

## 8.11 Visual Resources

### 8.11.1 Introduction

The City of Vernon (City) proposes to develop a power plant (VPP) on a 13.7-acre property at the southeast corner of Fruitland and Boyle avenues. The VPP will be a 914-megawatt (MW) net (at 65 degrees Fahrenheit [°F] with duct burners and evaporative cooling)/943-MW (gross) combined-cycle generating facility configured using three natural-gas-fired combustion turbines and one steam turbine. Two transmission line options are being considered to connect the plant to Southern California Edison's (SCE) Laguna Bell Substation. Natural gas for the facility will be delivered via approximately 2,300 feet of new 24-inch pipeline that will connect to Southern California Gas Company's (SoCalGas) existing gas transmission line (Line 765). Potable water for drinking, safety showers, fire protection, service water, and sanitary uses will be served from the City's potable water system through two 10-inch pipelines connecting to the City's water mains. One would connect in Boyle Avenue and one in Fruitland Avenue. Recycled water for industrial purposes will be provided by the Central Basin Municipal Water District (CBMWD) through a nominal 16-inch carbon steel (or if using high density polyethylene [HDPE], a 20-inch) water line connecting to its recycled water line in Boyle Avenue, adjacent to the plant site. The blowdown will be sent to Sanitation Districts of Los Angeles County (LACSD) via a new 2,400-foot section of City sanitary sewer line.

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

This section discusses the potential for the construction, operation, maintenance, and long-term presence of the proposed project to result in significant impacts on scenic quality or on sensitive viewers. This section also inventories existing visual conditions in the affected environment, assesses potential environmental impacts, and addresses the laws, ordinances, regulations, and standards (LORS) that pertain to the management of visual resources.

This subsection was prepared following the California Energy Commission (CEC) guidelines for preparing visual impact assessments for Applications for Certification (AFCs). All figures referenced in the text are located at the back of this subsection.

### 8.11.2 Affected Environment

#### 8.11.2.1 Regional Setting

The VPP project site is located near the geographic center of metropolitan Los Angeles. The City of Vernon is bounded on the north by Los Angeles and City of Commerce; on the east by City of Commerce, Maywood, and Huntington Park; on the south by Maywood and Huntington Park; and on the west by Los Angeles. Vernon is approximately 5 miles southeast of downtown Los Angeles and 15 miles north of the major harbor and port facilities in San Pedro and Long Beach. The City of Vernon is located within 5 miles of five major freeways and is the site of Hobart Yard, a major rail terminal for Los Angeles.

The Los Angeles River runs through the northeasterly part of the City (see Figure 8.14-1). The City's location at the center of the transportation network for the second largest market in the nation has contributed to its success as an industrial center, and these factors continue to attract industrial land uses to Vernon (City of Vernon, 2001).

### 8.11.2.2 Project Setting

Vernon is unusual among cities in California and in the nation because of its specialized, industrial character. The City of Vernon was planned as an industrial city when it was incorporated in 1905. At that time, the City's land use policy was established as the promotion and advancement of manufacturing industries. Other land uses were and still are subsidiary and are permitted as long as they "respect the rights of manufacturing interests." As an exclusively industrial city, Vernon can focus on the needs and desires of the industrial community. Vernon is a city with heavy and prolonged industrial use, expansive rail lines, and several hundred businesses. The City is entirely built out, with only a few scattered vacant parcels. Consequently, visual resources such as scenic corridors, areas of natural beauty, and scenic recreational areas are not designated within the boundaries of the City (City of Vernon, 2001).

### 8.11.2.3 Project Site and Linear Routes

The VPP would be located in an industrial area in the City of Vernon at the southeast corner of Fruitland and Boyle avenues (Figure 1.1-3). The location of the proposed power plant, electric transmission lines, natural gas supply pipeline and sewer line for the VPP is shown on Figure 8.11-1. There is no landscaping on the site except for a few street trees in the sidewalk on Boyle Avenue. Even though the aluminum plant has not yet been demolished, for the purpose of this analysis, the baseline condition against which the project will be evaluated is a vacant lot bounded by a concrete wall on the north side (along Fruitland Avenue) and partially bounded by a block wall on the west side (along Boyle Avenue). With or without the existing aluminum plant and associated paving, 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.

The generating station would use about 13.7 acres. Construction parking and equipment laydown will be located immediately south of the plant site on 13.3 acres. Primary access to the site would be from Fruitland Avenue, with secondary access from Boyle Avenue (Figure 1.1-5).

The project's pipeline features would be located on, or in proximity to, the project site. All pipelines would be underground. Natural gas for the facility would be delivered via approximately 2,300 feet of new 24-inch pipeline that would connect from the project site to SoCalGas' existing gas transmission line (Line 765) in Downey Road. Potable water would be provided to the site by the City of Vernon via 10-inch lines connecting to existing City water mains located in Boyle and Fruitland avenues. Recycled water would be provided by CBMWD's recycled water pipeline in Boyle Avenue. Sanitary wastewater and industrial wastewater disposal would be from the site to LACSD via a new 2,400-foot long sewer line. An 18-inch sanitary sewer line would exit the plant site from the southeast corner, and extend east along the railroad right-of-way to Alcoa Avenue. On Alcoa Avenue, the line would turn south, and from there would be a 21-inch-diameter line to the point where it connects to the LACSD's 24-inch-diameter line at the intersection of Alcoa Avenue and Slauson Avenue.

Two optional transmission line corridors are addressed in this application: (1) the River Route, a 4.8-mile 230-kV line that, for much of its distance, would be located in the corridor along the Los Angeles River, and (2) Randolph Route, a 4.4-mile-long transmission line that would follow Randolph Street for much of its length. Both routes would connect the project to SCE Laguna Bell substation in the City of Commerce (Figure 8.11-1).

The River Route exits the site to the east between 5151 and 5233 Alcoa, crosses Alcoa, and approaches the LADWP right-of-way through the parking lot at 5208 Alcoa. It continues by crossing the LADWP right-of-way and turning north on an easement on the east side of the LADWP right-of-way. The route travels north on this new easement along the LADWP right-of-way and then proceeds east between the south side of the Leonis substation and the north side of the Fire Station to the west side of Downey Road. Once on Downey the route turns north to District Boulevard. The route crosses Downey Road to the northeastern corner of District Boulevard and continues on the north side of District Boulevard, turning northeast (toward the Los Angeles River) between 4713 and 4717 District Boulevard. The route then crosses the Los Angeles River and railroad facilities and turns south, following a corridor along the eastern edge of the Los Angeles River for a distance of approximately 2.15 miles. At Randolph Street, the route turns east, crosses the 710 Freeway, and proceeds to the Laguna Bell Substation along Randolph Street on right-of-way currently occupied by the Laguna Bell-Container-Pulpgen-Vernon and the Laguna Bell-Leonis-Vernon circuits.

