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5.13 Visual Resources

5.13.1 Introduction

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that can be seen and that contribute to the public's experience and appreciation of the environment. Natural landscape features include landform, water, and vegetation patterns, whereas built features such as buildings, roads, and other structures are the visual resources component that reflects human or cultural modifications. Visual resource or aesthetic impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which its presence will alter the perceived visual character and quality of the environment.

In accordance with the California Energy Commission (CEC) Guidelines for preparing Application for Certification (AFC) visual impact assessments, this section documents existing visual conditions in the area of the proposed Stanton Energy Reliability Center (SERC) Project and evaluates the potential of the project to cause significant adverse impacts with respect to existing visual or aesthetic resources. In addition, this section includes a discussion of the proposed project's relationship to federal, state, and local regulations and policies pertaining to the protection of visual quality in the project vicinity.

Section 5.13.2 documents the visual conditions that currently exist in the project area. Section 5.13.3 includes description of the methods used to prepare this analysis, as well as potential environmental effects as they relate to visual resources. Section 5.13.4 discusses the potential cumulative impacts of this and other projects in the area. Section 5.13.5 summarizes the mitigation measures proposed to reduce project impacts on visual resources. Section 5.13.6 describes the applicable laws, ordinances, regulations, and standards (LORS) relevant to visual resources. Section 5.13.7 lists agencies involved and agency contacts, and Section 5.13.8 discusses permits. Section 5.13.9 lists the references used in preparation of this section.

Figure 5.13-1a provides a map showing the general project location within a regional landscape context, and Figure 5.13-1b is an oblique aerial view of the project site and surrounding urban landscape. Figure 5.13-2 shows the locations of the photograph viewpoints referenced in this section, and their relationship to the SERC project site. Four photographs have been selected as key observation points (KOPs) from sensitive viewing areas. These views were used for more detailed analysis, including preparation of visual simulations and are shown on Figures 5.13-3a and 5.13.3b. Ten additional representative photographs with explanatory captions, shown on Figures 5.13-4a through 5.13.4e, are included to provide more extensive documentation of the project's visual setting. The existing and simulated views of the project from the selected KOPs are presented on Figures 5.13-5 through 5.13-8. Appendix 5.13a presents the aesthetic treatment concept for the gas turbine and stack enclosures, and Appendix 5.13b shows the SERC conceptual landscape plan. All figures are provided at the end of this section.

5.13.2 Affected Environment

5.13.2.1 Regional Setting

Figure 5.13-1a shows the SERC project location within the regional landscape and 5.13-1b is an oblique aerial view of the project site and surrounding urban landscape. The project is located within Orange County in the City of Stanton, which is approximately 4.5 miles southwest of Anaheim and 20 miles southeast of Los Angeles, and approximately 8 miles from the Pacific Ocean.

In terms of the regional landscape, the City of Stanton lies within the Los Angeles Basin, an expansive urbanized area comprised of flat and gently sloping terrain situated at elevations ranging from close to sea level to approximately 250 feet. Regional topographical features include the Coyote Hills, with a

high point located approximately 5 miles north at approximately 600 feet above sea level, as well as the Puente and Chino Hills located farther north and northeast, reaching over 1,300 feet in elevation. Located approximately 13 miles away and rising to elevations of approximately 4,000 feet, the Santa Ana Mountains generally define the eastern edge of the Los Angeles Basin and in some clear sky weather conditions can be seen in the backdrop from places within the project vicinity.

The area's native vegetation, comprised of a mixture of annual grassland, coast live oak woodland, and scrub, is now dominated by non-native, ornamental species. The local landscape vegetation pattern is characteristic of urban development.

Figure 5.13-2 is an annotated aerial photograph showing the project site and its surroundings. Located in the northern portion of the City of Stanton, the site is situated along Dale Avenue, between West Cerritos and Katella Avenues, in a mixed use area comprised primarily of industrial and commercial development. The site lies almost immediately west of Southern California Edison's (SCE's) Barre Substation and Barre Peaker Plant. A Union Pacific Railroad track is adjacent on the south, and, to the north, the site is bordered by a 150-foot wide SCE high-voltage transmission right-of-way with steel lattice towers and wood power poles. Industrial and commercial development characterized by one- and two-story buildings, paved parking lots, and outdoor storage yards lies farther to both the south and north. At its northwest and southeast corners, the project site lies in close proximity to neighboring residential development. Other than these residences, however, the closest residential areas are located over 0.25 mile away.

Nighttime lighting in the area includes streetlight fixtures, as well as lighting at industrial and commercial facilities, and localized lighting associated with residential development. Another source of light within the project area is from the existing Barre Substation and peaker plant, including interior and exterior lighting from buildings and equipment.

Transmission structures, including lattice steel towers, steel and wood poles, and other vertical utility structures, such as traffic signals, streetlights, and telecommunications poles, are prevalent throughout the project area.

5.13.2.2 Project Site

The relatively flat SERC site is approximately four acres situated at an elevation of approximately 70 feet above sea level. The shape of the site is narrow, with only 120 feet of street frontage along Dale Avenue on the east side, and less than 100 feet of street frontage on Pacific Avenue at the northwest corner. The longer dimension of the rectangular shaped site is approximately 1,600 feet, bordered respectively by a rail and a transmission corridor on the south and north. The Stanton Storm Channel, a narrow concrete-lined ditch, bisects the site. Currently enclosed by chain link fences, the western portion of the site (Parcel 2) includes several low, single story buildings and paved open-air storage, while the eastern half (Parcel 1) is undeveloped exposed soil, with some weeds.

5.13.2.3 Construction Laydown Area

A temporary laydown area for construction of the gas-fired power plant (to be constructed on Parcel 1) will be on the western portion of the project site (Parcel 2).

5.13.2.4 Project Viewshed, Key Observation Points, and Additional Representative Views

5.13.2.4.1 Project Viewshed and Site Visibility

The project viewshed is defined as the general area from which the proposed project would be visible. For purposes of describing a project's visual setting and assessing potential visual impacts, the viewshed can be divided into distance zones of foreground, middleground, and background views. The foreground is defined as the distance between the viewer and 0.25 to 0.5 mile. Landscape detail is most noticeable and objects generally appear most prominent when seen in the foreground. The middleground is a zone 0.5 to 3 miles from the viewer, and the background extends beyond 3 to 5 miles from the viewer. Long

distance views of the site, from within the low lying areas of the basin, are generally not available due to development and vegetation that may screen visibility within this area of relatively level topography.

Although consideration is given to potential effects on the more distant views, the analysis of the proposed project places emphasis on the potential effects on foreground viewshed conditions. In the case of the SERC project, visibility is generally limited to only locations along nearby public streets, because, as discussed in the following sections, due to the project area's relatively flat topography and presence of intervening development and landscape vegetation, views toward the project site, from many locations within the surrounding area, are generally screened. The discussion includes description of the existing visual conditions and character found within the generalized project viewshed. Reference to a set of Key Observation Points (KOPs), presented on Figures 5.13-3a and 5.13-3b, provide a framework and baseline for the evaluation of the project's potential visual effects contained in Section 5.13.2.4. Discussion of additional representative photographs, Photographs A through J (shown on Figures 5.13-4a through 5.13-4e), provides more extensive documentation of existing visual conditions in the vicinity, including views from sensitive locations, such as nearby public parks shown on Figure 5.13-2.

