

8.13 Visual Resources

Visual resources are the natural and cultural features of the landscape that can be seen and that contribute to the public's enjoyment of the environment. Visual resource or aesthetic impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which the project will change the perceived visual quality of the environment in which it will be located.

This section was prepared following CEC guidelines for preparing visual impact assessments for AFCs. Section 8.13.1 documents the visual conditions that currently exist in the WCEP area. Section 8.13.2 discusses the potential environmental effects as they relate to visual resources. Section 8.13.3 discusses the potential cumulative impacts of this and other projects in the area. Section 8.13.4 summarizes the mitigation measures proposed to reduce project impacts on visual resources. Section 8.13.5 describes the LORs. Section 8.13.6 lists permits required. Section 8.13.7 presents agencies involved and agency contacts. Section 8.13.8 cites the references used in preparation of this section.

Figure 8.13-1 shows the location of the site, the project's estimated visibility from the surrounding area, and the locations of the Key Observation Points (KOPs) referenced in this section. The existing views and simulated views of the project from the KOPs follow as Figures 8.13-2, 8.13-3, and 8.13-4.

8.13.1 Affected Environment

8.13.1.1 Regional Setting

The WCEP is proposed for a site in the City of Industry, which is located in the Puente Valley, approximately 16 miles to the east of downtown Los Angeles. The Puente Valley is a narrow, one- to two-mile-wide valley that extends for approximately 15 miles, from El Monte on the west to Pomona on the east. The valley is framed by the San Jose Hills on the north, and the Puente Hills to the south. The valley is an important transportation corridor – the Pomona Freeway (SR-60) travels along the valley's southern edge, a Union Pacific rail line travels down the center of the valley, and an additional Union Pacific line travels along the valley's northern edge. The City of Industry, which occupies much of the valley's floor, is a municipality that was incorporated in the late 1950s with the specific objective of creating a city devoted exclusively to industrial and commercial uses. The floor of the Puente Valley is now essentially completely built out, with a development pattern that includes rail yards, and large, boxy structures devoted to warehousing and light manufacturing. Because of the City of Industry's strict development codes, these industrial uses have an orderly appearance, and lie along streets that have been designed to a high standard and are lined with street trees and other landscaping.

Part of the flat valley area lying to the south of the City of Industry, as well as the hills to the south, are unincorporated areas of Los Angeles County that have been developed over the years with a dense pattern of single family residential subdivisions. The area to the south of the City of Industry's western end, and near the project site, is known as Hacienda Heights. The unincorporated single-family residential area in the portion of the southern hills that lies further to the east is known as Rowland Heights. East of Rowland Heights, there is additional hillside residential development that lies in the City of Diamond Bar. The hills

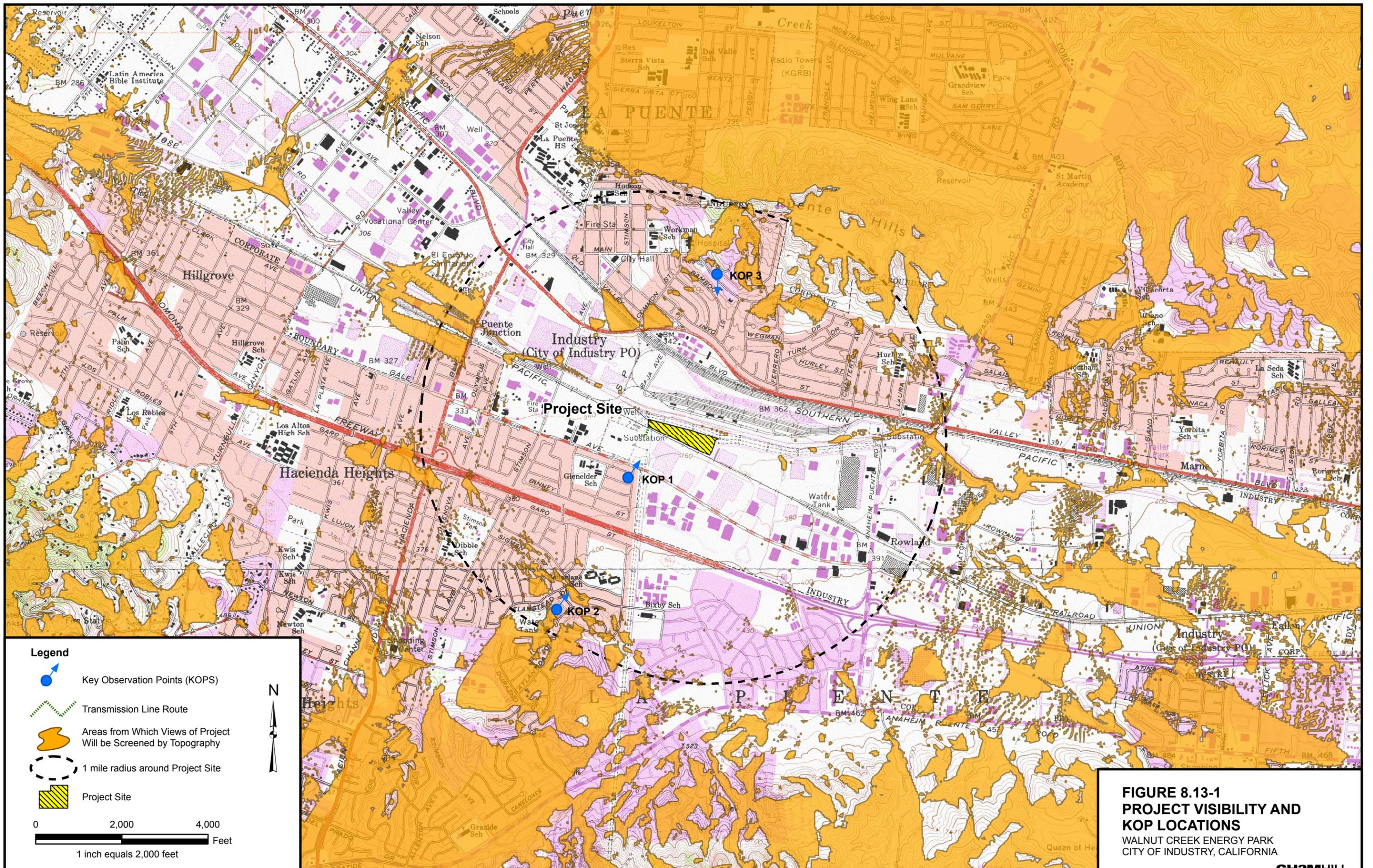
that frame the Puente Valley on the north have also been developed with residential uses. In the City of La Puente that lies north of the City of Industry's western end and close to the area where the project site is located, there is a mixture of single-family and multi-family residences on the hillsides overlooking the valley. Further to the east, there are areas of hillside residential development that lie within an island of unincorporated Los Angeles County, a portion of the City of West Covina, and within the City of Walnut.

