies that all materials, supplies, equipment, and operating trucks shall be stored within an enclosed building or storage area, and that such storage areas within 120 feet of street frontage shall be screened. The SGGS will be located in the rear portion of the EGS property, more than 120 feet from Etiwanda Avenue. The EGS property along Etiwanda Avenue is landscaped. The SGGS includes a building for the storage of bulk materials.

§17.30.040-E. Landscape Requirements

1. Minimum Landscape Coverage – Within Subarea 15, the minimum landscape coverage shall be 10 percent of the net lot area between the area extending from Arrow Route to 1,000 feet south. All remaining areas shall have 5 percent minimum landscape coverage.

The City of Rancho Cucamonga specifies that; landscape coverage shall be 10 percent of the net lot area between the area extending from Arrow Route to 1,000 feet south and all remaining areas shall have a 5 percent minimum landscape coverage. The perimeter of the site will have a chain-link security fence. The site is located in the rear portion of the EGS property. The entrance of the EGS along Etiwanda

Avenue is landscaped. SGPG will work with the city to address landscaping requirements for the proposed SGGs project, if needed, considering the site conditions and proximity to an existing facility.

§17.30.040-J. Architecture and Design

14. Maximum building or structure height shall not exceed four stories or 75 feet whichever is greater. A variance will be obtained for the greater stack height.

The City of Rancho Cucamonga specifies that maximum building or structure height shall not exceed four stories or 75 feet, whichever is greater. As proposed, the stacks will exceed the allowable height limit of 75 feet. The Applicant has initiated discussion on a variance for the elevated stacks with the City of Rancho Cucamonga Planning Department

7.11.6 Involved Agencies and Agency Contacts

Agency	Name	Contact Information	Telephone #
City of Rancho Cucamonga	Alan Warren Planner	10500 Civic Center Drive Rancho Cucamonga, CA 91730	(909) 477-2750
Caltrans	Latonya; secretary to William Mosby	District 8	(909) 383-4147
San Bernardino County	James Squire Advanced Planning Group		(909) 387-4131
California Energy Commission	Eric Knight Supervisor	Energy Facility Siting Division Community Resources Unit 1516 9th Street, MS 40 Sacramento, CA 95814	(916) 653-1850

7.11.7 Permits Required and Permit Schedule

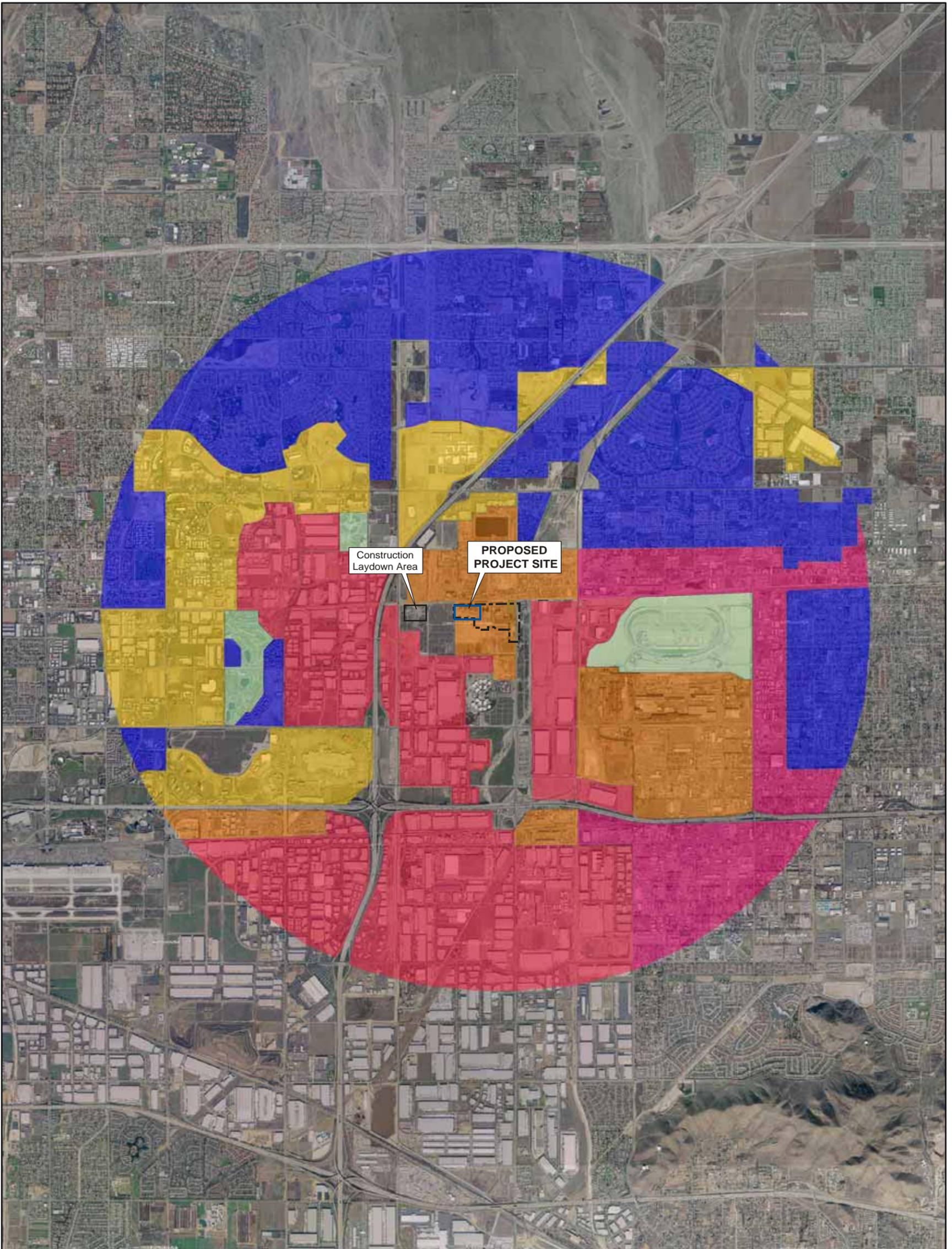
Visual Resource Permits		
Permit	Agency/Application Requirements	Schedule for obtaining permits
Variance	City of Rancho Cucamonga Development Code §17.30.040-J Architecture and Design for structures over 4 stories or 75 feet in height.	Applicant will submit request for a variance. Variance approval will take place after CEC review of the AFC.