5.13.2.4.2 Views from Dale Avenue and the East

Close range open views of the project site are available from Dale Avenue, a five-lane arterial, located directly east of the SERC site. The KOP 1 photograph, taken from the intersection of Dale Avenue and Monroe Avenue, near the entrance to Katella Estates, shows the project site within the context of one- and two-story commercial and industrial development. The KOP 2 photograph depicts a relatively open view of the project site and SCE's transmission corridor, seen from Dale Avenue near the corner of Standustrial Street. In both the KOP 1 and 2 photographs, utility structures are prominent foreground elements seen along Dale Avenue. The KOP 2 view also shows utility structures in the corridor adjacent to the project site. Although the adjacent transmission corridor allows an open close range view of the site from Dale Avenue, as shown in Photograph A, from West Cerritos Avenue, farther north along Dale Avenue, views are generally screened by low-rise development and roadside vegetation.

Photographs B and C document additional public views from the east, toward the SERC project site. Photograph B demonstrates that the view from near the edge of Hollenbeck Park, located approximately 0.3 mile northeast, would be generally screened by the Barre Substation. Similarly, the view from West Pacific Street at the edge of a residential area located more than 0.25 mile away, Photograph C, indicates that intervening vegetation and development including the Barre Substation and Peaker Plant would generally screen views of SERC project.

5.13.2.4.3 Views from the North

The area directly north of the SERC site and beyond the transmission corridor, is devoted primarily to industrial uses; however, a relatively small area of residential development is located near the northwest corner of the project site, where there is approximately 100 feet of Pacific Street frontage at its intersection with Fern Avenue. Views of the project site are available from portions of both of these streets, as well as from a limited number of residences near the intersection; however, most residential views in this area are obstructed by adjacent development. The KOP 3 photograph shows a view looking east from this area in which the project site can be seen in the center-right of the photograph. Nearby industrial buildings and trees along Pacific Street partially screen views toward the SERC site, and utility structures, including wood and steel transmission poles, and lattice steel towers, are prominent against the sky. Photographs D and E are additional close range views toward the site from the north. Photograph D shows a view taken from Fern Avenue near Main Street, within the same residential area as KOP 3. This view shows that while a portion of the SERC site is visible from the street, mature street trees generally screen views toward the site from nearby residences located on the west side of Fern Avenue. Photograph E is a close range view toward the site from Standustrial Street, approximately 275-feet north of the site. The Barre Peaker power plant and transmission towers are seen on the left. As demonstrated by this photograph, views toward the SERC site are limited to gaps between the existing low-rise industrial/commercial buildings and these views may also be screened by vegetation.

Additionally, intervening development generally screens views toward the site from the mostly residential areas north of West Cerritos Avenue, located approximately 0.25 mile away, including from Robert M. Pyles Elementary School shown in Photograph F, and from Henry M. Dotson Park.

5.13.2.4.4 Views from the South

The area south of the project site consists of mainly one- and two-story industrial development and, for the most part, these structures screen views toward the site from public streets in this area. One exception is at the transmission corridor and drainage channel, where the open right of way allows a somewhat more open viewing corridor toward the SERC site. The KOP 4 photograph, taken from Monroe Avenue, between Dale and Court Avenues shows a view looking toward the SERC site. From this location, opaque fencing, seen in in the foreground along the roadside, screens some of the view; however, wooden pallets, seen on the left, beyond foreground vegetation, are stacked on the eastern part of SERC's western part (Parcel 2), and the eastern portion of the project (Parcel 1) lies beyond wooden utility poles and low-rise industrial buildings that face Monroe Avenue. Looking north along the drainage channel from farther south, the site may be partially visible; however, given that views toward the project site are at an angle perpendicular to the road, motorists' views from Katella Avenue are limited and brief. Additionally, Photograph G, taken along Katella Avenue, shows the presence of large scale transmission towers which dominate the foreground, with additional, more distant, lattice towers silhouetted against the sky. Photograph H is a view from the intersection of Dale and Katella Avenues, a location identified in the City of Stanton General Plan as a Primary Gateway. This photograph, from 0.25 mile away, demonstrates that intervening buildings and landscape vegetation screen views toward the SERC site.

5.13.2.4.5 Views from the West

Beach Boulevard is a heavily traveled five lane arterial located approximately 1,200 feet or almost 0.25 mile west of the project. In general, views toward the SERC site from this roadway are screened by low-rise commercial and industrial structures. Photograph I, taken at Beach Boulevard and Pacific Street, is from a location where the railroad corridor crossing provides a slightly more open view toward the project site. In the view, the SERC site is partially screened by the approximately 25-foot-tall City of Stanton Corporation Yard building seen on the left site of the street. Photograph J is a view from Stanton Park, a public open space located along Beach Boulevard within a transmission line corridor, and located approximately 0.5 mile to the southwest. As shown in this representative photograph, vegetation and intervening development effectively screens views from the park toward the SERC site.

5.13.2.5 Viewer Sensitivity

Accepted visual assessment methods, including those adopted by the Federal Highway Administration (FHWA) and other federal agencies, establish sensitivity levels as a measure of public concern for changes to visual character and scenic quality. Viewer sensitivity is among the criteria used for evaluating visual impact significance and is generally divided into high, moderate and low categories. The factors considered in assigning a sensitivity level include viewer activity, view duration, proximity, movement, adjacent land use, and special management or planning designation (FHWA 2015).

In general, and depending on the extent and type of visual change, the degree of visual impact tends to be more substantial where the sensitivity of affected viewers is highest. Within the project viewshed, motorists, residents, and workers are the primary affected viewer groups; however, there are also a limited number of pedestrians. These groups may at times overlap, but for the purposes of this discussion they are described separately:

- Motorists on local urban streets, in particular Dale Avenue, a five lane arterial, comprise the largest viewer group. Motorists may comprise various local and regional roadway travelers who are familiar with the visual setting, as well as travelers who use the roadway on a less regular basis, and include roadway travelers who are commuters, private vehicle or public transit passengers, and commercial truck or emergency vehicle drivers. The posted speed limit on nearby roads is 25 miles per hour (mph).

View duration for motorists traveling along Dale Avenue and other local streets would typically be relatively brief. Viewer sensitivity of motorists is considered low to moderate.

- Residents near the site are another important viewer group. As described in Section 5.13.1.1, the northwest and southeast corners of the project site lie close to residences located in a mixed-use area, and a limited number of residential viewers could be affected by the project. Views from residential areas are long in duration, and sensitivity of this group is generally considered moderate to high.
- Workers at nearby commercial and industrial facilities are a third viewing group. This includes local business owners and employees. Workers' view duration could be moderate to brief, and viewer sensitivity of this group is considered low to moderate.
- Another group is pedestrians travelling along sidewalks in the project vicinity. These include people using local businesses, offices, and the nearby church. With their slower travel speed, pedestrians' view duration is generally longer than for motorists, and, thus, individuals in this group are likely to notice more detail, with respect to visual change in the environment. With this in mind, viewer sensitivity of pedestrians is considered moderate.

It should be noted that the viewers described above experience the presence of existing transmission structures and a power generating facility which are established elements within the SERC visual setting.

5.13.3 Environmental Analysis

5.13.3.1 Analysis Procedure and Methodology

This analysis of the visual effects associated with the proposed SERC Project is based on review of the following information: project drawings and technical data; aerial and ground level photographs of the project area; and computer-generated visual simulations, as well as GIS data and public policies pertaining to visual quality, as outlined in Section 5.13.5 Laws, Ordinances, Regulations, and Standards. In addition, information and input on aesthetic design topics was provided by senior staff and elected officials of the City of Stanton.