The WCEP site is a long, narrow, 11.48-acre trapezoidal parcel that is located within the City of Industry's industry-only zone. The parcel fronts on Bixby Drive at its intersection with Chestnut Street. The parcel is bounded on the north by an SCE transmission corridor containing two double-circuit 66-kV transmission lines carried on lattice steel towers, San Jose Creek, which is now contained in a deep concrete-lined channel, and a large Southern Pacific intermodal truck-rail transfer yard. On the south, the parcel is bounded by the Southern Pacific rail line that travels down the center of the valley. The areas to the east and south of the project site are developed with large low-rise buildings housing warehouse and light manufacturing operations. To the south of the parcel's far western end, there is a wide SCE transmission right of way that contains a double-circuit 230-kV transmission line on lattice towers, which connects with SCE's Walnut Substation, which is located adjacent to this right-of-way, and immediately to the southwest of the project site.

8.13.1.2 Project Site and Linear Routes

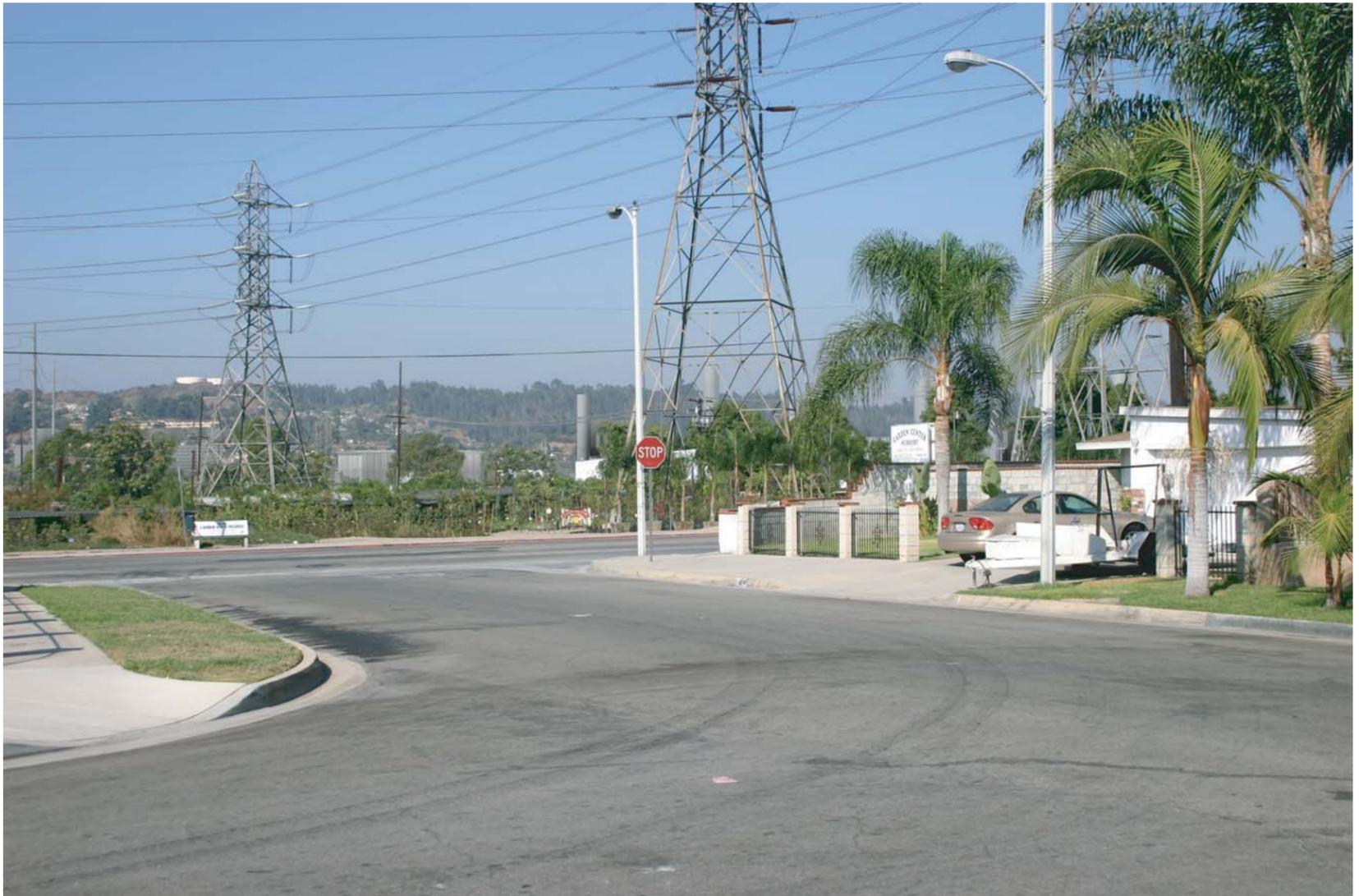
At present, most of the project site is occupied by a large, 32-foot high warehouse building. There is a narrow area of asphalt paving along the northern edge of the building that is used for circulation and parking, and a larger area of asphalt paving to the west of the building that is used for circulation, parking, and storage. Landscaping on the parcel is limited to a narrow strip of lawn and trees along the Bixby Avenue frontage of the warehouse building, a row of regularly-spaced trees, approximately 25 feet in height, located along the site's northern boundary line, and four moderately sized eucalyptus trees located in the paved area to the west of the warehouse building. The City of Industry is currently planning to demolish the existing structure and has initiated their review under the California Environmental Quality Act. For the purpose of this analysis, the baseline condition against which the project will be evaluated is a site on which the paving and trees remain, and from which the warehouse building has been removed, making it essentially a vacant site. With or without the warehouse structure, the site's overall level of scenic quality is low, and the site would not be considered to contain scenic resources of any significant importance.

To a very large degree, the project's linear facilities will all be located on and/or in very close proximity to the project site. Reclaimed water will be obtained through a direct connection at Bixby Drive and Chestnut Street, adjacent to the site, via an existing reclaimed water pipeline buried under the street. Potable water will be obtained through a connection with a water main located under Bixby Drive adjacent to the site. Sanitary wastewater will be discharged to a sanitary sewer line in a utility easement located along the railroad tracks within the project site's southern boundary. Natural gas will be obtained from an existing Southern California Gas Company high-pressure natural gas pipeline that runs in a utility easement located within the project





A. KOP-1. Existing view toward the project site from Fieldgate Avenue at the corner of Folger Street.



B. KOP-1. Simulated view of the proposed project as seen from Fieldgate Avenue at the corner of Folger Street.

FIGURE 8.13-2
KOP-1 - RESIDENTIAL AREA
IN PROXIMITY TO THE SITE
WALNUT CREEK ENERGY PARK
CITY OF INDUSTRY, CALIFORNIA



A. KOP-2. Existing view toward the project site from a viewpoint on South Piermont Drive in Hacienda Heights.



B. KOP-2. Simulated view of the proposed project as seen the South Piermont Drive viewpoint.



A. KOP-3. Existing view toward the project site from a viewpoint on Main Street in La Puente.



B. KOP-3. Simulated view of the proposed project as seen from the Main Street viewpoint.

site. The project's transmission line will consist of an approximately 600-foot long line that will extend to the SCE Walnut Substation located 250 feet southwest of the project site. The transmission line route will consist of an alignment located on the project site and within the existing SCE transmission corridor located south of the site's western end. At present, this transmission corridor contains a 230 kV double-circuit transmission line that connects to the substation. In addition, the land in the portion of the corridor located south of the project site and east of the substation is used for a plant nursery operation.