The 1.5 mile segment of this route that lies between the project site and the Los Angeles River passes through an area that is heavily developed with industrial structures and has a highly industrial character. In the corridor along the Los Angeles River, this line would replace an existing 66-kV line on wood poles now located along the river's eastern edge. This portion of the Los Angeles River is in a concrete channel and the corridor along the river is devoid of vegetation and is heavily developed with infrastructure facilities. At Randolph Street, the transmission line route turns east, and follows along the southern edge of the street where the new line would replace an existing 66-kV wood pole line. The segment of Randolph Street between the river and the Laguna-Bell Substation is bordered by industrial uses on the north, and a railroad and electric transmission corridor on the south that separates the street from a residential area that backs up to the transmission corridor.

The Randolph Route exits the site east between properties 5233 and 5383 Alcoa. It crosses Alcoa Avenue and continues south along the eastside of Alcoa on right-of-way currently occupied by the Laguna Bell-Leonis-Vernon 66-kV circuit. The route continues east, crosses the Century to Velasco 230-kV LADWP transmission line, and proceeds to Laguna Bell along the Randolph Street corridor on right-of-way currently occupied by the Laguna Bell-Container-Pulpgen-Vernon and the Laguna Bell-Leonis-Vernon circuits. Finally, the route crosses the LA River, the LADWP 230-kV circuits from Haynes, and the 710 Freeway, and proceeds to Laguna Bell.

For the approximately 1-mile distance between the project site and Randolph Street, the route travels through an area that is heavily developed with industrial buildings. The approximately 2.2 mile route segment along Randolph Street between Alcoa Avenue and the Los Angeles River is located in a railroad right-of-way in the middle of Randolph Street that is also used by an existing transmission line. The area along this route segment is primarily residential in character, but also includes some areas of commercial and community uses.

From the Los Angeles River eastward to the Laguna Bell Substation, the alignment the Randolph Route follows is the same as the alignment followed by the River Route.

#### 8.11.2.4 Laydown Area

As indicated in the Project Description (Figure 2.2-7), the construction laydown area would be located on a 13.3-acre parcel immediately south of the plant site. The southern 3.45-acre portion of the laydown area has an active rail line that bisects it.

#### 8.11.2.5 Potential Project Visibility

Due to the density and size of the surrounding industrial buildings, the power plant's projected viewshed is limited to adjacent streets. Large industrial buildings block the majority of views from most locations within the surrounding area. Additionally, there are no elevated points with views of the project, as the topography of the City is generally flat.

The location of the proposed project and its relationship to its surrounding are shown in Figure 8.11-1. The greatest potential for views of the generating station is from adjacent streets because the large industrial buildings surrounding the site block most other views. Views of the segments of the transmission line on both the River Route and on the Randolph Route that are located in the industrial areas in Vernon will be limited because they would generally be blocked by the large industrial buildings located on both sides of the alignment. For the other areas along both routes, the viewshed will be somewhat larger because of the lower density development pattern and the more open viewing conditions. The segment of the River Route transmission line along the river will be visible from the bike trail that runs along the west side of the Los Angeles River from Atlantic Avenue southward, and from the portion of I-710 that runs along the east side of the river. Because the alignment in this area consists of replacement of an existing subtransmission line that is part of a major transmission line corridor located in the midst of a heavily developed area dominated by industry and infrastructure, the potential for this segment of the transmission line to create impacts of any significance is low. The segment of the Randolph Route along Randolph Street between the Alcoa Avenue and the Los Angeles River will be seen from the immediately adjacent residential and commercial areas, and, to some degree, will be visible from surrounding residential neighborhoods in Huntington Park, Bell, and Maywood. Along the alignment used by both transmission line routes that extends from the Los Angeles River and I-710 eastward – along the north side of Randolph Street to the Laguna Bell substation – the transmission line will be visible from Randolph Street and from the northern edge of the residential area located in Bell Gardens, south of Randolph Street.

#### 8.11.2.6 Sensitive Viewing Areas and Key Observation Points

In assessing the aesthetic impacts of proposed projects, it is a standard practice to identify viewpoints referred to as key observation points (KOPs) that provide views toward the project site that are sensitive and/or representative. Photos taken of the views from these locations provide the basis for documenting and evaluating existing visual conditions, and also serve as a base for the preparation of simulations that depict the completed project as it would appear in the view. An effort was made to identify sensitive receptors<sup>1</sup> and the

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<sup>1</sup> 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.

viewing areas that would be the most sensitive to the project's potential visual impacts. One KOP was selected for detailed analysis for the proposed power plant. Two additional KOPs were selected for analysis of the transmission line options. A KOP located along Randolph Street in Bell was selected to represent the Randolph Route. A KOP located in a residential area along Watcher Street in the City of Bell Gardens was selected to represent views toward the segment of the transmission line that would be developed under both transmission line options in the area between the Los Angeles River and the Laguna Bell Substation.

The KOPs were selected based on: (1) the expected unobstructed views of project facilities from the residences in the areas in which the KOPs were established, 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 major areas of potential viewer sensitivity from which the project has the potential to be seen: a nearby residential area east of the proposed location for the generating station, and residential areas located along the transmission line alignment that runs along Randolph Street. The locations of the KOPs are shown on Figure 8.11-1.

Based on field work conducted in September 2005 and January 2006, the existing visual conditions of the views from each of the KOPs were documented and evaluated. Assessments of existing 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 landscape<sup>2</sup>

The final scenic quality ratings assigned to each view fit within the rating scale summarized in Table 8.11-1. 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).

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

TABLE 8.11-1  
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.

#### 8.11.2.6.1 KOP-1 Fruitland Avenue Residential Area in Proximity to the Project Site

The view from KOP-1, a viewpoint from the west end of the six single-family homes located on the north side of Fruitland Avenue, west of the intersection of Fruitland Avenue and Downey Road, is shown in Figure 8.11-2a. The location of KOP-1 and direction of view are shown on Figure 8.11-1. The residences are located approximately 1,000 to 1,250 feet east of the northeast corner of the proposed generating station. The existing LADWP transmission line is located approximately 125 feet west of the westernmost home. These houses are the closest residences to the generating station and the only residences with a potential view of the generating station site. They are owned by the City and rented to City employees.