An initial step in the study process was the review of planning documents and GIS data applicable to the general SERC project area to develop a sense of the type of existing and planned land uses, and the public policy guidelines for the protection or preservation of visual resources. Consideration was then given to the existing visual setting within the SERC viewshed, which is defined as the geographical area in which the project would be seen. Using aerial photography and GIS topographic data, it was determined that, due to the combination of flat terrain of the landscape setting and presence of intervening development and vegetation, the SERC viewshed is generally limited to nearby areas within approximately 0.25 mile, including close range viewpoints in the immediate vicinity. This initial desktop assessment considered foreground and middleground viewing distances and was verified through field observations. Section 5.13.1.4 includes description with reference to photo-documentation of site visibility and visual conditions.

Field reconnaissance was conducted during May and September 2016 in order to observe existing visual conditions at the project site and surrounding area. The visual fieldwork included identifying potential key public views or KOPs appropriate for visual simulation, and taking representative photography including documentation of KOPs. High-resolution digital photographs were taken using a single lens reflex (SLR) camera with a 50-millimeter (mm) equivalent lens, which represents a horizontal view angle of 40 degrees. Systematic documentation of photograph viewpoint locations included Global Positioning System (GPS) recording and photograph log sheet and basemap annotation.

In consultation with City of Stanton representatives, four KOPs were selected for visual simulation. Taken together, the set of KOP views represent locations where project-related change would be most noticeable to the public, and two of the KOPs represent views from the closest residential areas (KOPs 1 and 3). The set of selected KOPs summarized below in Table 5.13-1 are close range views of the SERC from four sides of the project site. Figure 5.13-2 depicts the location of each KOP and additional representative photograph viewpoints on an annotated aerial photograph of the SERC site and surrounding area.

Table 5.13-1. Stanton Energy Reliability Center KOP Views

KOP	Figure	Viewing Location (refer to Figure 5.13-2)	Approximate Distance from Project
1	5.13-3a and 5.13-5	Dale Avenue at Monroe Avenue	340 feet
2	5.13-3a and 5.13-6	Dale Avenue at Standustrial Street	300 feet
3	5.13-3b and 5.13-7	Pacific Street at Sycamore Avenue	260 feet
4	5.13-3b and 5.13-8	Monroe Avenue	420 feet

The set of KOP visual simulations presented on Figures 5.13-5 through 5.13-8 provides a clear depiction of the location, scale, and visual appearance of the proposed project including new structures, equipment, and landscaping. The computer-generated simulations are the result of an objective analytical and computer modeling process described briefly below.

Three–dimensional (3-D) computer modeling for the proposed project was developed from project data and drawings including site and equipment general arrangement plans, and scaled elevation/section drawings. The digital project modeling was combined with existing conditions data such as GIS topographic data and digital aerial photographs of the site and surrounding area to produce digital modeling for simulation of the Proposed Project.

For the simulation viewpoints (KOPs), photograph locations were incorporated into the 3-D modeling based on GPS field data and basemap, using 5 feet as the assumed eye level. Computer “wireframe” perspective plots were overlaid on the photographs to verify scale and viewpoint locations. Digital visual simulation images were then produced using the 3-D modeling combined with digital photographs from each viewpoint. The visual simulations portray the project site with landscaping at approximately 5 years of maturity. The final “hardcopy” existing view and visual simulation images contained in this AFC document were printed from the digital image files and produced in color on 8.5 × 11 inch sheets.

The assessment of visual impacts was based on evaluation of the changes to the existing visual resources that would result from construction and operation of the SERC. In part, the changes were assessed by evaluating the set of computer-generated visual simulations, and comparing them to the existing visual conditions. The assessment of visual changes and potential impacts is based on consideration of several factors:

- The specific changes in the affected visual environment’s composition and character;
- The affected environment’s visual context;
- The extent to which the affected environment includes designated visual features or resources and the degree to which the change is consistent with public policies pertaining to visual quality; and
- The numbers and types of affected viewers and duration of their views.

5.13.3.2 Impact Evaluation Criteria

With respect to determining the significance of the anticipated changes under the California Environmental Quality Act (CEQA), these changes were evaluated in terms of the criteria provided by the CEQA guidelines. Appendixes G and I of the guidelines indicate that a project will have a significant effect on the environment if it will:

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

5.13.3.3 Project Appearance

5.13.3.3.1 Project Structures and Dimensions

The SERC facilities are described in detail in Section 2, Project Description. Figure 2.3-1 shows the general arrangement and layout of the proposed project features on the site, and Figure 2.3-2 provides typical elevation views. Table 5.13-2 below summarizes the dimensions, finishes, and materials of the generating facility's major features. The project site will also be surrounded by an 8-foot-tall metal security fence comprising neutral colored metal panel fencing along and near the site's two street frontages (Dale Avenue and Pacific Street), and chain link security fencing at less visible portions of the site perimeter.

Table 5.13-2. Approximate Dimensions and Colors, Materials, and Finishes of the Major Project Features

Feature	Length (feet)	Width (feet)	Height (feet)	Diameter (feet)	Color	Materials	Finish
Gas turbine facility enclosure (2)	139	65	35	—	Almond Slate gray Charcoal gray Medium blue	Metal panel	Flat/lightly pebbled
Exhaust stack enclosure (2)	11.5 to 15	11.5 to 15	70	—	Desert sand Medium blue	Metal panel	Flat/lightly pebbled
Gas turbine VBV duct – primarily enclosed, with only top portion visible (2)	7	7	43	—	Gray	Metal	Flat/untextured
Steel disconnect pole (plus 10-foot lightning rod)	—	—	50	1.3-3	Gray	Metal	Galvanized
Power distribution module (2)	33	12	17	—	Gray	Metal	Flat/untextured
Control module (2)	25	12	17	—	Gray	Metal	Flat/untextured
Fuel gas compressor	36	17	15	—	Gray	Metal	Galvanized
Switchyard takeoff structure (2)	32	1	30	—	Gray	Metal	Flat/untextured
Demineralized water tank	—	—	30	24	Desert sand	Metal	Flat/untextured
Stormwater detention tank	—	—	30	28	Desert sand	Metal	Flat/untextured
Battery energy storage (2)	62	19	12	—	Desert sand	Metal panel	Flat/untextured
Warehouse	40	40	15	—	Desert sand	Metal panel	Flat/untextured

5.13.3.3.2 Aesthetic Treatment Concept for Gas Turbine Facility Enclosures

Appendix 5.13A presents two illustrative elevation drawings of the proposed aesthetic treatment concept for the gas turbine (GT) facility enclosures. The enclosures for the gas turbine equipment and exhaust stack will be constructed using a prefabricated panel system, using flat or slightly pebbled finish, metal panels. The color palette concept includes medium and light beige/tan (desert sand and almond), and medium and dark gray (slate and charcoal), with a medium blue accent color. A set of working clocks will be surface mounted near the top of the medium tan colored tower, and blue colored horizontal bands will accent upper portions of safety railings, enclosing an upper 42-inch-wide maintenance platform and decorative lower platform. A blue band along the top of the gas turbine facility enclosure will echo the narrower blue bands on the tower. Additional aesthetic treatment of the gas turbine enclosure includes a broad horizontal band of light beige above a dark gray (charcoal) base. Near the center, a tall rectangular area of light gray bisects the north and south walls of the enclosure. A double row of decorative window elements provides additional detail, visual interest, and aesthetic enhancement.