8.13.1.3 Construction Laydown Area

As indicated in Figure 2.1-1, the project construction laydown area will be located on the front portion of the project site, adjacent to Bixby Drive and, if possible, on the Southern California Edison transmission easement to the north.

8.13.1.4 Potential Project Visibility

Figure 8.13-1 is a map that indicates the location of the proposed project and the nearby areas from which it has the potential to be visible. Because insufficient data was available to take structures and vegetation into account in conducting the analysis, this map highlights the areas from which views toward the project will be blocked by topography. In the remaining areas, the project will be visible to varying degrees, depending on the extent of view blockage by buildings and vegetation in the foreground of the view. As this map indicates, the ridges of the hill ranges to the north and south will restrict the project's potential visibility to the narrow Puente Valley. In the flat areas on the valley floor, views toward the project will be limited by the large industrial buildings and the street trees that line most of the streets that will tend to block views toward the project's structures. The greatest potential for views of the project will be from residential neighborhoods in the hills on the valley's northern and southern sides, where in some cases, there are views across the valley and toward the project site at distances of one half mile or more.

8.13.1.5 Sensitive Viewing Areas and Key Observation Points

To structure the analysis of the project's effects on visual resources, the view areas that would be the most sensitive to the project's potential visual impacts and the sensitive receptors¹ in those areas were identified. Representative viewpoints from these sensitive receptor locations are referred to as KOPs. Three KOPs were selected for detailed analysis for the proposed project. These KOPs were selected based on: (1) the expected unobstructed views of project facilities from the residences in that area, and (2) the photos being generally representative of views from the larger areas in which they are located. The three KOPs were determined to be sufficient for this analysis because they represent the viewing conditions from the three major areas of potential viewer sensitivity from which the project has the potential to be seen: nearby residential areas on the valley floor, residential areas in the Hacienda Heights neighborhoods on the hillsides to the south, and residential areas in La Puente neighborhoods on the hillsides to the north. The locations of the KOPs are indicated on Figure 8.13-1.

Based on field work conducted in September, 2005, the existing visual conditions of the views from each of the KOPs were documented and evaluated. Assessments of existing

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

levels of scenic quality were made based on professional judgment that took a broad spectrum of factors into consideration, including:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation
- The positive and negative effects of man-made alterations and built structures on visual quality
- Visual composition, including an assessment of the vividness, intactness, and unity of patterns in the landscape²

The final scenic quality ratings assigned to each view fit within the rating scale summarized in Table 8.13-1. Development of this scale builds on a scale developed for use with an artificial intelligence system for evaluation of landscape visual quality (Buhyoff et al., 1994), and incorporates landscape assessment concepts applied by the U.S. Forest Service and the U.S. Department of Transportation (USDOT).

TABLE 8.13-1
Landscape Scenic Quality Scale

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

Note: Rating scale based on Buhyoff et al., 1994; USDOT Federal Highway Administration (FHWA), 1988, and U.S. Forest Service. 1995.

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

8.13.1.5.1 KOP-1 Valley Residential Area in Proximity to the Site

Figure 8.13-2a depicts the view from KOP-1, a viewpoint in the neighborhood of single family homes located approximately 1,100 feet southwest of the project site and 675 feet south of the transmission line that will connect the proposed power plant with the SCE Walnut Substation. This neighborhood lies immediately to the south of Gale Avenue, is located in the unincorporated community of Hacienda Heights, and is the residential area that is closest to the project site. The view is the view north along Fieldgate Avenue from the corner of Folger Street and looks into the SCE right-of-way located to the east of the SCE Walnut Substation and to the south of the proposed project site. This view is seen by residents as they exit their neighborhood by way of Fieldgate Avenue. Although this view is intended to represent the class of views toward the project from this neighborhood, more of the project area is visible in this view than in most views from this area because there are fewer foreground obstructions to views toward the site.

Although the very near foreground of this view is residential in character, the view is dominated by the large-scale lattice-steel transmission towers visible in the SCE right-of-way north of Gale Avenue. In addition, the tops of a number of the warehouse/light industrial buildings in The City of Industry's industrial corridor are visible as well. Although a large area on the slopes visible across the valley appears to be forested, dense development is also visible on these slopes, leaving no doubt that the view is that of an urbanized environment. The visual quality of this view is moderately low to moderate. The wooded hillside on the north side of the valley provides a moderately high level of vividness, but the presence of the large-scale transmission towers, the industrial buildings, and the large water tanks on the ridge of the hills to the north create a low level of visual intactness, and because the elements of the view do not add up to a coherent whole, the level of visual unity is low as well.

Because of the near-at-hand foreground screening provided by backyard fences, structures, and vegetation, the number of residential properties in this area from which the project has the potential to be visible is relatively small, probably numbering no more than about a dozen. However, the project has the potential to be seen to some degree from some short street segments, particularly, the portion of Fieldgate Avenue seen in this KOP view. Because this view is the view seen from a residential neighborhood, the level of visual sensitivity is high.

8.13.1.5.2 KOP-2 Southern Hills

Figure 8.13-3a is the view from KOP-2, a viewpoint on South Piermont Drive, approximately 0.85 mile southwest of the project site. This view from this elevated viewpoint is intended to be representative of views toward the project site from Hacienda Heights' extensive single family residential areas located in the hills overlooking the Puente Valley. In this view, the project site is identifiable as the area behind and to the right and left of the large transmission towers visible in the middleground that is occupied by a long warehouse building. Views like this one are visible from perhaps a hundred or more backyards in the hills, and from limited areas of some streets. Because this viewpoint is located on one of the elevated areas of Hacienda Heights that is closest to the project site, it provides the basis for developing a "worst case" assessment of the project's visual effects on this area.

The foreground and near middleground of this view are characterized by single-family subdivisions and public open spaces. In the far middleground, the corridor of industrial uses the City of Industry is visible. In the background, the mixed density residential neighborhoods on the slopes of the San Jose Hills in La Puente can be seen. The large building on the crest of the hills to the north is Pacific Palms Resort and Conference Center, which is located on a large recreational tract that is owned by the City of Industry. The visual quality of this view is moderate to moderately high. The wooded hillside on the north side of the valley provides a moderately high level of vividness. The residential development and open space area visible in the foreground are orderly and attractive, contributing to a moderately high level of visual unity. Because of the presence of a number of visually contrasting elements in the view, the level of visual intactness is moderate.

Because this view represents the views from residential neighborhoods, the level of visual sensitivity is high.