7.11.8 References

BLM (U.S. Bureau of Land Management), 1986. Visual Resource Management Inventory and Contrast Rating System.

Caltrans (California Department of Transportation), 2002. Traffic and Vehicle Data Systems. <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.

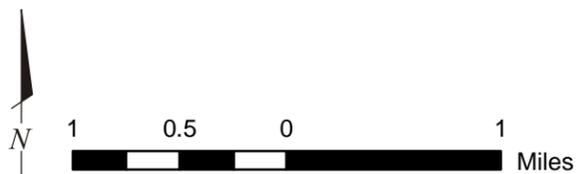
U.S. Forest Service, 1974, 1995. Visual Management System.



LEGEND

Landscape Setting

- | | |
|--|---|
|  Commercial |  Mixed Use |
|  Heavy Industrial |  Recreation |
|  Light Industrial |  Residential |

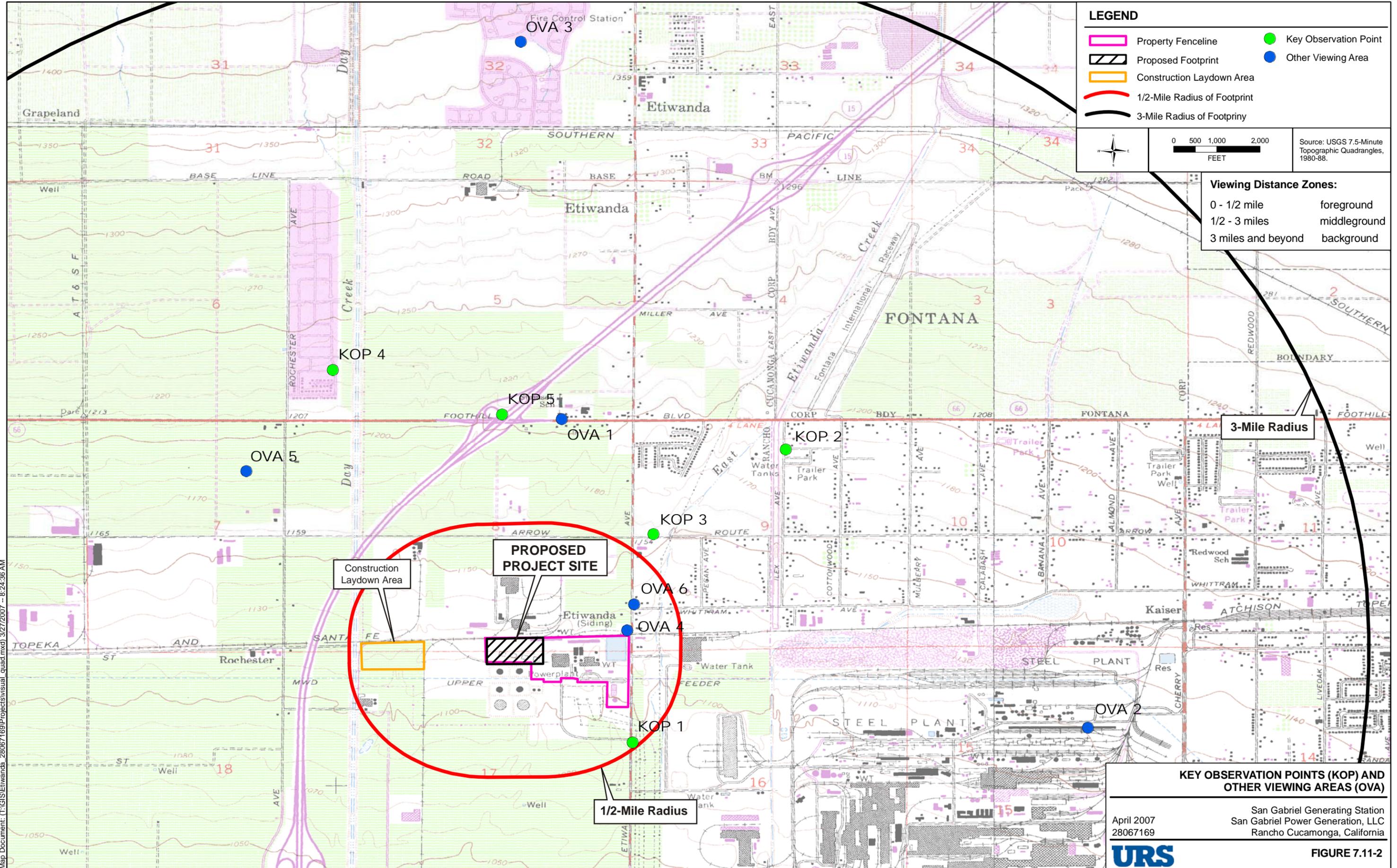


PROJECT VICINITY LANDSCAPE SETTING

San Gabriel Generating Station
 April 2007 San Gabriel Power Generation, LLC
 28067169 Rancho Cucamonga, California



FIGURE 7.11-1



LEGEND

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area
- 1/2-Mile Radius of Footprint
- 3-Mile Radius of Footprint
- Key Observation Point
- Other Viewing Area

0 500 1,000 2,000
FEET

Source: USGS 7.5-Minute Topographic Quadrangles, 1980-88.

Viewing Distance Zones:

0 - 1/2 mile	foreground
1/2 - 3 miles	midground
3 miles and beyond	background

3-Mile Radius

Construction Laydown Area

PROPOSED PROJECT SITE

1/2-Mile Radius

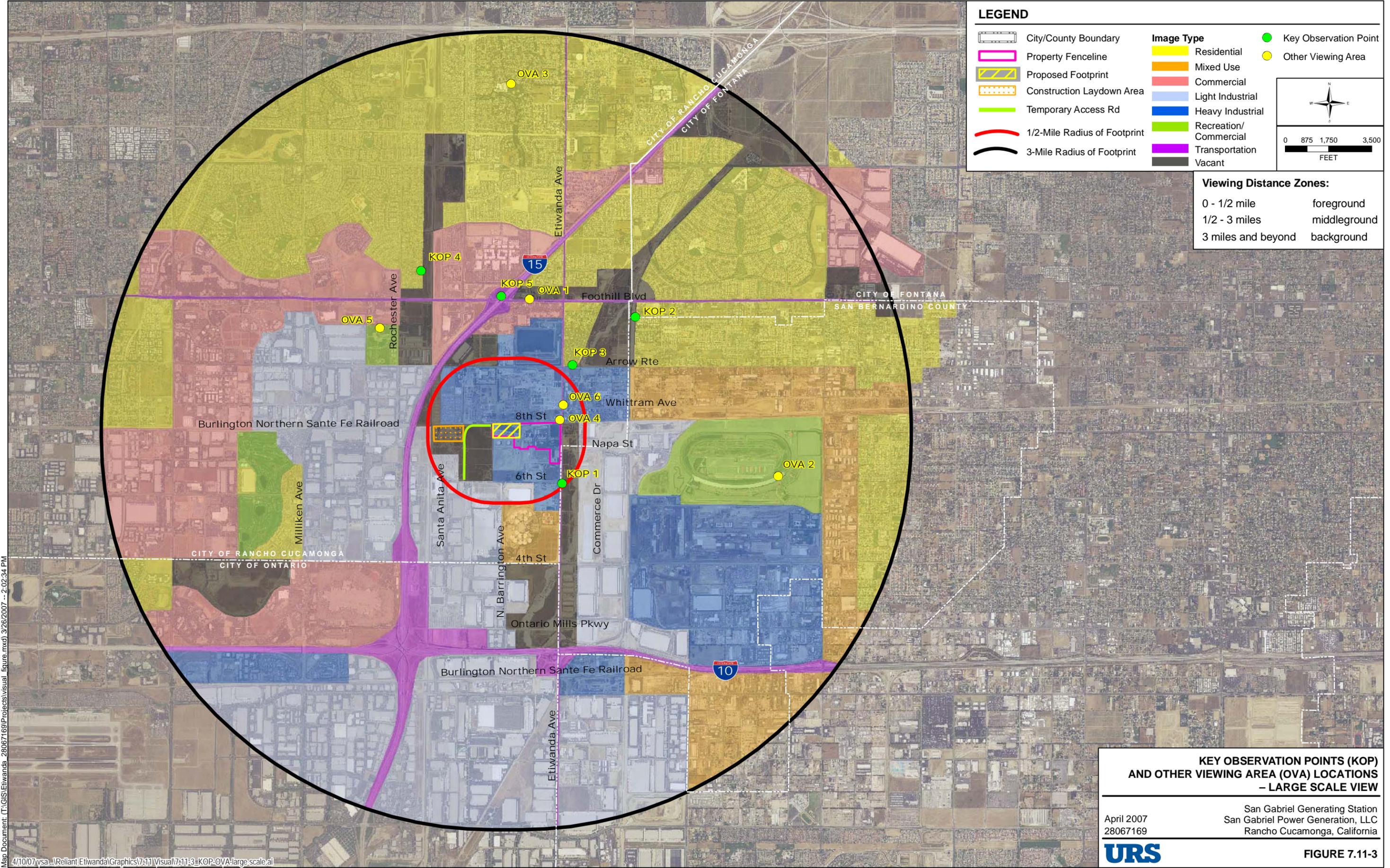
KEY OBSERVATION POINTS (KOP) AND OTHER VIEWING AREAS (OVA)

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San Gabriel Power Generation, LLC
Rancho Cucamonga, California



FIGURE 7.11-2



LEGEND

- | | | | | |
|--|------------------------------|-------------------|--|-----------------------|
| | City/County Boundary | Image Type | | Key Observation Point |
| | Property Fenceline | | | Other Viewing Area |
| | Proposed Footprint | | | |
| | Construction Laydown Area | | | |
| | Temporary Access Rd | | | |
| | 1/2-Mile Radius of Footprint | | | |
| | 3-Mile Radius of Footprint | | | |
| | | | | |
| | | | | |

0 875 1,750 3,500
FEET

Viewing Distance Zones:

0 - 1/2 mile	foreground
1/2 - 3 miles	middleground
3 miles and beyond	background

**KEY OBSERVATION POINTS (KOP)
AND OTHER VIEWING AREA (OVA) LOCATIONS
- LARGE SCALE VIEW**

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San Gabriel Power Generation, LLC
Rancho Cucamonga, California



FIGURE 7.11-3

Map Document: (T:\GIS\Etiwanda_28067169\Projects\visual_figure.mxd) 3/26/2007 -- 2:02:34 PM

4/10/07 vsa...Reliant\Etiwanda\Graphics\7.11-3\Visual\7.11-3-KOP-OVA-large-scale.ai
Source: San Bernardino County image mosaic; USDA FSA Aerial Photography Field Office, 2005; City/County Boundaries, Streets and Railroads, San Bernardino County, 2001-2006.