City of Stanton staff, including the City Manager, Planning Director, and Public Works Director, as well as elected City officials, have provided input to the Aesthetic Treatment Concept for SERC's aesthetic enclosures.

5.13.3.3.3 Conceptual Landscape Plan

Appendix 5.13B presents the SERC conceptual landscape plan. The landscape concept incorporates a combination of evergreen trees, medium size shrubs, and ornamental grasses. The landscape plan calls for medium-height evergreen canopy trees along the Dale Avenue and Pacific Street frontages, within the area located between the sidewalk and the perimeter fence. Within this landscaped area, there will also be a limited number of shrubs, clustered informally with small and medium height ornamental grasses. To add visual interest, boulders accented by succulent groundcover will also be placed in the landscaped areas. In addition, a row of distinctive, medium height evergreen shrubs will be planted along a portion of the northern edge of the site, near Dale Avenue. The landscaping will enhance the site's appearance and complement and partially screen the new fencing and structures. In addition, the access driveways will be designed to aesthetically complement the landscaping and site appearance, and portions will include colored concrete with a textured surface. City of Stanton senior staff members, as well as elected City officials, have provided input to help development of the SERC Conceptual Landscape Plan.

The suggested plant palette includes drought tolerant species that are appropriate to the regional setting and local site conditions. Proposed landscaping will conform to standards set forth in the City of Stanton Municipal Code including the Water Efficient Landscape Ordinance. Landscaping shall also be consistent with technical requirements for SERC operation and maintenance, including requirements for vertical clearance of overhead conductors.

5.13.3.3.4 Construction Laydown Area

As detailed in Section 2.1.16, construction of the SERC project will take approximately 14 months total. Temporary construction facilities will include a laydown area on the western portion of the SERC project site (Parcel 2). During the construction period, construction materials, large equipment, trucks, and parked vehicles could be visible in this area; however, from most public vantage points, views toward the laydown area are screened by intervening development, vegetation and perimeter fencing. In addition, this portion of the site is set back approximately 750-feet from the site's major frontage along Dale Avenue.

5.13.3.3.5 Lighting

Nighttime construction is not anticipated unless certain short-term construction procedures are required that cannot be interrupted because of safety or other logistical considerations. If circumstances

require nighttime construction activity, any necessary temporary lighting will be focused and directed on work areas and away from sensitive receptors such as nearby residences.

Operation of the SERC will require some onsite nighttime lighting for safety and security. Other than to provide safe, secure access to the site, SERC lighting will consist of motion-sensitive directional lights, and will be installed to provide security and approach lighting for the SERC substation, control-equipment enclosures, and operator interface locations. Manually controlled lighting will be installed for O&M activities at other Project locations. All lighting will be shielded and/or directed downward in order to minimize the potential for glare or spillover onto adjacent properties. Additionally, all lighting will meet applicable rules and code requirements for outdoor lighting. Project lighting will be in use as determined by the motion sensors, security requirements, cautious utility practices, and/or as necessary for operational activities.

5.13.3.3.6 Water Vapor Plumes

Visible plumes from power plants (and other sources) form when the mass of water in an exhaust plume exceeds the saturation point of the exhaust gases. The saturation point of air is directly related to its temperature with warm air having a higher saturation point (being able to carry more water in a vapor state) than cold air. When the saturation point is reached, water will condense out of vapor state to a liquid state, forming fine water droplets. These water droplets are visible in an exhaust plume.

Based on previous experience with the kinds of systems that will be installed at SERC, a simple-cycle facility, formation of visible plumes from the project will be an unlikely occurrence related to an unusual combination of near freezing temperatures and damp conditions. Additionally, as a reliability facility, with an operating profile expected to be similar to a peaker, the facility is most likely to operate at times (e.g. late afternoon, hot days) when plumes are least likely to form. In the unlikely event that plumes are present, they would be relatively small and therefore would not be particularly noticeable.

5.13.3.4 Assessment of Visual Effects

5.13.3.4.1 KOP 1—View from Dale Avenue at Monroe Avenue

Figures 5.13-5a and 5.13-5b show a close-range before and after view looking northwest, from the intersection of Dale and Monroe Avenues, a location approximately 260 feet south of the site. This viewpoint represents brief duration views experienced by northbound Dale Avenue motorists, as well as by pedestrians walking north, along the west side of Dale Avenue. Additionally, this is a view similar to one experienced by a limited number of residents at the northwestern edge of Katella Estates; however, the project site is somewhat less visible to residential viewers due to the set back from Dale Avenue, and because primary residential views are generally oriented away from Dale Avenue.

In the Figure 5.13-5a view, part of the undeveloped project site can be seen, set back from the street, beyond the two-story commercial building with a terracotta colored roof, on the left. Elements such as commercial signage, a railroad crossing signal, and utility poles seen in the foreground are characteristic of the streetscape seen near the SERC site frontage. Beyond the project site, one- and two-story commercial and industrial structures on the left reflect the area's visual character along this portion of Dale Avenue. Silhouetted against the sky, wood poles are also visible along the west side of the street and in the distance, beyond the commercial buildings in the foreground, while overhead conductors cross the roadway from Barre Substation along a transmission right-of-way located north of the project site. Part of a tree canopy, seen at the right edge of this photograph, indicates the presence of small scale street trees. Due to numerous utility structures situated in an irregular arrangement, the presence of industrial and commercial structures, and lack of unifying landscape or visual elements along the streetscape, visual quality at KOP 1 can be considered relatively low.

The Figure 5.13-5b visual simulation shows a close range view of the SERC including the eastern SERC turbine enclosure seen set back from the street, beyond the two-story commercial building. At the center

of this view, the new clock tower/stack enclosure provides a distinctive focal point along the west side of Dale Avenue. Along the sidewalk, a new steel utility pole is visible, just beyond the rail crossing. Although different in color, the new pole is in line with and similar in form to the existing utility poles and railroad crossing structures. The new perimeter fence is partially screened by landscaping which provides attractive visual interest and definition along the SERC Dale Avenue street frontage. Although the enclosure structure is slightly taller than adjacent buildings, the building massing has distinctive aesthetic treatment and its character is not out-of-context with the style of nearby commercial structures.

5.13.3.4.2 KOP 2— View from Dale Avenue at Standustrial Street

The primary affected viewers are motorists along Dale Avenue, whose view would be brief in duration, and Figures 5.13-6a and 5.13-6b, respectively, show an existing view and a visual simulation of the SERC's operational period, from Dale Avenue looking southwest toward the project site. Similar to KOP 1, this view reflects existing visual character along Dale Avenue in the immediate vicinity of the project site, and represents close range views of the project, as experienced by southbound motorists, as well as pedestrians along the sidewalk, while walking adjacent to Barre Substation. Because intervening structures and vegetation generally screen views toward the project from locations to the north, including farther away along Dale Avenue, KOP 2 is a location where the SERC would be most visible.

The Figure 5.13-6a photograph shows a somewhat open view of the site from near Standustrial Street, looking southwest across a transmission line corridor which lies adjacent to the site. Also seen in the foreground right is Stanton Storm Channel, which curves and bisects the site. From this viewpoint, the site's eastern portion (Parcel 1) and Dale Avenue frontage are visible; however, the western part of the project site (Parcel 2) is obstructed by the single story commercial building at the right edge of the view. Beyond the fenced site, which is covered in low growing vegetation, scattered mature trees are visible interspersed with one- and two-story industrial and commercial buildings. Silhouetted against the sky, several steel lattice towers also appear in the background. Visual character seen at KOP 2 is similar to KOP 1, and visual quality is also considered relatively low.