8.13.1.5.3 KOP-3 Northern Hills

Figure 8.13-4a is the view from KOP-3, a viewpoint located on Main Street in La Puente. This viewpoint is located approximately 0.6 mile directly north of the project site, and is representative of views toward the project site from the neighborhoods of single- and multi-family dwellings on the hillsides overlooking the Puente Valley from the north. There may be a hundred or more residential properties in the northern hills that have views toward the Puente Valley and the project site that are similar to this one, and views similar to this one are available from a number of locations along residential streets in the area.

In this view, the project site is readily identifiable as the area occupied by the long, gray warehouse structure visible running down the center of the valley in the middle of the view. The foreground of this view is residential in character. In the middleground, where the City of Industry's industrial zone is located, the large area occupied by the Southern Pacific Railroad's intermodal rail and truck transport yard is clearly visible, as are the large warehouse and light industrial structures located in the areas to the south of it. Across the valley, the Puente Hills frame the southern horizon. Areas of residential development are evident on the lower slopes, while many of the upper portions of the slope are natural appearing grasslands. The visual quality of this view is moderate to moderately high. The high ridgeline and natural appearing upper slopes of the Puente Hills create a moderately high level of vividness. The large rail yard and the concentration of large warehouse structures in the middleground of the view reduce the degrees of visual unity and intactness to levels that are moderate. Because this view represents the views from residential neighborhoods, the level of visual sensitivity is high.

8.13.2 Environmental Consequences

8.13.2.1 Analysis Procedure

This analysis of the visual effects of changes that would be brought about by WCEP project is based on field observations and review of the following information: local planning documents, project maps and drawings, photographs of the project area, computer-generated visual simulations from each of the KOPs, and research on design measures for integrating electric facilities into their environmental settings.

Site reconnaissance was conducted to view the site and surrounding area, to identify potential key observation points, and to take representative photographs of existing visual conditions. A single-lens reflex 35-mm camera with a 50-mm lens (view angle 40 degrees) was used to shoot site photographs.

Page-size photographs are presented to represent the “before” conditions from each KOP. Visual simulations were produced to illustrate the “after” visual conditions from each of the KOPs, to provide the viewer with a clear image of the location, scale, and visual appearance of the proposed project. These simulation images represent the project’s appearance in the period immediately after completion of construction and installation of the landscaping. The computer-generated simulations are the result of an objective analytical and computer modeling process described briefly below. The images are accurate within the constraints of the available site and project data.

Computer modeling and rendering techniques were used to produce the simulated images of the views of the site as they would appear after development of the project. Existing topographic and site data provided the basis for developing an initial digital model. The project engineers provided site plans and digital data for the proposed generation facility, and site plans and elevations for the components of the transmission system. These were used to create three-dimensional (3-D) digital models of these facilities. These models were combined with the digital site model to produce a complete computer model of the generating facility and portions of the overhead transmission system (see also Figure 1.1-1 for an oblique, aerial rendering of the three-dimensional project model).

For each viewpoint, viewer location was digitized from topographic maps and scaled aerial photos, using 5 feet as the assumed eye level. Computer “wire frame” perspective plots were then overlaid on the photographs of the views from the KOPs to verify scale and viewpoint location. Digital visual simulation images were produced as a next step, based on computer renderings of the 3-D model combined with high-resolution digital versions of base photographs. The final “hardcopy” visual simulation images that appear in this AFC document were produced from the digital image files using a color printer.

8.13.2.2 Impact Evaluation Criteria

Analysis of the project’s impacts was based on evaluation of the changes to the existing visual resources that would result from construction and operation of WCEP. An important aspect of this analysis was evaluation of the “after” views provided by the computer-generated visual simulations, and their comparison to the existing visual environment. In making a determination of the extent and implications of the visual changes, consideration was given to:

- The specific changes in the affected visual environment’s composition, character, and any specially valued qualities
- The affected visual environment’s context
- The extent to which the affected environment contains places or features that have been designated in plans and policies for protection or special consideration

- The numbers of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the likely changes

Significance criteria for impacts to aesthetic resources were developed from CEQA guidelines and the CEQA Checklist to evaluate the potential environmental impacts to the project, the following criteria were applied:

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

8.13.2.3 Project Appearance

8.13.2.3.1 Project Structures and Dimensions

The proposed project facilities are described in detail in Chapter 2.0, Project Description. Figure 2.1-1 shows the general arrangement and layout of the proposed project features on the site, and Figure 2.1-2 provides typical elevation views. Table 8.13-2 summarizes the dimensions of the generating facility's major features.

TABLE 8.13-2
Approximate Dimensions of the Major Project Features

Feature	Height (feet)	Length (feet)	Width (feet)	Diameter (feet)
Combustion Turbine Generators				
Combustion turbine generator	28	20	18	—
Inlet air filters	47	22	29	—
SCR casings	38	25	23	—
Combustion Turbine Generator exhaust stacks	90	—	—	13.5
Combustion turbine VBV silencer stack	68	—	—	10.75
Cooling tower (height to fan deck)	27	211	37	—
Cooling tower (height to top of fan shrouds)	39	—	—	—
Tanks				
Deionized water storage tank	24	—	—	28
Treated water storage tank	24	—	—	28
Recycled water storage tanks	28	—	—	31
Administration and control building	21	80	40	—
Maintenance/warehouse building	21	100	40	—
Compressor building	21	90	60	—
Water Treatment Building	21	80	40	—
Cooling tower chemical building	18	35	22	—

The exteriors of all major project equipment will be treated with a neutral gray finish intended to optimize its visual integration with the surrounding environment. The project will be surrounded by a chain link security fence, and access will be provided by a gated driveway that enters Bixby Avenue at the intersection with Chestnut Street.

8.13.2.3.2 Transmission Line

The transmission line that will connect the project with SCE's Walnut Substation will require a single transmission tower at the southwestern corner of the project site, and an additional one or two towers that will be located in the SCE transmission right-of-way located east of the substation. The transmission towers will consist of tubular steel poles, 90 feet in height, and each will have three arms from which insulators and conductors will be suspended. The poles will be neutral gray in color, the insulators will be made of a non-reflective and non-refractive material, and the conductors will be non-specular (i.e., their surfaces will have dulled finish so that they will not reflect sunlight and thus call attention to themselves).

8.13.2.3.3 Pipelines

The natural gas, recycled wastewater, potable water, and sanitary sewer pipelines will be buried and will thus not be visible. Construction of the recycled wastewater and potable water lines will require small amounts of excavation of Bixby Drive adjacent to the site, but otherwise, the excavation required for installation of the pipelines will occur on the project site. During construction of the pipelines, the ground surface of the area along the alignment will be temporarily disrupted by the presence of construction fencing and equipment; excavated piles of dirt, concrete and pavement; and construction personnel and vehicles. These effects will be minor and temporary. After construction, the ground surfaces will be restored, and the pipelines will not create a long-term change to the visual environment.

8.13.2.3.4 Construction Laydown Area

As detailed in Section 2.1.15, construction of the project is to take place during the 20 month period extending from January, 2007 through August, 2008. During the construction period, the front portion of the project parcel, extending to a depth of 360 feet, will be used for parking for construction workers and laydown of equipment. During this time, construction materials, construction equipment, trucks, and parked vehicles will be visible on the site.