The foreground and middleground views from this KOP-1 are highly industrialized in nature (Figure 8.11-2a). The view is dominated by one-, two-, and three-story industrial/light industrial/warehouse buildings, vapor plumes from adjacent facilities, multiple utility corridors (aboveground electric: distribution and transmission; aboveground telephone), small vacant parcels, paved roadway (two-lane street and alley), and ancillary support features (industrial signage, outdoor lighting, security fencing, including chain link and barbed wire; parking areas, storage units). The background view is blocked by foreground and middleground structures. Although the former Alcoa aluminum plant is visible in Figure 8.11-2a, the plant and paved areas on the site would be removed prior to transfer of ownership to the City. The visual quality of this view is low; there are no striking or distinctive visual patterns in the view, the visual resources do not form a coherent visual pattern, and integrity of visual order in the natural and man-built landscape is not present.

Although fencing of the project (for security reasons) would partially screen the lower portion of the generating station facilities, the project would be visible by the residents represented by this KOP. Because this view would be seen by residents of the six City-owned houses on Fruitland Avenue, the level of visual sensitivity is high.

#### **8.11.2.6.2 KOP-2 Randolph Street Residential Area in Proximity to the Transmission Line (Applicable Under Randolph Route Transmission Line Alignment)**

KOP-2 is a viewpoint from a neighborhood of single-family homes located approximately 150 feet south of the Randolph Route transmission line alignment along Randolph Street (southeast corner of Randolph Street and King Avenue – Figure 8.11-3a). Single-family homes are located along most of the proposed alignment along Randolph Street (Figure 5.1-1) and are the closest residences to the proposed alignment. This view is intended to represent the views toward the transmission alignment from these residences. The location of KOP-2 and direction of view are shown on Figure 8.11-1.

The foreground and middleground views from KOP-2, although located within a predominantly residential neighborhood, are generally dominated by multiple utility and transportation features (aboveground power alignments: transmission and distribution; telephone line; rail line; and 2-way roads, located both north and south of the rail line) (Figure 8.11-3a). In addition, in this view, commercial uses, and several churches are visible along the opposite side of the street. The visual quality of this view is moderately low. The presence of the church buildings and steeples create a moderate level of vividness. The landscaping that has been installed along the railroad right-of-way and the opposite side of the street helps to create a modest level of visual unity. The three separate sets of transmission lines, along with the attached distribution and telephone lines are highly intrusive elements in the view that result in a very low level of visual intactness. This transmission line alignment would be seen by residents living along Randolph Street and nearby streets, and by people using the community-serving facilities located along the street. As a consequence, the level of visual sensitivity is high.

#### **8.11.2.6.3 KOP-3—Watcher Street Residential Area in Proximity to the Transmission Line**

KOP-3 is a viewpoint located along Watcher Street at El Selinda Avenue at the northern end of a residential area located in the City of Bell Gardens, south of Randolph Street. The location of KOP-3 and direction of view are shown on Figure 8.11-1. This viewpoint is located approximately 400 feet south of the alignment along the north side of Randolph Street that would be used by both the River Route and Randolph Route transmission line options. This viewpoint was selected to represent the views toward the transmission line from Bell Gardens High School, which is located nearby, and from the approximately 200 residences located along the north and south sides of Watcher Street between I-710 and the Laguna Bell Substation. Although the lots in this area are small, the number of residences is very high because most lots have been developed with as many as three houses. Consequently, the lot surfaces have been almost completely covered, leaving no backyards. Therefore, the views toward the transmission line from these properties would, in many cases be limited. Given the restricted views from most portions of these lots, the primary views of the transmission line would be from the street and sidewalks, where more open viewing conditions prevail. The sensitivity of this view is high due to the large number of residential viewers in this area.

The foreground of this view has a residential character, while the middleground is dominated by a subtransmission corridor developed with three subtransmission lines as well as a distribution line (Figure 8.11-4a). The level of visual quality is moderately low to moderate. The level of vividness or memorability of this view is not high, the encroachment of the large transmission structures contributes to a low to moderate level of intactness, and the level of unity (the extent to which the elements of the view join together to form a coherent, harmonious visual pattern) is moderate.

### 8.11.3 Environmental Analysis

#### 8.11.3.1 Analysis Procedures

This analysis of the visual effects of changes that would be brought about by VPP 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 KOPs, 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 take the 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 1.1-7 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.

### 8.11.3.2 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 VPP. 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?

### 8.11.3.3 Project Appearance

The proposed project facilities are described in detail in Chapter 2.0, Project Description. Figures 1.1-4 and 1.1-5 show the general arrangement and layout of the VPP on the site and Figure 1.1-7 provides an oblique view of the project.

#### 8.11.3.3.1 Project Structures and Dimensions

The power plant site is located on 13.7 acres at the southeast corner of Boyle Avenue and Fruitland Avenue, in the City of Vernon. The street address is 3200 Fruitland Avenue. The existing 8-foot-tall, concrete wall, topped by barbed wire located along portions of Boyle and Fruitland avenues on the boundary of the property would be left in place. Chain-link fence with slats would be used to surround the remainder of the site.

The proposed dimensions of the generating facility's major features are summarized in Table 8.11-2.

TABLE 8.11-2  
Approximate Dimensions of the Major Project Features

Feature	Height (feet)	Length (feet)	Width (feet)	Diameter (feet)
<b>Combustion Turbines/Steam Turbines</b>				
Combustion turbines and generators (base unit)	21	100	35	
Inlet air filters	72	60	44	
HRSO casings	95	160	48	
HRSO exhaust stacks	180			20
Steam turbine generator building	75	180	140	
<b>Tanks</b>				
Deionized (DI) water storage tank	30			40
Recycled water storage tank	45			80
<b>Buildings</b>				
Administration/control/service building	20	125	60	
Gas insulated switchgear (GIS) building	25	90	90	
Gas compressor walls	12	138	65	
Chemical storage and treatment building	12	65	40	
<b>Other Structures</b>				
Cooling tower	58	385	104	

The exteriors of all major project equipment would be treated with an appropriate color to optimize its visual integration with the surrounding environment. Part of the project site would be surrounded by the existing concrete wall on portions of Boyle and Fruitland avenues. Access would be provided by a gated driveway that enters the plant from Fruitland Avenue. A secondary driveway for emergency fire access would enter the site from Boyle Avenue. All outdoor storage would be located or screened so as to not be visible from the public right-of-way.