The Figure 5.13-6b Visual Simulation shows a close range view of the SERC gas turbine facility and stack enclosures. The neutral colored perimeter fence and project landscape, also visible along the Dale Avenue frontage and along part of the northern side of the site, provide attractive visual interest to the site perimeter and enhancement to the street frontage along Dale Avenue. New trees and shrubs near the Dale Avenue sidewalk partially screen the new fence, and, to the right, new shrubs screen the lower portions of the fence. To the left of the new fence and landscaping, a new light gray steel pole can be seen between two darker wood poles. Although lighter in color, the new pole is similar in height and form to existing poles seen along the west side of Dale Avenue. As seen from this close-range Dale Avenue viewpoint, the new SERC project would have a noticeable visual presence along the Dale Avenue frontage and the clock tower element would provide a new visual focal point along the street. The simulation indicates that the overall project does not appear out of character with surrounding commercial/industrial development. The larger structures are set back from the street and elements of the enclosure design, including the varied color pattern of the facade, with blue accent bands at the top, as well as the double row of decorative windows, contribute visual detail that enhances the structure's appearance, and helps the project fit in with other nearby existing buildings. The scale of the proposed structures, while slightly taller than some of the adjacent buildings, is similar to nearby energy facilities, such as the Barre Peaker plant, across Dale Avenue. New landscaping at the site's street frontage and northern perimeter provides a degree of screening and additional aesthetic enhancement.

As discussed above, comparisons of the before and after KOP 1 and 2 images demonstrate that the introduction of the new SERC facility would add new structures that, although somewhat taller than adjacent buildings, would be compatible with the visual character of existing development in the area. In addition, the introduction of new landscaping would enhance the appearance of the SERC as well as the overall Dale Avenue streetscape.

5.13.3.4.3 KOP 3— View from Pacific Street at Sycamore Avenue

Figures 5.13-7a and 5.13-7b respectively show the existing view and visual simulation of the SERC during its operational phase, as seen from Pacific Street at Sycamore Avenue, looking east. Located approximately 260 feet from the northwestern edge of the project site, KOP 3 is representative of close-range views experienced from a nearby street in a mixed-use neighborhood that includes residences near the edge of industrial and commercial development.

Near the center of this view, a metal clad industrial building is visible beyond the intersection of Pacific and Fern Avenues. Just left of this metal building, and barely visible against the sky, is the upper portion of the approximately 85-foot tall stack of SCE's Barre Peaker, located approximately 0.4 mile away. In the foreground on the left, residential buildings face Pacific Street. On the right in the foreground, a steel power pole is prominent along Pacific Street, and part of the City of Stanton Corporate Yard building, with a landscaped setback, can also be seen along the street. The SERC site, including a small building located on the site, is partially visible beyond the wood power pole and brown slat fence, seen near the center-right.

In the Figure 5.13-7b Visual Simulation, portions of the closest SERC turbine enclosure and both stack enclosures are visible against the sky, near the center of the view. To the right of these structures, parts of the stormwater detention and demineralized water tanks can also be seen, and beyond the top of the new SERC metal perimeter fence, the roofline of the battery energy storage building is visible. New SERC landscaping, including trees, shrubs, and grasses, partially screens project structures from this location. A comparison of the KOP 3 existing view and visual simulation indicates that part of the new SERC will be somewhat noticeable from this residential street location, and the new facility will not be dissimilar in character or scale to existing industrial structures and other development seen in the area. Although the stack enclosures would be taller than many adjacent structures, they are set back from this residential street, and would not appear prominent when seen in the context of taller existing transmission structures. As shown in the Figure 5.13-7b visual simulation, the SERC landscaping would complement the appearance of the perimeter fence and would generally enhance the existing character of the streetscape. In light of the changes described above, the project would not have a substantial effect on character or quality of the existing view seen from this location.

5.13.3.4.4 KOP 4—View from Monroe Avenue

Figures 5.13-8a and 5.13-8b, respectively, are an existing view looking northeast toward the project site from Monroe Avenue, and a visual simulation of the SERC during the operational period. This KOP shows a relatively open view toward the site from the closest public street on the south side of the project, and is taken from near an existing transmission and drainage channel corridor.

KOP 4 represents both the brief duration view experienced by motorists on Monroe Avenue, and the views of pedestrians along the sidewalk, as well as views from a limited number of other locations within the industrial area south of the project. However, as noted in Section 5.13.1.4, views toward SERC are typically screened from most locations to the south. The KOP 4 view shows that an opaque fence in the immediate foreground partially screens single story buildings, and a line of wooden utility poles, located north of the roadway and intervening trees provide some additional screening. On the left, wooden pallets stacked on the eastern edge of the western half of the SERC site (eastern edge of Parcel 2) are visible beyond a tree canopy seen in the foreground. Beyond the project site, vertical utility structures, including Barre Substation components are noticeable against the sky, and on the right, the Barre Peaker Plant stack can also be seen. Visual quality of this view is considered relatively low given the dominance of utility and industrial structures and limited presence of landscape screening or other attractive unifying elements.

The Figure 5.13-8b visual simulation shows portions of the SERC including the beige colored stormwater detention and demineralized water tanks which are partially screened by the tree canopy on the left. Near the center of this view, upper portions of the gray colored switchyard are visible against the backdrop of Barre Substation and sky. On the right, parts of both turbine enclosures are visible, beyond

existing low rise industrial buildings seen in the foreground. Although the new tanks and turbine enclosures are taller, their form and character is in keeping with much of the surrounding development. The eastern SERC stack enclosure would introduce a visually distinctive clock tower element to the view. In addition, the new stack enclosures are shorter than the nearby 85-foot-tall existing Barre Peaker Plant stack seen on the right.

A comparison of the existing view and visual simulation shows that part of SERC would be visible from Monroe Avenue. Because the new switchyard would not be particularly noticeable and the SERC turbine enclosures and other visible project elements are similar in scale and character to existing features seen within this industrial setting, the project will not substantially affect the character or quality of the existing industrial landscape seen by the public from this location.

5.13.3.5 Impact Significance

The following discussion addresses questions regarding whether the visual effects associated with the project would be significant pursuant to CEQA criteria. The assessment of potential visual impacts is structured according to the criteria set forth in Appendix G of the 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 follow.

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

   No. For purposes of this evaluation, a scenic vista is defined as a distant public view along or through an opening or corridor that is recognized and valued for its scenic quality. There are no recognized scenic vistas within the project viewshed; therefore, there will be no substantial adverse effect from the project on a scenic vista.

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. As described in Section 5.13.5 (LORS), there are no state scenic highways within the project viewshed. The nearest Designated State Scenic Highway is State Route (SR-) 91 east of SR-55, located 9 miles northeast of the project site. Highway 1, an Eligible State Scenic Highway and Orange County Scenic Route, is located 7.6 miles to the west. The project will not be visible from either of these roadways; therefore, it will not affect scenic resources from these roadways.