8.13.2.3.5 Landscaping

During construction of the project, the four eucalyptus trees located in the parking area at the western end of the site will be removed. The Development Plan that will be prepared for review by the City of Industry will include a detailed landscape plan that will respond to the City of Industry's specific site plan and landscaping requirements.

8.13.2.3.6 Lighting

Although the proposed power plant is a simple-cycle unit, it could be operated 24 hours per day, 7 days per week for periods of time. The plant's operation will require onsite nighttime lighting for safety and security. To reduce offsite lighting impacts, lighting at the facility will be restricted to areas required for safety, security, and operation. Exterior lights will be hooded, and lights will be directed onsite so that significant light or glare would be minimized. Low-pressure sodium lamps and fixtures of a non-glare type will be specified. For areas where lighting is not required for normal operation, safety, or security, switched

lighting circuits will be provided, thus allowing these areas to remain unilluminated (dark) at most times, minimizing the amount of lighting potentially visible at sensitive off-site receptors.

Project construction activities are planned to occur between 7:00 a.m. and 7:00 p.m., Monday through Saturday. During some construction periods and during the startup phase of the project, some activities will continue 24 hours a day, 7 days a week. During periods when nighttime construction activities take place, illumination that meets state, and federal worker safety regulations will be required. To the extent possible, the nighttime construction lighting will be erected pointing toward the center of the site where activities are occurring, and will be shielded. Task-specific lighting will be used to the extent practical while complying with worker safety regulations.

8.13.2.3.7 Water Vapor Plumes

Experience with plants of this type has demonstrated that the high velocity and temperature of the stack exhaust result in a quick dispersion of stack plumes, minimizing the probability that a visible plume would be created above the stacks. Based on previous experience with these kinds of systems, it is likely that formation of visible plumes from the project would be a rare occurrence related to unusual combinations of cold and damp conditions, and that when present, the plumes would be relatively small.

Because the WCEP will be a peaking plant, it is expected that it will operate at approximately a 20 to 40 percent annual capacity factor. It is anticipated that much of the time that the plant operates will be during the summer during hours when temperatures and thus electric loads are high. Because plume formation only takes place at times when ambient temperatures are low, there is little potential for plume formation during the high temperature periods when the plant is most likely to be in operation.

8.13.2.4 Assessment of Visual Effects

8.13.2.4.1 KOP-1—Valley Residential Area in Proximity to Site

Figure 8.13-2b is a simulated view of the project as it would appear from KOP-1. With development of the project, portions of the cooling tower and the gas compressor building will be visible in the area behind the SCE transmission corridor, and several sets of stacks will be visible behind the transmission towers on the right side of the view. In addition, the two tubular steel transmission towers that will transport power from the power plant to the Walnut Substation are visible at the far left side of the transmission corridor. Although these project elements will be readily visible, they will not be dominant elements in the view. In terms of their scale, all of these project features will appear to be considerably smaller than the existing transmission towers in the foreground. With the exception of the tips of the new transmission poles and the tops of two of the stacks, the project features will appear to fit into the area that lies below the ridgeline in the background. The neutral gray color used for the surfaces of the major project features will reduce their degree of visual contrast with their setting and will make them somewhat recessive in the view.

The presence of the project will change the visual character of this view to some extent, adding stacks to a view where they do not now exist, making the view seem somewhat more industrial in character. The addition of the project features to this view will create a slight diminishment of the existing level of visual quality. The level of vividness will remain

the same, but presence of the stacks will reduce the levels of visual intactness to some extent. Although there will be a slight reduction in the level of visual quality, the reduction will not be substantial.

8.13.2.4.2 KOP-2—Southern Hills

Figure 8.13-3b is a simulated view of the project as it would appear from KOP-2. In this view, the project will be visible in the far middleground, and the most prominently visible features would be the stacks and SCR enclosures. In this view, the project features will be visually subordinate elements in the view and will be well integrated into the overall landscape composition. The stacks will appear no taller than the trees in the view, and the SCR enclosures will appear to be lower in height than many of the surrounding buildings. The neutral gray color used for the surfaces of the project features will reduce their visual contrast with their surroundings, and will help them be absorbed into the view. In general, the project structures will tend to visually merge into the corridor of industrial structures and transportation facilities that runs down the center of the valley.

The presence of the project will have a limited effect on the overall character of this view. The project will add stacks to a view where none are now present, but because the stacks will appear to be relatively small in scale in views from this area, and because they will be well absorbed into the view, their effect on the overall character of the view will be limited. The view's overall level of visual quality will remain about the same. The presence of the project facilities will not affect the level of vividness created by the ridgeline of the San Jose Hills. The facilities will have only a minor effect on the overall intactness of the view and will have no effect on the visual unity of the landscape's composition.

8.13.2.4.3 KOP-3—Northern Hills

Figure 8.13-4b is a simulated view of the project as it would appear from KOP-3. In this view, the project will be visible in the middleground, in the corridor of industrial buildings and transportation facilities that runs down the center of the Puente Valley. From this area, most of the project's facilities will be visible, including all five combustion turbine generators, their air inlet filters, and sets of stacks; the water tanks; the accessory buildings; and the cooling tower. Although most of the project's features will appear to be in scale with the surrounding industrial facilities, the stacks, and to some degree, the air inlet filters will appear to be somewhat taller, creating a degree of visual contrast with their surroundings. Although the stacks and air inlet filters will be readily visible, they will not be dominant elements in the view. The fact that the project will appear as an orderly complex of individual elements will reduce apparent massiveness of the project, and will create a more visually pleasing composition than do very large building masses. The neutral gray color used on the exteriors of the project facilities will help make them visually consistent with the surrounding industrial structures, and will reduce their level of contrast with the backdrop.

The presence of the project will change the visual character of this view to some extent. The addition of prominently visible stacks to a view where they do not now exist will make the view seem somewhat more industrial in character. There will be little net change in the overall level of visual quality. The presence of the project facilities will not affect the level of vividness created by the ridgeline of the Puente Hills. The presence of the stacks will create a slight decrease in the overall level of visual intactness. However, the level of visual unity will be increased. The very long warehouse structure now visible in the view creates a sharp

break between the landscape's foreground and middleground. The SVEP will be composed of discrete elements with open areas in between, and these open areas will permit a better visual integration of the scene's foreground and middleground zones.

8.13.2.4.4 Light and Glare

The project's effects on visual conditions during hours of darkness will be limited. As indicated in Section 8.13.2.3.6, some night lighting would be required for operational safety and security. There would be additional visible lighting associated with the project stacks, and open site areas. High illumination areas not occupied on a regular basis would be provided with switches or motion detectors to light these areas only when occupied. At times when lights are turned on, the lighting would not be highly visible or produce glare effects at sensitive offsite receptors. The offsite visibility and potential glare of the lighting would be restricted by specification of non-glare fixtures and placement of lights to direct illumination into only those areas where it is needed. With implementation of the project, the overall change in ambient lighting conditions at the project site, as viewed from nearby locations and from vantage points in the hills overlooking the valley, would not be substantial.