#### 8.11.3.3.2 Transmission Line

Two transmission line corridors are addressed in this application: the River Route and the Randolph Route, which both connect to the Laguna Bell substation (Figure 8.11-1). Under both options, the proposed transmission lines would be carried on new tubular steel poles, approximately 108 feet in height (for poles in straight segments) and 150 feet tall for 30 degree turning poles. The towers would carry two sets of conductors, using the arm and insulator configuration depicted in Figure 5.2-3. The poles would be neutral in color, the insulators would be made of a non-reflective and non-refractive material, and the conductors would be non-specular (i.e., their surfaces would have a dulled finish so that they would not reflect sunlight and thus call attention to themselves).

#### 8.11.3.3.3 Pipelines

The natural gas, potable water, recycled water, and sewer lines would be buried offsite, with portions of the natural gas line aboveground in the metering station located on the east side of the site.

#### 8.11.3.3.4 Construction Laydown Area

Construction of the generating facility, from site preparation and grading to commercial operation, is expected to take place from the third quarter 2007 to the second quarter of 2009. Plant testing is planned to occur during the third quarter of 2009, and commercial operation is expected to occur in the third quarter of 2009. During the construction period, the 13.3 acres just south of the plant site would be used for construction worker parking and equipment laydown.

#### 8.11.3.3.5 Landscaping

No landscaping is planned for the site.

#### 8.11.3.3.6 Lighting

The proposed power plant's operation would require onsite nighttime lighting for safety and security. To reduce offsite lighting impacts, lighting at the facility would be restricted to areas required for safety, security, and operation. Exterior lights would be hooded, and lights would be directed onsite so that significant light or glare would be minimized. Low-pressure sodium lamps and fixtures of a non-glare type would be specified. For areas where lighting is not required for normal operation, safety, or security, switched lighting circuits would be provided, thus allowing these areas to remain unilluminated (dark) at most times, minimizing the amount of lighting potentially visible offsite.

Project construction activities are planned to occur between 7:00 a.m. and 5:30 p.m., Monday through Friday. During some construction periods and during the startup phase of the project, some activities would 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 would be required. To the extent possible, the nighttime construction lighting would be erected pointing toward the center of the site where activities are occurring, and would be shielded. Task-specific lighting would be used to the extent practical while complying with worker safety regulations.

#### 8.11.3.3.7 Water Vapor Plumes

The City of Vernon is an exclusively industrial city. There are dozens of plume sources within the city that range from small to large (CEC, 2005). No water vapor plumes are currently released at the proposed site. Operation of the Malburg Generating Station (MGS), which is located less than 2,500 feet west of the proposed VPP site, generates occasional water vapor plumes. During evaluation of the MGS, CEC staff noted the presence of a very small water vapor plume emanating from a vent on the of the Orval Kent Food Processing facility immediately south of the MGS site (across East 50th Street and west of the proposed VPP site). A small plume was observed immediately west of the VPP site on the south side of Fruitland Avenue during a field survey of the site in September 2005 and is shown in Figure 8.11-2a.

### 8.11.3.4 Assessment of Visual Effects

#### 8.11.3.4.1 KOP-1 Fruitland Avenue Residential Area in Proximity to the Project Site

A simulation of the view of the VPP from KOP-1 is shown in Figure 8.11-2b. In this view, the most prominent visible features of the project would be the stacks and the existing concrete wall that would remain along Fruitland Avenue. These features would be visible in the far middleground and would be visually subordinate elements in the view, integrating well into the industrial landscape.

The stacks, although taller than adjacent buildings, would be additional vertical features of similar height to the power poles that line Fruitland Avenue (from the perspective of KOP-1) in this view. The existing concrete wall that would remain as the boundary of the site along Boyle and Fruitland avenues would partially screen the site in this view. The neutral color and non-reflective surface of the stacks and concrete wall would reduce their visual contrast with their surroundings, and would help them to be absorbed into the industrial view. In general, the stacks and concrete wall are consistent with the existing industrial nature of the view and would tend to visually merge into the view dominated by the industrial buildings and utility pole corridor.

The presence of the VPP would have a limited effect on the overall character of this view. The project would introduce exhaust stacks to a view where none are now present; the concrete wall would remain as a feature that was present on the site when used for the former Alcoa aluminum plant. Because the stacks would appear to be similar in height to the utility poles visible in this industrial view, they would be consistent in scale with the other elements in this view and would appear to be well integrated into it. Additionally, the concrete wall would be consistent with the other features in this industrial view and would be well absorbed into the view. Therefore, the effect of the VPP on the overall character of the view would be extremely limited. The overall level of visual quality of the view from KOP-1 would remain about the same. The presence of the project features would not affect the vividness of the view, would have no effect on the overall intactness of the view, and would have no effect on the visual unity of the composition of the landscape.

Neither of the two possible transmission line corridors would be visible from this KOP; therefore, there would be no change to the visual environment visible in this view due to installation of the proposed transmission line.

#### 8.11.3.4.2 KOP-2 Randolph Street Residential Area in Proximity to the Transmission Line (Applicable under the Randolph Street Transmission Line Alignment)

A simulation of the view of the VPP from KOP-2 is shown in Figure 8.11-3b. In this view, the most prominently visible features of the project would be the new 230-kV transmission line on the north side of Randolph Street. The VPP, including stacks, and associated construction laydown area, transmission line, lighting, pipelines, and vapor plumes would not be visible from KOP-2. The new transmission line corridor would be visible from the residences along Randolph Street from the point on the line where the alignment turns west on Randolph Street (from the alley located between Alcoa Avenue and Downey Road) to the Laguna Bell Substation. The new 230-kV transmission line would replace an existing 66-kV transmission line in the same aboveground utility corridor on the north side of Randolph Street. The new mono-poles would be taller and slightly more massive than the existing wood poles. The new poles would be spaced approximately twice the distance apart than

the existing poles, reducing the visual clutter along the utility corridor on Randolph Street. The neutral color and non-specular surface of the poles, insulators, and wires would help to features to blend into the existing utility corridor, and would reduce their level of contrast with their setting.

The presence of the new 230-kV transmission corridor would change the visual character of the view to a slight extent. The reduction in the number of poles located within the utility corridor would be a minor improvement to the view down Randolph Street. There would be little change in the overall level of visual quality, because the north side of Randolph would remain an aboveground utility corridor. The presence of the project features would not affect the vividness of the view, nor would the project features affect the overall level of visual intactness. The visual unity of the corridor may be slightly improved through the reduction the number of aboveground poles (visual clutter). Therefore, there would be a slightly improved, but less-than significant change to the visual environment due to installation of the Randolph Route transmission line.

Construction of the Randolph Route transmission line would introduce construction vehicles, materials, and equipment into the view for a short duration. These effects would be minor and temporary. Construction activities would be conducted in a manner that would reduce dust from leaving the project site. After construction, operation and maintenance activities would be similar to existing operation and maintenance activities; therefore, no impact to the visual environment during operation and maintenance beyond existing conditions would occur.