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

   No. The SERC project will not substantially degrade the existing visual character of the site and its surroundings. The project would introduce a new hybrid electrical generating and storage facility on a partially vacant site that is located adjacent to a high voltage transmission corridor and across the street from an existing electrical generating facility situated within an approximately 38-acre electrical substation site. Landscaping, including evergreen canopy trees, shrubs, and ornamental grasses, will be installed along the Dale Avenue and Pacific Street frontages of the new SERC facility. The new gas turbines and stacks will be setback from the site's street frontages and enclosed by building-like structures. Design of the equipment enclosures incorporates aesthetic treatment including different shades of neutral colored metal panels with a medium blue accent color and two rows of decorative window elements. The medium tan colored towers with blue horizontal accent bands will enclose the two stacks, and the stack enclosure closest to Dale Avenue will also comprise a clock tower feature. The new landscaping and enclosures are designed to unify and enhance the overall appearance of the SERC and to complement the project's visual setting.

   Temporary construction facilities include a laydown area located on the western portion of the project site. Although temporary activity associated with construction such as presence of large

equipment, trucks, and, workers could be visible in the immediate area, existing intervening development, vegetation and fencing effectively screen views toward the laydown area from most nearby public vantage points. In addition, potential visibility of construction phase activities would be limited because the laydown area is set back approximately 750-feet from the site's major frontage along Dale Avenue. Therefore, temporary construction-related effects would not substantially affect existing visual character or quality in the area.

As discussed in detail in Section 5.13.1.4, the project would generally be seen within the context of a visual setting in which electrical transmission structures and industrial development, including taller stacks and lattice steel towers, are present. The SERC facility would be most visible to motorists or pedestrians along Dale Avenue, as they travel in close proximity while passing the site, hence views of the project from Dale Avenue will generally be brief in duration. In addition, portions of the SERC facility would be seen by a smaller number of motorists and pedestrians traveling on nearby local streets, including Pacific Street and Fern and Monroe Avenues, as well as by a limited number of stationary viewers, which may include nearby residents. The 10 photographs presented on Figure 5.13-4 demonstrate that, as seen from many nearby locations in the vicinity, intervening vegetation and buildings largely screen views toward the SERC facility.

Discussion in Section 5.13.2.4 includes detailed evaluation of the four close range KOP before and after simulation views (refer to Figures 5.13-5a through 5.13-8b). Comparisons of the before and after KOP 1 and 2 images demonstrate that while the project would introduce new structures which would be somewhat taller than adjacent existing buildings, the SERC facility would be compatible with the visual character of existing nearby development in terms of scale and general appearance. In addition, aesthetic treatment, including new landscaping that would partially screen the structures, would enhance the appearance of the SERC facility as well as the overall Dale Avenue streetscape. A comparison of the KOP 3 existing view and visual simulation indicates the SERC facility would be partially visible from this residential street location; however, the new stack enclosures would not appear prominent and the new facility, overall, would not be dissimilar in character or scale to existing industrial structures and other development seen in the area. Similar to the landscaping proposed along the site's Dale Avenue frontage, the new landscaping along the Pacific Street frontage would partially screen the project and would generally enhance the existing character of the streetscape. A comparison of the KOP 4 existing view and visual simulation shows that while part of SERC would be visible from the south along Monroe Avenue, the new switchyard would not be particularly noticeable and the SERC turbine enclosures and other visible project elements would appear similar in scale and character to existing features seen within the industrial landscape setting. Taken together, the KOP visual simulations demonstrate that operation of the project would not degrade the existing visual character or quality of the site and its surroundings.

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. Nighttime construction is not anticipated unless certain short-term construction procedures are required that cannot be interrupted because of safety considerations. If needed, this temporary lighting will be focused and directed on work areas. Given the urban setting and presence of streetlights, as well as lighting at commercial and industrial areas and parking lots, it is anticipated that any short-term construction-related sources of nighttime lighting will generally not be noticeable, and thus, the impact will be less than significant.

As described in Section 5.13.2.3, SERC nighttime lighting will be restricted to areas required for safety and operations. Lighting will be directed onsite and will be shielded from public view. Non-glare fixtures will be specified, as will switches, sensors, and timers to minimize the use of the lights. These measures will substantially reduce the offsite visibility of SERC lighting.

Given the limited level of lighting proposed for the SERC and the measures that will be taken to minimize offsite effects, as well as the presence of existing nighttime lighting in the project vicinity, night lighting impacts from the SERC will be less than significant.

5.13.4 Cumulative Effects

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." As detailed in Section 5.6 Land Use, with the exception of a plant nursery proposed on the transmission right of way located adjacent and north of the SERC site, all of the identified projects, including residential developments which been approved within Stanton and adjacent communities, are located at least 0.7 mile, or more from the project site. The geographic scope for the analysis of cumulative visual resource impacts is the SERC viewshed (projects, activities, and landscapes visible within the same field of view as the SERC). As documented in Section 5.13.1.4, the SERC viewshed is generally limited to close range viewpoints and an area within 0.5 mile of the site.

Existing plant nurseries are part of the project area's visual setting. In particular, there are nurseries on the north and east sides of Barre Substation, and plant materials at these sites, including trees, provide some visual screening. It is expected that a new nursery sited located adjacent to SERC would potentially provide additional screening of the facility and surrounding fence. In addition, because other approved projects are located more than 0.5 mile from the SERC, no significant cumulative visual impact to the local viewshed will occur.

5.13.5 Mitigation Measures

This analysis has documented that the SERC will not substantially change the existing character and quality of the visual setting. Furthermore, there will be no substantial adverse effects on any scenic vistas, scenic resources within a state scenic highway, nor will the SERC create a new source of substantial light and glare that will adversely affect day or nighttime views in the area. Because there will be no significant adverse visual impacts, no mitigation measures are required.

5.13.6 Laws, Ordinances, Regulations, and Standards

As described in Section 5.6 Land Use, the SERC site is located within the City of Stanton in Orange County. Applicable policies were reviewed in evaluating the visual effect of the project. The discussion below identifies plans and policies relevant to visual quality that are potentially applicable to the project and identifies any potential conflicts with these policies. No federal visual resource LORS exist.

Table 5.13-3 lists the plans and ordinances that are pertinent to the project. The specific provisions of each plan or ordinance that have potential relevance to the project are identified below.

Table 5.13-3. LORS for Visual Resources

LORS	Requirements/Applicability	Administering Agency	AFC Section Explaining Conformance
California Scenic Highway Program	Plan to preserve and protect California state scenic highway corridors from change.	California Department of Transportation	Section 5.13.5.1
Orange County General Plan	Comprehensive long-range plan to serve as the guide for the physical development of Orange County.	Orange County Planning and Development	Section 5.13.5.2
City of Stanton General Plan	Comprehensive long-range plan to serve as the guide for the physical development of City of Stanton.	City of Stanton Planning Division	Section 5.13.5.3
City of Stanton Municipal Code		City of Stanton Planning Division	Section 5.13.5.4

5.13.6.1 California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The State Scenic Highway System includes highways that are either eligible for designation as scenic highways or have been designated as such. The status of a state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to California Department of Transportation (Caltrans) for scenic highway approval, and receives from Caltrans the designation. A city or county may propose adding routes with outstanding scenic elements to the list of eligible highways. However, state legislation is required.

The nearest Designated State Scenic Highway is State Route (SR-) 91 east of SR-55, located 9 miles northeast of the project site, and the nearest Eligible State Scenic Highway is Highway 1, located 7.6 miles to the west. The project site is not visible from either of these roadways; therefore, it conforms with the state scenic highway program.