Lighting that may be required to facilitate nighttime construction activities would, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting would be used to the extent practical while complying with worker safety regulations. In spite of these measure, there may be times when the project site may appear as a brightly lit area as seen in views from surrounding hillside residential areas.

8.13.2.4.5 Water Vapor Plumes

When the proposed power plant will be operating at times of low temperature and high humidity, the potential exists for the exhaust from the combustion turbine stacks and the cooling tower to condense and form visible steam plumes. However, the amount of time the proposed project is likely to produce plumes will be limited by the fact that as a peaker plant, the proposed power plant is expected to operate between 20 and 40 percent of the time, and much of that time will be on hot days during the summer when electric loads are the greatest. Coincidentally, these hot summer days are the times at which plumes are the least likely to form. In its evaluation of the Roseville Energy Park Project (03-AFC-01), the standard that CEC Staff applied in evaluating the visual impacts of visible steam plumes was that plume impacts are significant if plumes occur more than 20 percent of seasonal (October through March) daylight no rain/fog high visual contrast (i.e., clear) hours.³ Given the plant's expected operational regime, it is highly unlikely that the plant would be operated more than 20 percent of the non-rain, non-fog, clear daylight hours during the period from October through March, and that as a consequence it is very unlikely that visible steam plumes would be present during more than 20 percent of these hours.

8.13.2.5 Impact Significance

A discussion regarding whether the visual effects of the project would be significant pursuant to CEQA is provided below. The assessment of these impacts has been structured by applying the criteria set forth in Appendix G of the State CEQA Guidelines. The CEQA

³ California Energy Commission. 2004. Final Staff Assessment for the Roseville Energy Park. p. 4.12-13p

Guidelines define a “significant effect” on the environment to mean a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including objects of historic or aesthetic significance.” (14 CCR 15382) The four questions related to aesthetics that are posed for lead agencies and the answers to them are:

1. Would the project have a substantial adverse effect on a scenic vista?

No. There are no designated scenic roads or vista points in the nearby (two mile radius) project viewshed.

2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No. This question does not apply to the proposed project because none of the project facilities fall within the boundaries of a state scenic highway.

3. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No. The site itself is a flat parcel in an area that is devoted entirely to warehouse, manufacturing, and transportation uses and does not contain any resources of scenic significance that would be affected by the project.

As indicated above, the project’s effects on views from KOPs -1, -2, and -3, the project will be visible in views from these areas. However, the project’s facilities will not dominate these views, and will, to varying degrees be visually absorbed into the overall setting. The presence of the project will alter the visual character of the views from the nearby residential area (KOP-1) and from the northern hills (KOP-3) to some extent, adding visible stacks and other power plant equipment into views where they do not now exist, making the views seem somewhat more industrial in character. Because there will be a higher degree of visual absorption of the project’s facilities into the views from the southern hills (KOP-2), the degree of change in the visual character of views from this area will be relatively low. Overall, the project will have a limited effect on the visual quality of the views from these areas. In the views from the southern hills (KOP-2) and the northern hills (KOP-3) the visual quality of the views will remain about the same. In the views from the residential area closest to the project site (KOP-1), there will be a slight diminishment in the quality of the view, but this change will not be substantial and thus will not be significant.

As discussed previously, given the plant’s expected operational regime, it is highly unlikely that the plant would be operated more than 20 percent of the non-rain, non-fog, clear daylight hours during the period from October through March, and that as a consequence it is very unlikely that visible steam plumes would be present during more than 20 percent of these hours, staying below the threshold the CEC has established for significant impacts related to the presence of steam plumes.

4. **Would the project create a new source of substantial light and glare that would adversely affect day or nighttime views in the area?**

No. As described in Section 8.13.2.4.4, project light fixtures will be restricted to areas required for safety, security, and operations. Lighting will be directed away from sensitive offsite receptors; it will be shielded from public view, and non-glare fixtures and use of switches, sensors, and timers to minimize the time that lights not needed for safety and security are on will be specified. These measures will substantially reduce the offsite visibility of project lighting.

Any lighting that will be installed to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations. With these measures, lighting associated with the project construction and operation will not pose a hazard or adversely affect day or nighttime views toward the site.

8.13.3 Cumulative Impacts

The CEQA Guidelines (Section 15355) define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

The CEQA Guidelines further note that:

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

The area in the vicinity of the project is essentially built out, and review of a list of recent permits issued in the area around the project (Appendix 8.6A) indicates that recent development in the area has largely consisted of relatively small-scale infill projects and modifications to existing facilities and structures. As documented in Section 8.13.5, the proposed project conforms to the City of Industry’s major goals and objectives for industrial development, will be sited in an area reserved for industrial uses, and will conform to the City of Industry’s policies and standards related to the appearance of new industrial development. Because the project itself will not create impacts on visual resources that are significant, and because the visual changes associated with other development taking place in the surrounding area are relatively minor, the proposed project will not create and impact on visual conditions in the project vicinity that is cumulatively significant.

8.13.4 Mitigation Measures

This analysis has documented the fact that no significant visual impacts will result from implementation of the proposed project. Therefore, no mitigation measures are proposed. Project implementation will be subject to City of Industry planning regulations, however. Specifically, a Development Plan will be prepared and submitted to the City of Industry for

review and comment and CEC Compliance Project Manager for review and approval before construction begins. The site plan will comply with all applicable provisions of the City of Industry Municipal Code, including provisions related to landscaping and project appearance.

8.13.5 Laws, Ordinances, Regulations, and Standards

8.13.5.1 Introduction

This section describes the LORS relevant to the visual resource issues associated with the WCEP project. No federal, state, or regional visual resource LORS exist. However, visual resource and urban design concerns applicable to the project are addressed in the City of Industry General Plan and Zoning Ordinance.

As indicated in the Land Use analysis (Section 8.4), the generating facility site is located within the city limits of the City of Industry. The project's natural gas line, water line, and electric transmission lines are also located in the City of Industry.

Table 8.13-3 lists the City of Industry's plans and ordinances that are pertinent to the project elements. The specific provisions of each plan or ordinance that have potential relevance to the project are identified in Sections 8.13.5.2 through 8.13.5.3.

TABLE 8.13-3
Laws, Ordinances, Regulations, and Standards Applicable to WCEP Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
City of Industry General Plan	Describes policies for land use, housing, public facilities and services, transportation, open space and conservation, city design, noise, safety, and implementation for the plan area.	Section 8.13.5.2	Mr. Mike Kissell Planning Director Mr. Troy Helling Planning Assistant Planning Department 15651 East Stafford Street City of Industry, CA 91744 626-333-2211
City of Industry Zoning Ordinance	Establishes zoning districts governing land use and requirements for buildings and district improvements.	Section 8.13.5.3	Same as above

8.13.5.2 City of Industry General Plan

The generating facility site and the linear facilities associate with the project are all located within an existing industrial area within the city limits of the City of Industry, and are, therefore, subject to the provisions of the City of Industry General Plan. The project site is designated Industrial according to the General Plan. The provisions of the City of Industry's General Plan that are applicable to the project are summarized and evaluated in Table 8.13-4.