#### **8.11.3.4.3 KOP-3—Watcher Street Residential Area in Proximity to Transmission Line**

Figure 8.11-4b is a simulation of the view from KOP-3, which is representative of views from the residential area along Watcher Street (in the city of Bell Gardens) toward the transmission line that would be developed along Randolph Street as a part of both transmission line options being considered. A review of the existing condition (Figure 8.11-4a) and simulated views (Figure 8.11-4b) indicate, the existing view would be slightly altered by the replacement of one of the wood pole transmission lines seen in the view's backdrop with a transmission line carried on somewhat taller steel pole towers. Given the contrast in tower design between this new transmission line and the wood pole line that remains in the view, there will be a slight decrease in the visual unity of the view, which will have a minor effect on view quality. This change would not be substantial, and there would be relatively little overall change in the existing character and quality of this view. Although this change would be seen by a large number of sensitive residential viewers, given the somewhat subtle nature of the change, the impact will not be significant.

#### **8.11.3.4.4 Pipelines**

The pipelines associated with the project would all be buried and would not be visible. During construction of the pipelines, including connections, the ground surface of the area along the alignment would be temporarily disrupted by the presence of construction equipment; excavated piles of dirt, concrete, and pavement; and construction personnel and vehicles. These effects would be minor and temporary. After construction, the ground surfaces would be restored and the pipelines would not create a long-term change to the visual environment.

#### 8.11.3.4.5 Light and Glare

The project's effects on visual conditions during hours of darkness would be limited. As indicated in Subsection 8.11.3.3.6, some nighttime 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 offsite and would not produce offsite glare effects. 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, 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 measures, there may be times when the project site may temporarily appear as a brightly lit area as seen in views from nearby locations.

#### 8.11.3.4.6 Water Vapor Plumes

When the power plant would be operating at times of low temperature and high humidity, the potential exists for the exhaust from the HRSG stacks and the cooling tower to condense and form visible water vapor plumes. However, the amount of time the proposed project is likely to produce visible plumes is limited by typical meteorological conditions at the site.

It is anticipated, based on analyses of similar generation projects in the same region, that visible cooling tower and HRSG stack water vapor plumes would occur occasionally during daylight, non-fog, non-rain hours over the course of each year. The height of the plume (whether visible or not) would be a function of the buoyant rise of the heated air from the HRSG exhaust stack. The width of a HRSG visible water vapor plume would depend on the length of time it takes for the plume to be diluted with ambient air, such that the moisture content of the air drops below the dew point, and the plume becomes visible.

Plumes emanating from the proposed cooling tower would only occur during very cool weather with relatively high humidity, at night, or in the early morning hours. Cooling tower plumes would not be visible during warm weather. Similar to the HRSG plume, the height and width of the visible water vapor plume from the cooling tower would depend on the meteorological conditions.

Because of the measures that will be taken to reduce lighting at the VPP, any plumes that are created will not be highly visible during the nighttime hours. As mentioned above, the water vapor plumes would tend to form in the winter months and generally during the early morning hours when the temperature is low and the humidity is relatively high. This is also the time of day when fog tends to form, and if fog is present, any water vapor plumes generated would tend to blend into the fog. The fog would not prevent the formation of visible water vapor plumes, however, it will make it more difficult, if not impossible, to distinguish the any plumes generated from the fog.

Sensitive receptors (i.e., residents) in the area are accustomed to seeing plumes from existing nearby industrial land uses. Because of the relatively low frequency that daytime plumes would be generated, the presence of numerous existing facilities that generate plumes in the vicinity, and the low quality of the view from potentially sensitive observation points, the presence of water vapor plumes generated by the VPP would result in a less-than-significant impact to visual resources.

#### 8.11.3.4.7 Construction Period Impacts

During the construction period, construction, construction materials, construction equipment, trucks, and parked vehicles have the potential to be visible on the project site and the adjacent laydown area. Construction activities would be conducted in a manner that would reduce dust from leaving the project site. The construction activities on the project site and the activities in the laydown areas would not contrast in a significant way with the existing industrial character of the area. During the construction period, in any areas along public streets not bordered by the existing concrete wall, the views into the site from these areas will be screened using chain-link fencing covered with a screening fabric or slats such as Privamax. Construction of the transmission line would also introduce construction vehicles, materials, and equipment into the view for a short duration. Any visual changes associated with construction period activities would be minor and temporary, and thus not significant.

#### 8.11.3.5 Impact Significance

Visual effects of the project that potentially would be significant under the California Environmental Quality Act (CEQA) are identified below. The identification of these impacts has been structured by applying the criteria set forth in Appendix G of the state CEQA guidelines. The CEQA 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 project viewshed. In addition, as the analysis of the views from the KOPs has established, the project would not affect any landscapes of more than moderately low visual quality, and any effects to the existing visual quality of landscapes in the area would not be substantial.

**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 VPP because none of the project facilities fall within the boundaries of a state scenic highway or other important scenic resource.

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

No. The site itself is flat and, when transferred to the City, will be a vacant parcel located in an industrial city in which visual resources such as scenic corridors, areas of natural beauty, and scenic recreational areas are not designated. The project site is surrounded by industrial/light industrial/warehouse facilities. Project water vapor plumes would not substantially degrade the existing visual character of the site and its surroundings

because the frequency with which water vapor plumes would appear would be limited and because the general landscape setting has a well-established industrial character in which visual water vapor plumes of various origins are already present. The presence of the proposed power plant would not create a substantial change in the character or visual quality of nearby views toward the site.

Large segments of the River Route and Randolph Route transmission line options travel through areas that are already heavily dominated by industrial and infrastructure facilities and have a low level of visual sensitivity, and in these areas the proposed lines would have relatively little effect on the existing character and quality of the views. In the segments of the transmission line routes that would pass through or in proximity to residential areas, the project lines would replace existing transmission lines, and as a consequence, the visual alterations would be an incremental change that would not substantially alter the existing visual character or quality of the area along the alignment. Therefore, as review of the simulations prepared for KOPs 2 and 3 indicate, the level of visual change brought about by the transmission lines would be low and would not create changes in the character and quality of the view that would be so substantial as to constitute a significant impact.

**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 Subsection 8.11.3.3.6, project light fixtures would be restricted to areas required for safety, security, and operations. Lighting would be directed onsite; it would be shielded from public view, and nonglare fixtures and use of switches, sensors, and timers to minimize the time that lights not needed for safety and security are on would be specified. These measures should substantially reduce the offsite visibility of project lighting.