P:\Reliant_Energy\Etiwanda\Visual_Study\Simulations\etiwanda.indd March 26 2007

Photograph is intended to be viewed 10 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped top and bottom to show a wide angle of view with the above photograph's area is shown in yellow.



Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph:	1:12 PM
Date of photograph:	March 7, 2005
Distance to project:	0.4 miles
Weather condition:	Clear
Viewing direction:	Northwest
Latitude:	34° 6' 16.52"N
Longitude:	117° 30' 50.53"W

**KOP 1: VIEW FROM
ETIWANDA AVENUE AND 6TH STREET
- EXISTING CONDITIONS**

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FIGURE 7.11-4



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph:	1:28 PM
Date of photograph:	February 26, 2007
Distance to project:	1.1 miles
Weather condition:	Cloudy
Viewing direction:	Southwest
Latitude:	34° 6' 16.52"N
Longitude:	117° 30' 50.53"W

**KOP 2: VIEW FROM
ILEX STREET AND CHESTNUT AVENUE
- EXISTING CONDITIONS**

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FIGURE 7.11-5



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 1:20 PM
 Date of photograph: February 26, 2007
 Distance to project: 0.5 miles
 Weather condition: Cloudy
 Viewing direction: Southwest
 Latitude: 34° 5'57.26"N
 Longitude: 117°31'20.71"W

**KOP 3: VIEW FROM
 VICTORIA WOODS APARTMENTS
 – EXISTING CONDITIONS**

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 Rancho Cucamonga, California

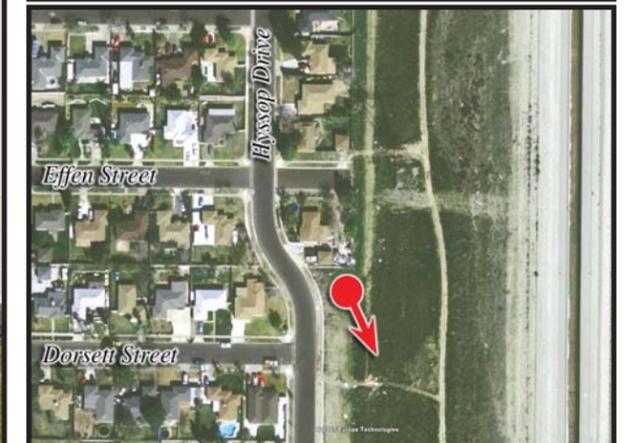


FIGURE 7.11-6



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Photograph is intended to be viewed 10 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped top and bottom to show a wide angle of view with the above photograph's area is shown in yellow.



Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 4:36 PM
 Date of photograph: February 21, 2007
 Distance to project: 1.3 miles
 Weather condition: Clear
 Viewing direction: Southeast
 Latitude: 34° 6'35.26"N
 Longitude: 117°32'32.45"W

**KOP 4: VIEW FROM
 EFFEN STREET AND HYSOP DRIVE
 – EXISTING CONDITIONS**

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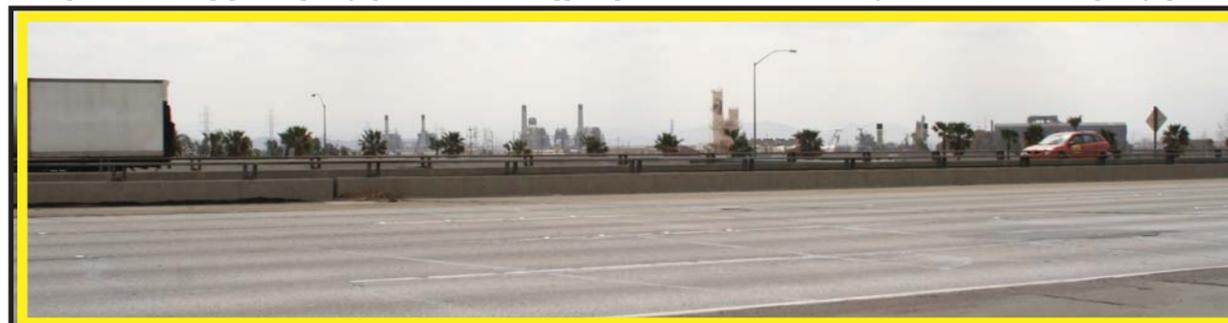


FIGURE 7.11-7



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 12:58 PM
 Date of photograph: February 26, 2007
 Distance to project: 1 mile
 Weather condition: Partly Cloudy
 Viewing direction: South
 Latitude: 34° 6' 16.52"N
 Longitude: 117° 30' 50.53"W