TABLE 8.13-4
Conformity of WCEP with the City of Industry General Plan

Provision	Conformity?
<u>Goals and Objectives 5:</u> The perpetuation, in some instances, and instigation in others, of programs to beautify the City of Industry throughout, and to conserve its natural resources	Yes. The project will not affect the City of Industry's ability to develop and implement programs to beautify the city and to conserve its natural resources.
<u>Scenic Highway Element – Objectives:</u> (1) Aid the State Division of Highways to landscape and beautify the San Gabriel Freeway and the Pomona Freeway; (2) Work the County on all scenic corridor studies to establish scenic routes through the city; (3) Continue City Landscaping Requirements which provide for trees of a specific variety to be planted along each street within the City; (4) Expand plans for landscaping major streets with medians; and (5) Continue enforcement of City Ordinance regulating outdoor advertising.	Yes. The project will not detract from the City of Industry's ability to assist Caltrans in landscaping and beautifying the San Gabriel and Pomona Freeways, to work with the County on scenic corridor studies, to continue City Landscaping Requirements related to street trees, to expand plans for landscaping major streets and medians and to enforce the City Ordinance regulating outdoor advertising.
<u>City Image:</u> As discussed earlier, the city image can be improved. A landscape/streetscape program will effect a major change in the image of the City of Industry. The objectives of the program should be to: (1) Enhance and upgrade the visual quality of the city; (2) Separate areas of incompatible land uses; (3) Screen unsightly outdoor storage and work areas, as well as parking areas, from the circulation system; (4) Provide a pleasant shaded environment for eating and rest areas throughout the city; and (5) Implement a street lighting, signing, and graphics program.	Yes. The project will not conflict with the City of Industry's ability to implement a landscape/streetscape program to effect a major change in the city's image.

Sources: City of Industry, 1971 and 1974.

8.11.5.3 City of Industry Zoning Ordinance

The project site lies within the Industrial Zone established by the City of Industry Zoning Ordinance. The provisions of the ordinance that are applicable to the project are discussed in detail in Section 8.8, Land Use, and summarized below in Table 8.13-5.

TABLE 8.13-5
Conformity of WCEP with the City of Industry Zoning Ordinance

Provision	Conformity?
<u>Development Guidelines – Development Plan Standards:</u> New development or the alteration or enlargement of existing development shall be compatible with the character and quality of surrounding development and shall enhance the appearance of the area in which the development is located.	Yes. The project will be well set back on the site, will conform with all City of Industry requirements regarding structure dimensions, design, and landscaping
<u>Development Guidelines – Development Plan Standards:</u> The location, configuration, size, and design of buildings and structures shall be visually harmonious with their sites and with the surrounding sites, buildings, and structures and should not create pedestrian or vehicular traffic hazards	Yes. The project's structures will be visually compatible with the surrounding industrial, electric power, and transportation facilities, and will not be located or designed in a way that will create pedestrian or traffic hazards.

TABLE 8.13-5
Conformity of WCEP with the City of Industry Zoning Ordinance

Provision	Conformity?
<p><u>Development Guidelines – Development Plan Standards:</u> Architectural treatment shall be provided and may consist of, but shall not be limited to, the use of textured concrete, paint, glass panels, horizontal and/or vertical scorelines, doors, different forms of masonry construction, building layouts which include configurations other than squares and rectangles or, where applicable, distinguishing office areas from manufacturing areas by projecting office areas out from manufacturing structures. Variety in the design of buildings, structures and grounds and the use of architectural treatment to achieve such variety shall be required to avoid monotony in the external appearance.</p>	<p>Yes. The buildings on the project site (i.e., the administration and control building, the maintenance and warehouse building, the compressor building, the water treatment building, and the cooling tower chemical building) will be designed to be consistent with the city's requirements regarding design and exterior materials.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Architectural treatment of buildings and structures and their materials and colors shall be visually harmonious with the natural environment, existing buildings and structures, and surrounding development, and shall enhance the appearance of the area.</p>	<p>Yes. The project's larger pieces of equipment will have neutral gray finishes to maximize their integration into their overall landscape setting when seen from residential areas in the vicinity. For buildings that are smaller in scale and that will be visible in nearby views, design measures will be taken to create a visual relationship with their more immediate setting.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Architecture and landscaping areas shall be innovative in design and shall be considered in the total graphic design to be harmonious and attractive. Review shall include materials, textures, colors, illumination and landscaping areas.</p>	<p>Yes. These criteria will be incorporated into the final site Development Plan prepared for submission to the City of Industry for review.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Garish, inharmonious or out-of-character colors shall not be used on any building, face, or roof visible from any public right-of-way or from an adjoining site. Exposed metal flashing or trim shall be anodized or painted to blend with the exterior colors of the building.</p>	<p>Yes. These criteria will be incorporated into the final site Development Plan prepared for submission to the City of Industry for review.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> All mechanical equipment, towers, chimneys, roof structures, radio and television masts, and all other mechanical equipment external to the main or accessory structures shall be screened from public view, and such screening shall be of the same color as the main or accessory structure or, if screening is impracticable, as determined by the Planning Director, the applicant must paint such roof structures and mechanical equipment so as to be non-reflective and compatible with the main or accessory structures.</p>	<p>Yes. All mechanical equipment on the site will have exterior finishes that are neutral gray in color and have non-reflective finishes.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Rooflines on a building or structure should be compatible throughout the building or structure and with existing buildings and structures and surrounding development.</p>	<p>Yes. Rooflines on all buildings in the project will have the same design and will not be higher than the rooflines of buildings in the vicinity.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> The design of accessory structures, fences, and walls shall be harmonious with the principal building and other buildings on the site. Insofar as possible, the same building materials should be used on all structures on a site.</p>	<p>Yes. Accessory buildings and fences (no walls are planned) will be designed in a way that is visually compatible with the principal structures on the site. It will not possible to use the same materials, but the design and colors used will be compatible.</p>