Any lighting that might 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 would be used to the extent practical while complying with worker safety regulations. With these measures, lighting associated with the project construction and operation would not pose a hazard or adversely affect day or nighttime views toward the site.

### 8.11.4 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 according to the City of Vernon, no other projects have been planned in this area. As documented in Section 8.11.6, the proposed power plant conforms to the City of Vernon's major goals and objectives for industrial development, would be sited in an area reserved for industrial uses, and would conform to the City of Vernon's policies and standards related to the appearance of new industrial development. The transmission line options proposed are located in corridors where transmission lines already exist, and because for the most part, they entail replacement of existing transmission structures, the level of visual change will be minor, minimizing the potential for the creation of cumulative effects. Because the project would 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 would not result in cumulative impacts on visual resources in the project vicinity.

### 8.11.5 Mitigation Measures

This analysis has documented the fact that no significant visual impacts would result from implementation of the proposed project. Therefore, no mitigation measures are proposed. Project implementation would be subject to City of Vernon planning regulations, however. Specifically, a Site Plan would be prepared and submitted to the City of Vernon for review and comment and CEC Compliance Project Manager for review and approval before construction begins. The site plan would comply with all applicable provisions of the City of Vernon General Plan and Zoning Ordinance, including provisions related to screening and project appearance.

### 8.11.6 Laws, Ordinances, Regulations, and Standards

#### 8.11.6.1 Introduction

This section describes the LORs relevant to the visual issues associated with the VPP project. No federal, state, or regional visual resources LORS exist. However, visual resource and urban design concerns applicable to the project are addressed in the City of Vernon General Plan (2001) and City of Vernon Comprehensive Zoning Ordinance (2005) and in the general plans and zoning ordinances of the other communities through which the two optional transmission line corridors would pass.

As indicated in the Land Use analysis (Subsection 8.4), the plant site is located within the limits of the City of Vernon. The project's natural gas line, water line, recycled water line, and sewer line are also located within the City of Vernon. The River Route transmission line option passes through the cities of Vernon, Bell, and Commerce. The Randolph Route transmission option travels through the cities of Vernon, Huntington Park, Bell, and Commerce.

The city plans and ordinances that are potentially relevant to the project elements are listed in Table 8.11-3. The specific provisions of each plan or ordinance related to visual issues that potentially apply to the project are identified in Section 8.11.6.2 and 8.11.6.3.

**TABLE 8.11-3**  
Laws, Ordinances, Regulations, and Standards Applicable to VPP Visual Resources

<b>LORS</b>	<b>Purpose</b>	<b>AFC Section Explaining Conformance</b>	<b>Agency Contact</b>
City of Vernon General Plan	<p>The General Plan is an integrated and internally consistent set of goals, policies, and implementing measures addressing seven issues areas (land use, circulation, housing, noise, safety, conservation, and open space).</p> <p>The Land Use Element designates the general location, distribution, and extent of various land uses proposed for that particular jurisdiction. The Element identifies standards for population density and building intensity for each land use category.</p> <p>The Natural Resources Element meets the statutory requirements for both an open space element and a conservation element. In a fully developed community such as Vernon, natural resources are limited to such resources as air and water. Open space resources include public parks and private landscaped areas developed by residents or businesses.</p>	Section 8.11.6.2	Kevin Wilson City of Vernon Department of Community Services & Water 4305 Santa Fe Avenue Vernon, CA 90058
City of Vernon Zoning Ordinance	Establishes zoning districts governing land use and requirements for building and district improvements	Section 8.11.6.3	Same as above
City of Bell General Plan (1996)	Comprehensive, long-range plan to serve as the guide for the physical development of the City.	Section 8.11.6.4	City of Bell Building and Planning Dept. 6330 Pine Avenue Bell, CA 90201 (323) 588-6211
City of Bell Zoning Ordinance (1993)	Establishes zoning districts governing land use and the placement of buildings and district improvements.	Section 8.11.6.4	Same as above
City of Commerce General Plan (1987)	Comprehensive, long-range plan to serve as the guide for the physical development of the City.	Section 8.11.6.5	City of Commerce City Hall 2535 Commerce Way Commerce, CA 90040
City of Commerce Zoning Ordinance (2000)	Establishes zoning districts governing land use and the placement of buildings and district improvements.	Section 8.11.6.6	Same as above
City of Huntington Park General Plan (1996)	Comprehensive, long-range plan to serve as the guide for the physical development of the City.	Section 8.11.6.7	City of Huntington Park 6570 Miles Avenue Huntington Park, CA 90255
City of Huntington Park Zoning Ordinance (2002)	Establishes zoning districts governing land use and the placement of buildings and district improvements.	Section 8.11.6.7	Same as above

### 8.11.6.2 City of Vernon General Plan

The generating facility site and linear features associated with the project (except for major portions of the transmission lines) are all located within the existing industrial area within the city limits of the City of Vernon, and are, therefore, subject to the provisions of the City of Vernon General Plan. The project site is designated General Industry (M) according to the General Plan. The provisions of the City of Vernon's General Plan that are applicable to the project are summarized and evaluated for project conformity in Table 8.11-4.

TABLE 8.11-4  
Conformity of VPP with the City of Vernon General Plan

Provision	Conformity?
<p><b>Land Use Element – 2.1 Land Use Designation:</b> The land use distribution is designed to achieve the goals of the Land Use Element, namely to preserve manufacturing as the primary land use in Vernon and to encourage revitalization of aging buildings and infrastructure.</p>	Yes. The power plant is a new industrial use being built on a cleared site formerly occupied by an aging industrial facility.
<p><b>Land Use Element – 2.4 Summary of Goals and Policies:</b> The thrust of the Land Use Element is twofold. First, the goals and policies determine the City will promote and maintain the industrial character of the City and second, encourage the modernization, replacement, and reuse of the older industrial facilities.</p>	Yes. The power plant is a new industrial use being built on a cleared site formerly occupied by an aging industrial facility.
<p><b>Land Use Element – 3.0 Goals and Policies, Goal 2:</b> Encourage the modernization or replacement and reuse of aging industrial buildings and sites</p>	Yes. The power plant is a new industrial use being built on a cleared site formerly occupied by an aging industrial facility.
<p><b>Land Use Element – 3.0 Goals and Policies, Goal 2, Policy 2.1:</b> Require private upgrading of offstreet parking and loading facilities as a part of any planned improvements.</p>	Yes. Sufficient off-street parking would be provided on site so employees and delivery vehicles would not need to park on the street.
<p><b>Natural Resources Element – 2.1 Summary of Goals and Policies, Open Space Resources:</b> Few opportunities exist to expand the City's public open space resources, although the goals and policies do call for the City to encourage private development to establish landscaped areas on building sites. This private open space may create a sense of visual space within the intensely urbanized areas. The City's efforts to plant and maintain street trees will enhance boulevards, and by maintaining certain landscaped areas, residents will continue to be provided with open space for recreational activities.</p>	Yes. This policy encouraging private developers to provide open space on project sites is not applicable to this project because the high security nature of the power plant makes it infeasible to include public open space resources on the site. Under this project, the existing trees along the streets on the perimeter of the project site will be retained.
<p>In addition, use of the electrical utility rights-of-way, which traverse the City as nursery and agricultural growing grounds, contribute to the visual quality of these open spaces.</p>	Yes. As documented in Section 8.9.3.2.1 of the Agriculture and Soils chapter, constructing either of the transmission line options will have no effect on nursery or agricultural uses within any existing transmission corridor.