KOP 5: VIEW FROM I-15 SOUTHBOUND AT FOOHILL BLVD. ON-RAMP – EXISTING CONDITIONS

April 2007
28067169

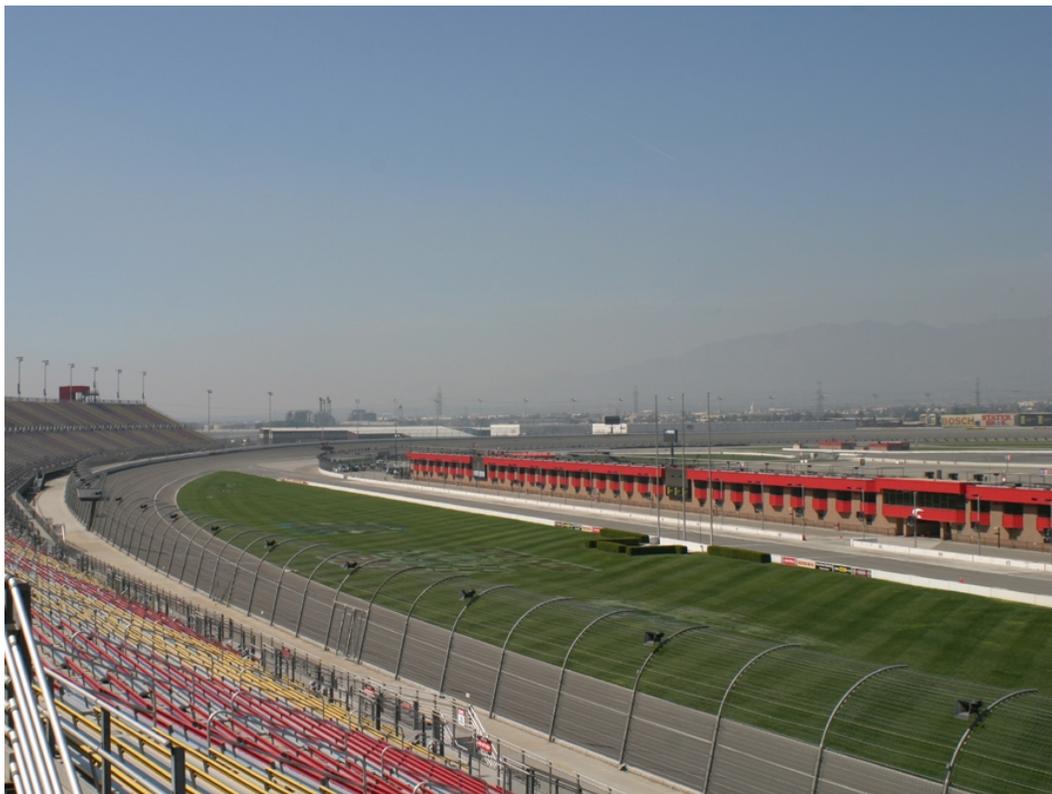
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FIGURE 7.11-8



OVA #1: Foothills Boulevard and Sacred Heart Church (viewing south)



OVA #2: California Raceway (viewing northwest)

OTHER VIEWING AREAS (OVAs)

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FIGURE 7.11-9 (SHEET 1 OF 3)



OVA #3: Residential Developments (viewing south)



OVA #4: METROLINK Commuter Train (view of trains relationship to the EGS)

OTHER VIEWING AREAS (OVAs)

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FIGURE 7.11-9 (SHEET 2 OF 3)



OVA #5: Adult Sports Complex Quakes Baseball Stadium (viewing southeast)



OVA #5: Tole House Cafe (viewing southwest)

OTHER VIEWING AREAS (OVAs)

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FIGURE 7.11-9 (SHEET 3 OF 3)



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 1:12 PM
 Date of photograph: March 7, 2005
 Distance to project: 0.4 miles
 Weather condition: Clear
 Viewing direction: Northwest
 Latitude: 34° 6' 16.52"N
 Longitude: 117° 30' 50.53"W

**KOP 1: VIEW FROM
 ETIWANDA AVENUE AND 6TH STREET
 – SIMULATION SHOWING PROPOSED PROJECT**

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FIGURE 7.11-10



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 1:28 PM
 Date of photograph: February 26, 2007
 Distance to project: 1.1 miles
 Weather condition: Cloudy
 Viewing direction: Southwest
 Latitude: 34° 6' 16.52"N
 Longitude: 117° 30' 50.53"W