5.13.6.2 City of Stanton General Plan

The project is located within the City of Stanton and is, therefore, subject to the provisions of the City of Stanton General Plan. Policies pertaining to visual resources that are applicable to the project are summarized and evaluated in Table 5.13-4.

Table 5.13-4. Conformity with the City of Stanton General Plan

Provision	Conformity?
Goal RC-3.1: Clean and safe air quality. Action RC-3.1.2 (c): Protect sensitive receptors by creating an urban tree-planting program to plant trees that remove pollutants from the air or provide shade that decreases the negative impacts of heat on the air.	Yes. The project includes landscaping with evergreen canopy trees. (Refer to Appendix 5.13B: Conceptual Landscape Plan.) Thus the project conforms to this goal.
The city has adopted a Street Tree Master Plan and tree-planting program to encourage street trees within the city. (p. 3-5)	Yes. The Street Tree Master Plan applies to public right-of-ways not on private property; therefore, the project conforms with this plan.
Goal CD-3.1: Provide both residents and visitors with a "sense of arrival" upon their entrance into Stanton. Strategy CD-3.1.1: Develop and maintain gateways at major entries into the city. Action CD-3.1.1 (a): Develop a comprehensive gateway design and improvement program for both primary and secondary city gateways. Action CD-3.1.1 (b): Create unifying landscape and architectural themes at primary and secondary gateways.	Yes. The nearest City gateway is located at Dale and Katella Avenues, 1,300 feet south of the project. As discussed in Section 5.13.1.4, because the project will be barely visible from this location, it will not adversely affect views from this designated gateway (or any other gateways located farther away); therefore, the project conforms with these provisions.

Source: City of Stanton General Plan. Adopted September 23, 2008.

5.13.6.3 City of Stanton Municipal Code

Policies pertaining to visual resources in the City of Stanton Municipal Code that are applicable to the project are summarized and evaluated in Table 5.13-5.

Table 5.13-5. Conformity with the City of Stanton Municipal Code

Provision	Conformity?
Chapter 12.20 STREET TREE PLAN This chapter describes requirements for planting, removing, or replacing trees within the public right-of-way.	Yes. The project will not remove, replace, or plant any tree in the dedicated right-of-way; therefore, it will conform with this ordinance.

Table 5.13-5. Conformity with the City of Stanton Municipal Code

Provision	Conformity?
20.315.040 Landscape Standards This section discusses standards for landscaping for projects in nonresidential zones including area requirements and planting type and size.	Yes. The project includes a landscape plan, which will meet the requirements of this ordinance. (Refer to Appendix 5.13B: Conceptual Landscape Plan.) Thus the project conforms to this goal.
The project site is zoned as "Industrial General Zone". 20.220.030 Industrial Zone Development Standards Maximum allowable height of structures. See Section 20.305.050 for height measurement requirements and height limit exceptions. Height: 32 feet 20.305.050 Height Measurement and Height Limit Exceptions Decorative (e.g., cupolas, domes, spires, towers, etc.) May exceed height limit, provided that: • Approved through the Site Plan and Design Review (Chapter 20.530); • Screened from view in compliance with Section 20.305.080 (Screening and Buffering); and • Not designed or intended purpose of providing additional living or floor space. • For Assembly and Meeting Facilities - Where more than one structure exists or is proposed for a site, only the primary structure shall be eligible for approval to exceed the maximum height limit.	No. As outlined in Table 5.13-2, the stacks, the VBV ducts, and the aesthetic and noise enclosures exceed 32 feet. The City of Stanton has indicated support for a height variance for these items.
20.315.050 Irrigation Plans and *Water* Conservation Standards This Section establishes *water-efficient* landscape standards that are at least as effective as the State Model *Water-Efficient* Landscape Ordinance (MWELO) as required by the *Water* Conservation in Landscaping Act (Government Code Sections 65591 et seq.).	Yes. The project landscape plan will conform to the City's Water Efficient Landscape Ordinance.

Source: City of Stanton Municipal Code. 2016.

5.13.6.4 Summary of Project's Conformity with Applicable LORS

The project complies with applicable LORS related to visual resource issues.

5.13.7 Agencies and Agency Contacts

The City of Stanton would be responsible for review of the landscaping plan for the project (see Table 5.13-6).

Table 5.13-6. Agency Contacts for Visual Resources

Issue	Agency	Contact
Landscaping	City of Stanton Department of Public Works and Engineering	Allan Rigg Public Works Director 7800 Katella Avenue Stanton, CA 90680-3162 (714) 379-9222 x 210

5.13.7.1 Summary of Project's Conformity with Applicable LORS

The project complies with applicable LORS related to visual resource issues.

5.13.8 Permits and Permit Schedule

There are no permits related to visual resources that are required to construct the SERC; however, for the exclusive jurisdiction of the CEC, which supersedes local permitting requirements, the City of Stanton would normally require review and approval of the SERC's landscaping plan. As the permitting authority for the SERC, the CEC will accomplish the landscaping design review and approval with City of Stanton as a reviewing agency. The CEC may request that the County review and comment on SERC's final landscape design plans prior to construction.

5.13.9 References

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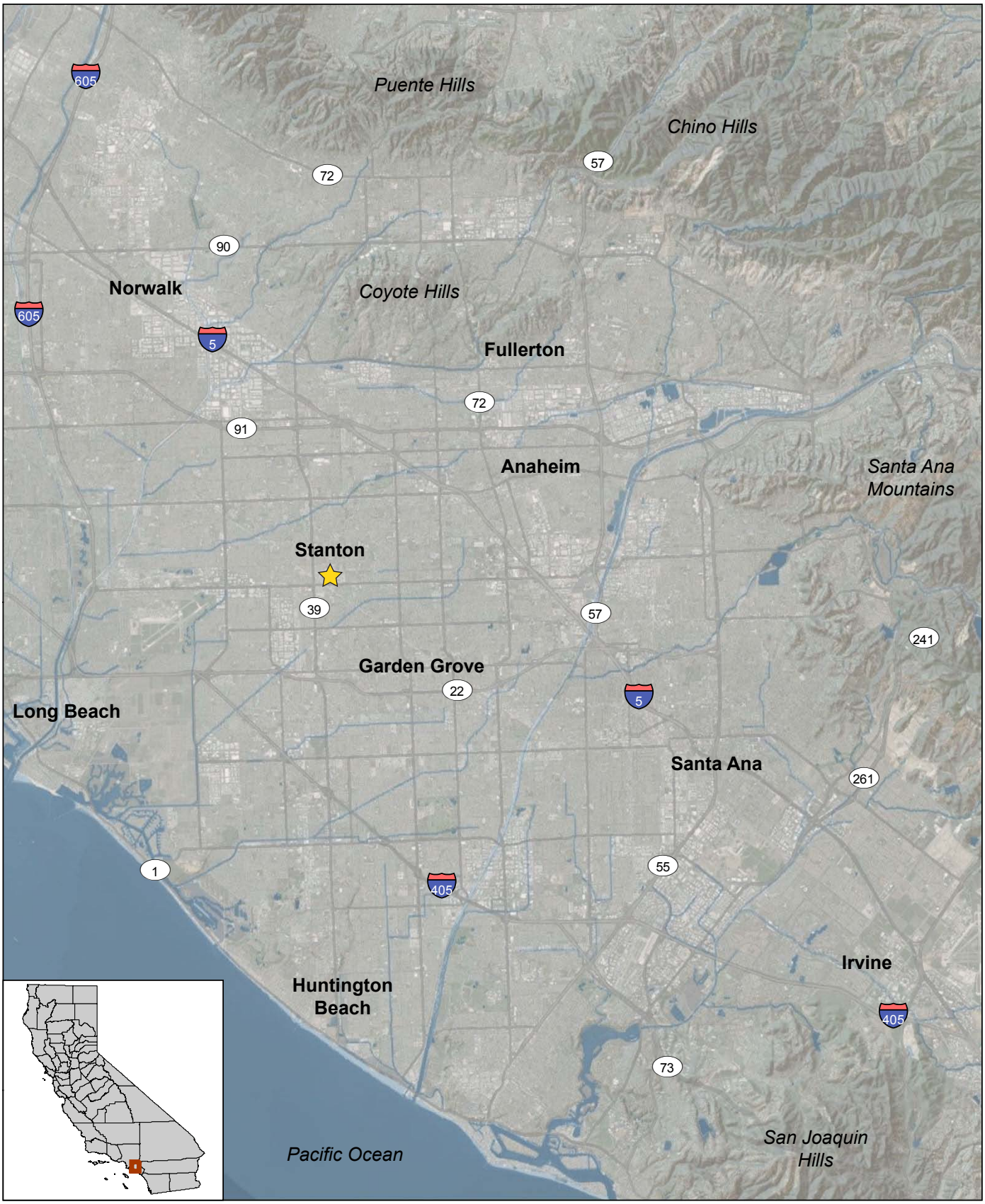