TABLE 8.11-4  
Conformity of VPP with the City of Vernon General Plan

Provision	Conformity?
<b>Natural Resources Element – 3.0 Goals and Policies, Goal 1, Policy 1.3:</b> Encourage private property owners and industries to establish and maintain landscaped areas.	Yes. As mentioned above, the high security nature of a power plant does not lend itself to public landscaping. The site would be surrounded along Boyle and Fruitland Avenues, the portion of its perimeter that borders a publicly accessible public way, with the existing 8-foot-high concrete wall. The remainder of the plant perimeter will be enclosed by an 8-foot-high chain-link fence with slats. The existing street trees along Boyle and Fruitland Avenues will be retained.
<b>Natural Resources Element – 3.0 Goals and Policies, Goal 1, Policy 1.4:</b> Continue and expand the City's street tree planting and maintenance programs.	Yes. The project would not inhibit the city from expanding its tree planting program on Boyle and Fruitland Avenues around the power plant, or on Downey Road, District Boulevard, or Randolph Street along the transmission line routes. However, in areas along these streets over which transmission lines are built, species will need to be selected whose height will not interfere with maintenance of required clearances under the transmission line conductors.

Source: City of Vernon, 2001

### 8.11.6.3 City of Vernon Zoning Ordinance

The project site lies within the Industrial Zone established by the City of Vernon Zoning Ordinance. The provisions of the ordinance that are applicable to the project are discussed in detail in Section 8.4, Land Use, and summarized and evaluated for project conformity in Table 8.11-5.

TABLE 8.11-5  
Conformity of VPP with the City of Vernon Zoning Ordinances

Provision	Conformity?
<b>Section 26.3.5 General Industry (M) Zone – Section 26.3.5-4 Development Standards, (c) Outdoor Activities and Storage:</b> Outdoor activities and storage may be permitted provided such activities and storage are not visible from the public right-of-way. No materials or wastes shall be deposited on a lot in such form or manner that they may be transferred off the lot by natural causes or forces.	Yes. The plant would retain the existing 8-foot-high concrete wall along Boyle and Fruitland avenues that would provide screening from the public right-of-way. Those areas of the plant not screened by the existing concrete wall would have an 8-foot high chain-link fence to provide screening and security.
<b>Section 26.4.2 Off-Street Parking and Loading Facilities – Section 26.4.2-8 Development Standards, (i) Maintenance:</b> All parking and loading areas shall be kept clean and free of dust, much, or trash. Parking areas shall be used only for the purpose of parking vehicles. Where landscaping is provided within or along any parking area, such areas shall be maintained and provided with permanent underground, automated irrigation systems. Striping, marking, direction signs, lighting, screening, and all other improvements required by this section shall be adequately maintained.	Yes. All parking and loading areas would be kept clean and free of dust, mulch, and trash. Currently, there are no plans for installation of landscaping within or along parking areas on the project site.

Source: City of Vernon, 2005.

#### 8.11.6.4 City of Bell General Plan and City of Bell Zoning Ordinance

A 1.4-mile segment of the River Route transmission line alignment, extending along the Los Angeles River from Atlantic Avenue to Randolph Street lies within the City of Bell and is thus subject to the City's General Plan and Zoning Ordinance. Because the plan and zoning ordinance contain no provisions that specifically pertain to the visual resource issues associated with high voltage electric transmission lines, the project will not conflict with the plan or ordinance.

#### 8.11.6.5 City of Commerce General Plan

A 1.1-mile segment of both transmission line alignments that extends along the north side of Randolph Street from the 710 freeway to the Laguna Bell Substation lies within the City of Commerce and is thus subject to the City's General Plan and Zoning Ordinance. The City of Commerce General Plan includes two provisions that have potential relevance to this transmission line, and they are identified and evaluated for project conformity in Table 8.11-6.

TABLE 8.11-6  
Conformity of VPP with the City of Commerce General Plan

Provision	Conformity?
Goal 4.0-Policy 4.3-Establish a definitive street tree program, which calls for street trees and boulevard landscaping along major rights-of-way and within industrial and commercial developments.	Yes. Just so long as tree species are selected whose heights will not interfere with the required clearance that must be maintained under conductors, the presence of the transmission line will not conflict with plans for street trees.
Goal 4.0, Policy 4.4-Establish a program to systematically place existing and proposed utility lines underground. Require all utilities to be placed underground in all new developments.	Yes. Because the State of California retains jurisdiction over all electric facilities in excess of 50 kV, including all transmission level facilities, this policy can pertain only to utility lines under the city's jurisdiction, i.e. distribution lines of less than 50 kV. Thus, this policy does not apply to the proposed transmission line, which is a 230-kV transmission facility under the exclusive jurisdiction of the state.

Source: City of Commerce, 1987

#### 8.11.6.6 City of Commerce Zoning Ordinance

Because the City of Commerce Zoning Ordinance contains no provisions that specifically pertain to the visual resource issues associated with high voltage electric transmission lines, the project will not conflict with this ordinance,

#### 8.11.6.7 City of Huntington Park General Plan and Zoning Ordinance

A 1.0-mile segment of the Randolph Route transmission line option extending along Randolph Street from Alcoa Avenue to Flora Avenue lies within Huntington Park and is thus subject to the City's General Plan and Zoning Ordinance. Because the plan and zoning ordinance contain no provisions that specifically pertain to the visual resource issues associated with high voltage electric transmission lines, the project will not conflict with the plan or ordinance.

#### 8.11.6.8 Summary of Project's Conformity with Applicable LORS

The project is consistent with applicable LORS related to visual resources issues.