TABLE 8.13-5
Conformity of WCEP with the City of Industry Zoning Ordinance

Provision	Conformity?
<p><u>Development Guidelines – Development Plan Standards:</u> Boundary and other walls should generally be of decorative masonry and/or wrought iron which is complimentary in color, texture and material to the development as a whole, although it is recognized that these materials may not be appropriate in all situations.</p>	<p>Not Applicable. The project will not entail the use of boundary walls.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> All on-premise signs and sign structures shall require approval from the City of Industry prior to their construction, installation, alteration, relocation, enlargement, or modification. The following guidelines and standards shall apply to such sign structures: on-premise advertising sign structures may be mounted upon the wall of any building provided that neither the sign nor the sign structure extends above any wall, including parapet walls, or may consist of monument signs, as defined below, but may not consist of free-standing signs supported by one or more poles or any other type of sign. Only one monument sign structure shall be permitted per parcel. A sign permit must be obtained for all signs.</p>	<p>Yes. To the extent that there will be any signs on the site, their location and design will conform to all City of Industry requirements.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> All buildings shall be constructed of concrete, concrete tilt-up, stucco, masonry, or brick. No metal buildings are permitted.</p>	<p>Yes. Although the equipment that is a part of the project will often be encased in metal housings, the buildings (e.g., the administration and control building, maintenance and warehouse building, etc.) will be constructed of the materials the City of Industry specifies in this standard.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Landscape areas shall constitute a minimum of twelve percent (12%) of the total lot area of each parcel. The configuration and location of such areas shall be such that they are effective in reducing, as far as possible, the monotonous appearance of buildings, structures and parking areas. A minimum of a three (3) foot wide landscape strip shall be provided along all side and rear property lines.</p>	<p>Yes. The design of the final site plan will conform with the City of Industry requirements.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Truck loading docks which are located on the front or side of a building shall be adequately screened by an eight (8) foot high masonry wall, accessory structures, or landscaping and foliage so that such truck loading docks are not visible, to the greatest extent practical, from any public right-of-way. Whenever possible, truck loading docks should be located at the rear of the building. A minimum of one-hundred (100) feet unobstructed clearance, measuring perpendicularly from the face of the truck loading docks, shall be provided for such truck loading docks. This one-hundred (100) foot area shall provide truck maneuvering area for loading and unloading purposes only.</p>	<p>Yes. Because of the configuration of the project site as a long, narrow lot with limited street frontage, the maintenance/warehouse building where any truck loading docks would be located will be sited in a portion of the site where any loading areas will not be visible from publicly accessible areas.</p>

TABLE 8.13-5
Conformity of WCEP with the City of Industry Zoning Ordinance

Provision	Conformity?
<p><u>Development Guidelines – Development Plan Standards:</u> The maximum height of any building or structure permitted in any industrial zone shall be one-hundred fifty (150) feet, except radio towers, oil derricks, utility substations, and electricity generating facilities. In commercial zones, buildings and structures are not to exceed a height of five (5) stories or fifty (50) feet, whichever is greater.</p>	<p>Yes. The project's tallest structures will be the combustion turbine stacks, which will be 90 feet tall, and well within the 150-foot height limit.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> Electrical transformers shall be screened with landscaping whenever possible.</p>	<p>Yes. Each turbine will have a step-up transformer associated with it. Each of these transformers will be located behind a fire wall that will also provide visual screening. Although the transformers will be located in an area where they will not be readily visible from publicly accessible areas.</p>
<p><u>Development Guidelines – Development Plan Standards:</u> All exterior doors, except glass doors, of all buildings shall be painted to match the adjacent wall of the building.</p>	<p>Yes. This standard will be followed in the specifications for the project's final painting plan.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> Landscape plans must reflect the site plan which has been approved by the City Council.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> All landscape areas shown on the site plan must be landscaped and irrigated.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> A current California licensed landscape architect must prepare and sign all landscape and irrigation plans which have in excess of 5,000 square feet of landscaping.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> All landscape areas shall be provided with trees, shrubs, ground cover or lawn. The use of gravel, bark, redwood chips, concrete and/or other non-plant material in landscape areas is prohibited. However, the use of decorative boulders as accent materials will be permitted.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> Street trees shall be provided along all street frontage. They shall be located behind the required sidewalk. Street trees shall be 24" box in size, planted 30 feet on center. The type of street tree required varies with each street. Contact the City of Industry for type of street tree required. All trees shall be provided with support stakes.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>
<p><u>Landscape and Irrigation Plan Standards and Requirements:</u> Care should be taken in the selection of landscaping materials to ensure compatibility with the City of Industry environment. Also, the materials proposed on the plan should be materials which are readily available from wholesale nurseries.</p>	<p>Yes. The project's landscape plan will adhere to this standard.</p>

TABLE 8.13-5
Conformity of WCEP with the City of Industry Zoning Ordinance

Provision	Conformity?
<u>Landscape and Irrigation Plan Standards and Requirements:</u> The following plant materials are not permitted: (1) <i>Nerium oleander</i> (oleander) (2) ice plant (3) ivy (<i>Hedera</i>)—Hahn's ivy (small leaf) will be accepted	Yes. The project's landscape plan will adhere to this standard.
<u>Landscape and Irrigation Plan Standards and Requirements:</u> All landscape areas shall be provided with an automatic irrigation system.	Yes. The project's landscape plan will adhere to this standard.

Source: City of Industry, 2005a and 2005b.

8.13.5.4 Summary of Project's Conformity with Applicable LORS

The project is consistent with applicable laws, ordinances, regulations, and standards related to visual resource issues. Although the mechanical equipment associated with the project would not be completely screened from view, it would be screened to the degree that it is feasible and would be given a consistent exterior treatment involving the use of low-reflectivity neutral gray finishes.

8.13.6 Permits Required

The required permit that would be required that is of the most direct relevance to visual resource issues is the Site Plan Review and Use Permit/Conditional Use Permit by the City of Industry. However, because the CEC has sole land use jurisdiction over thermal projects over 50 MW, the Applicant will coordinate with the City to incorporate their requirements into the project description and CEC process, but will not apply for a Conditional Use Permit.

TABLE 8.13-6
Visual Resources-Related Permits Needed for Project Approval

Permit or Approval	Schedule	Agency Contact	Applicability
Site Plan Review and Use Permit/Conditional Use Permit	Prior to construction	Troy Helling/Planning Assistant City of Industry Planning Department 15651 East Stafford Street City of Industry, CA 91744	Review of proposed onsite facilities layout and issuance of permit

8.13.7 Involved Agencies and Agency Contacts

The agency responsible for the Site Plan Review and the issuance of the Use Permit/Conditional Use Permit is the City of Industry.

TABLE 8.13-7
Involved Agencies and Agency Contacts

Agency	Contact/Title	Telephone
City of Industry Planning Department 15651 East Stafford Street City of Industry, CA 91744 http://www.cityofindustry.org	Mike Kissell/Planning Director Troy Helling/Planning Assistant	(626) 333-2211

8.13.8 References

Buhyoff, G. J., P. A. Miller, J. W. Roach, D. Zhou, and L. G. Fuller. 1994. An AI Methodology for Landscape Visual Assessments. *AI Applications*. Vol. 8, No. 1., pp. 1-13.

California Energy Commission. 2004. Final Staff Assessment for the Roseville Energy Park. p. 4.12-13p

City of Industry. 1971. The General Plan – City of Industry. May.

City of Industry. 1974. Scenic Highways Element of the General Plan for the City of Industry. Prepared by National Engineering Company. September 12.

City of Industry. 2005a. Development Guidelines. <http://www.cityofindustry.org/departments/plan3.html> (09/07/2005).

City of Industry. 2005b. Landscape and Irrigation Plan Standards and Requirements. <http://www.cityofindustry.org/deaprtments/plan5.html> (09/07/2005).

United States Department of Agriculture Forest Service. 1995. *Landscape Aesthetics: A Handbook for Scenery Management*. Agriculture Handbook No. 701. December.

United States Department of Transportation Federal Highway Administration. 1988. Visual Impact Assessment for Highway Projects.