**KOP 2: VIEW FROM
 ILEX STREET AND CHESTNUT AVENUE
 – SIMULATION SHOWING PROPOSED PROJECT**

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FIGURE 7.11-11



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 1:20 PM
 Date of photograph: February 26, 2007
 Distance to project: 0.5 miles
 Weather condition: Cloudy
 Viewing direction: Southwest
 Latitude: 34° 5'57.26"N
 Longitude: 117°31'20.71"W

**KOP 3: VIEW FROM
 VICTORIA WOODS APARTMENTS
 – SIMULATION SHOWING PROPOSED PROJECT**

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 Rancho Cucamonga, California

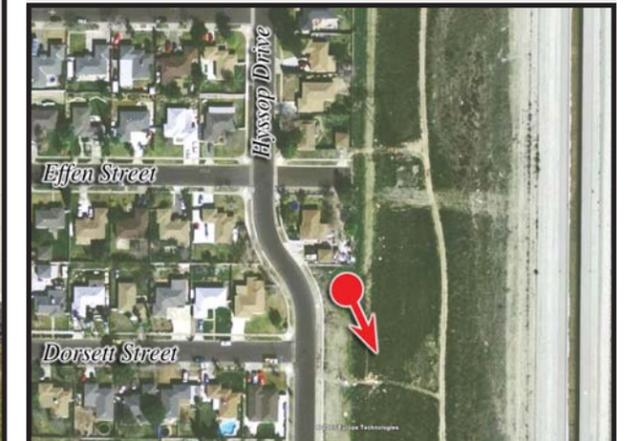


FIGURE 7.11-12



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Viewpoint Location Maps

Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 4:36 PM
 Date of photograph: February 21, 2007
 Distance to project: 1.3 miles
 Weather condition: Clear
 Viewing direction: Southeast
 Latitude: 34° 6'35.26"N
 Longitude: 117°32'32.45"W

**KOP 4: VIEW FROM
 EFFEN STREET AND HYSOP DRIVE
 – SIMULATION SHOWING PROPOSED PROJECT**

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FIGURE 7.11-13



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Viewpoint Location Maps

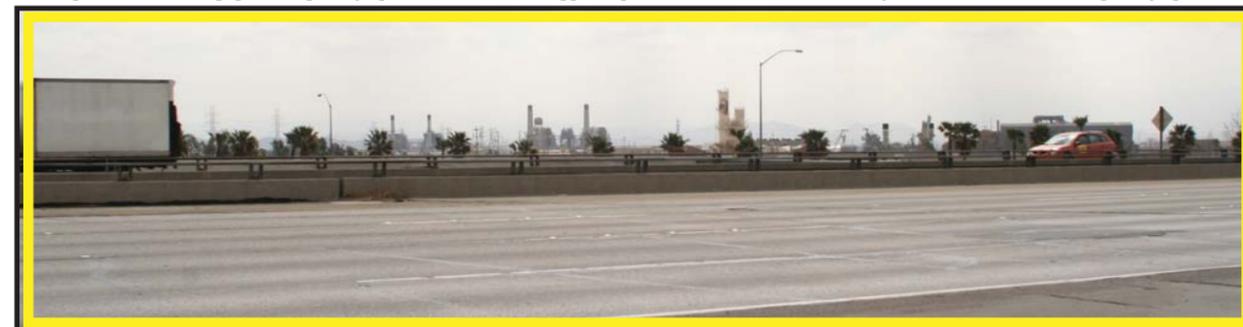
Legend

- Property Fenceline
- Proposed Footprint
- Construction Laydown Area

Photograph Information

Time of photograph: 12:58 PM
 Date of photograph: February 26, 2007
 Distance to project: 1 mile
 Weather condition: Partly Cloudy
 Viewing direction: South
 Latitude: 34° 6' 16.52"N
 Longitude: 117° 30' 50.53"W

Photograph is intended to be viewed 10 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped top and bottom to show a wide angle of view with the above photograph's area is shown in yellow.



KOP 5: VIEW FROM I-15 SOUTHBOUND AT FOOTHILL BLVD. ON-RAMP – SIMULATION SHOWING PROPOSED PROJECT

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FIGURE 7.11-14