### 8.11.7 Permits/Approvals Required

No permits of direct relevance to visual resources issues are required for the project. The required approvals that are of the most direct relevance to visual resources issues are the approval of the Grading Plan and issuance of the construction, grading, and encroachment permits as discussed in Subsection 8.4, Land Use.

### 8.11.8 Involved Agencies and Agency Contacts

As described in the Land Use section, the agency responsible for approval of the Grading Plan and issuance of the construction, grading, and encroachment permits is the City of Vernon. The agency responsible for assessment of visual resources impacts and issuance of Conditions of Certification is the CEC. Applicable agency contact information is provided in Table 8.11-6.

TABLE 8.11-7  
Involved Agencies and Agency Contacts

Agency	Contact/Title	Telephone
City of Vernon Department of Community Services 4305 Santa Fe Avenue Vernon, CA 90058	Kevin Wilson	(323) 583-8811 ext. 221

### 8.11.9 References

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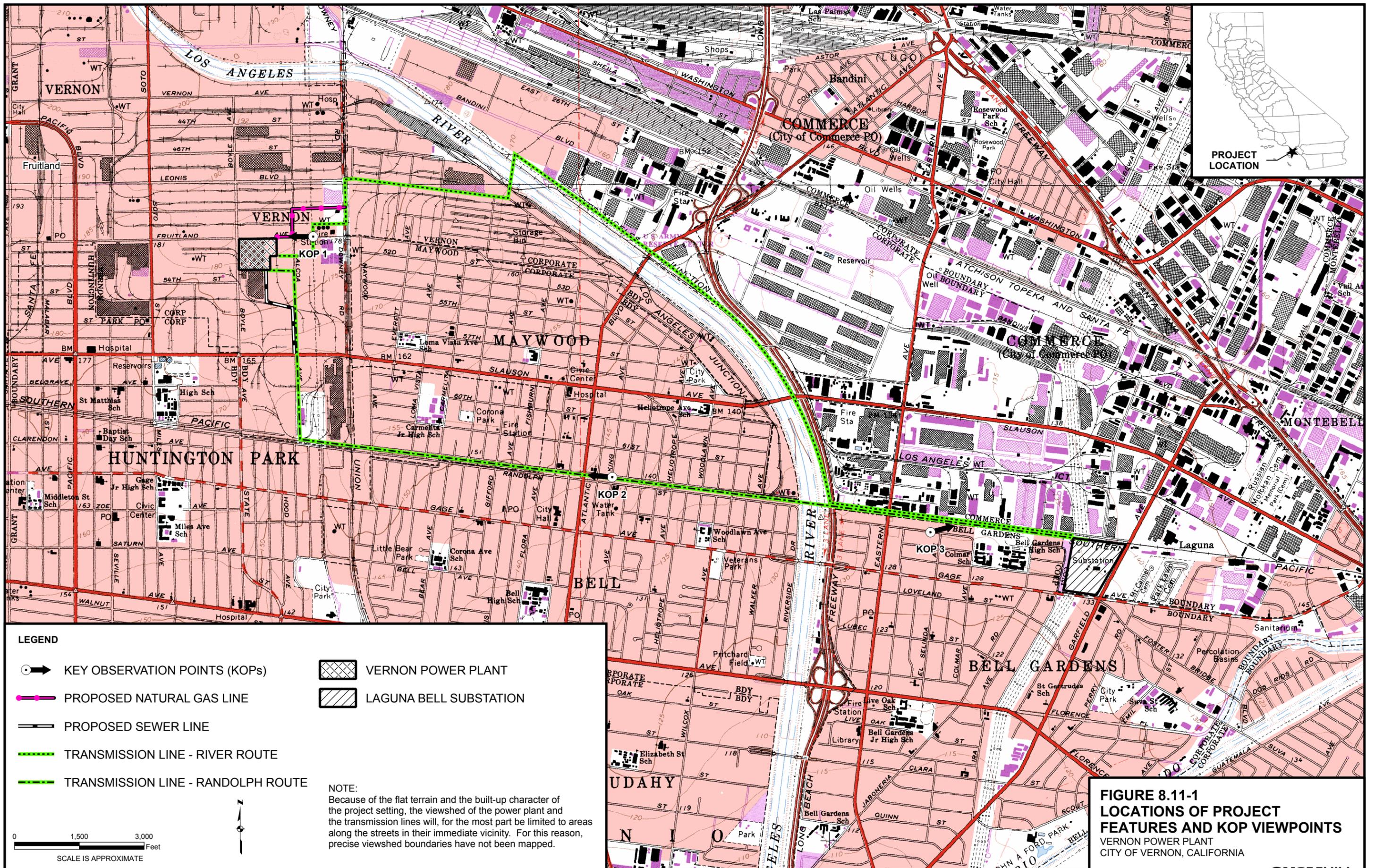
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**FIGURE 8.11-1**  
**LOCATIONS OF PROJECT**  
**FEATURES AND KOP VIEWPOINTS**  
 VERNON POWER PLANT  
 CITY OF VERNON, CALIFORNIA



**Key Observation Point – 1:** Existing Fruitland Avenue residential area view toward the proposed Vernon Power Plant site - looking west along Fruitland Avenue from just west of the westernmost house east of Alcoa Avenue in the City of Vernon.

**FIGURE 8.11-2a**  
**KOP-1**  
 VERNON POWER PLANT  
 CITY OF VERNON, CALIFORNIA

**Note:** The existing former Alcoa aluminum plant on the site will be removed prior to transfer of the parcel to the City of Vernon.



**Key Observation Point – 1:** Simulation of Fruitland Avenue residential area view - looking west toward the proposed Vernon Power Plant (after construction).

**FIGURE 8.11-2b**  
**KOP-1 (SIMULATION)**  
 VERNON POWER PLANT  
 CITY OF VERNON, CALIFORNIA



a. KOP 2 - Existing Randolph Street residential area. View along the Randolph Route transmission line alignment – looking west along Randolph Street from the southeast corner of the intersection of Randolph Street and King Avenue in the City of Bell.



b. KOP 2 - Simulation of Randolph Street residential area. View looking west along the Randolph Route transmission line alignment (after construction).

**Figure 8.11-3**  
**KOP 2**  
 VERNON POWER PLANT  
 CITY OF VERNON, CALIFORNIA  
**CH2MHILL**



a. KOP 3 - Existing view looking northeast toward the proposed transmission line routes from the corner of Watcher Street and El Selinda Avenue.



b. KOP 3 - Simulation of the view from Watcher Street and El Selinda Avenue depicting its appearance after construction of the proposed transmission line.