Base Map Source: ESRI, 2013

0 4
Miles

Project Location
See Figure 5.13-2

Figure 5.13-1a
Regional Landscape Context
Stanton Energy Reliability Center AFC
Stanton, California

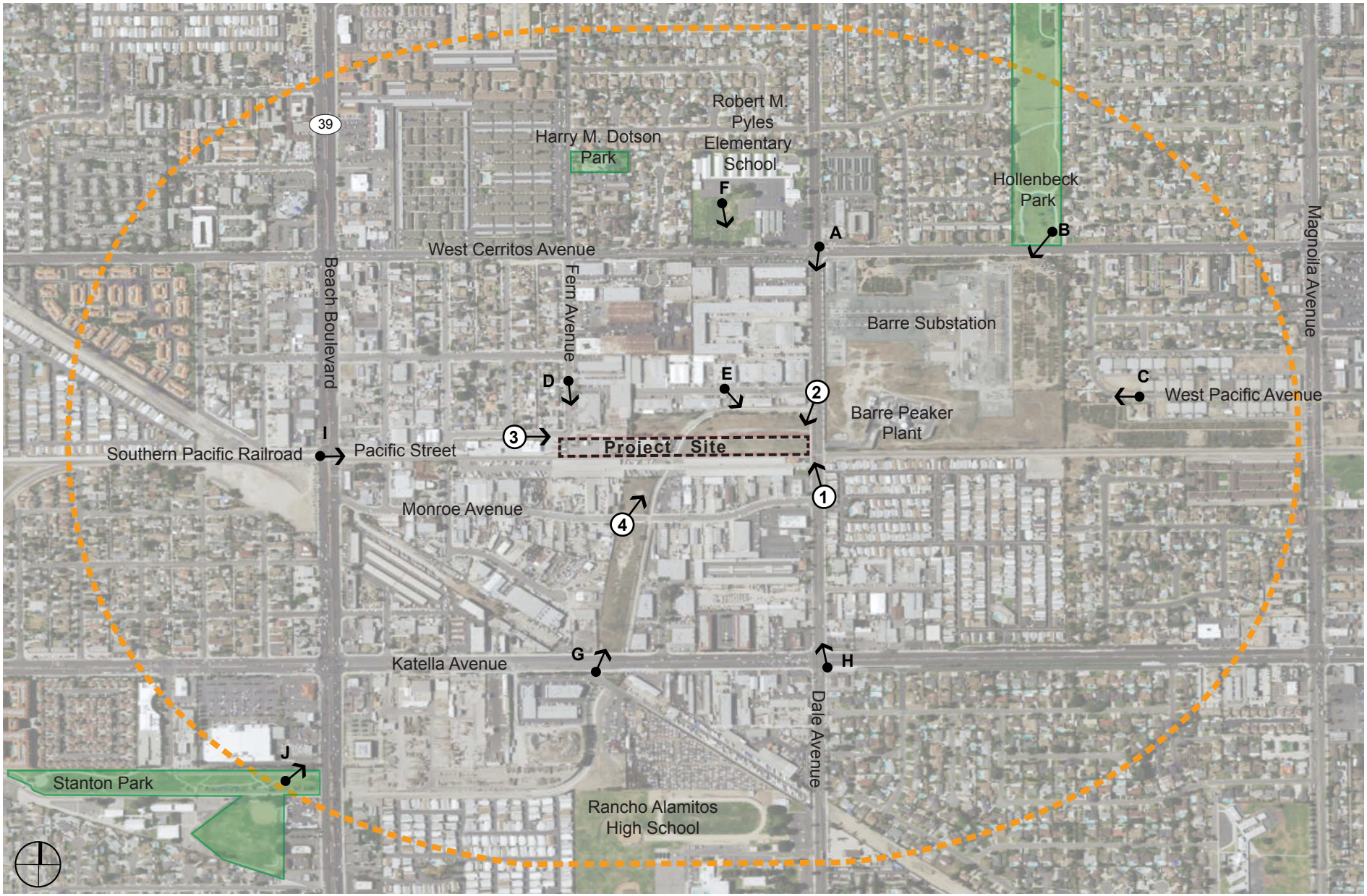
ENVIRONMENTAL VISION
101216

ch2m

Base Image Source: Google Earth 2016

Project Site

Figure 5.13-1b
Regional Landscape Context - Oblique Aerial View
Stanton Energy Reliability Center AFC
Stanton, California



Base Map Source: ESRI, 2016

0 1000 Feet

0.5 Mile Radius

(1) Key Observation Point (KOP)

B Additional Representative Photograph Viewpoint

Figure 5.13-2
Project Site and Photograph Viewpoint Locations
Stanton Energy Reliability Center AFC
Stanton, California

KOP 1. Dale Avenue at Monroe Avenue looking northwest

KOP 2. Dale Avenue at Sandustrial Street looking southwest

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-3a
Key Observation Point Photographs
Stanton Energy Reliability Center AFC
Stanton, California

KOP 3. Pacific Street at Sycamore Avenue looking east

KOP 4. Monroe Avenue looking northeast

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-3b
Key Observation Point Photographs
Stanton Energy Reliability Center AFC
Stanton, California

A. West Cerritos Avenue at Dale Avenue looking south

Views toward the project site are mostly screened by intervening structures and vegetation.

B. Hollenbeck Park near West Cerritos Avenue looking southwest

Views toward the project site are screened by intervening vegetation and structures.

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-4a
Additional Representative Photographs
Stanton Energy Reliability Center AFC
Stanton, California

C. West Pacific Avenue near South Sherill Street looking west
Views toward the project site are screened by intervening vegetation and structures.

D. Fern Avenue near Main Street looking south
Views toward the project site are partially screened by intervening vegetation and structures.

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-4b
Additional Representative Photographs
Stanton Energy Reliability Center AFC
Stanton, California

E. Standustrial Street looking southeast
Views toward the project site are screened by intervening structures.

F. Robert M. Pyles Elementary School athletic field looking south
Views toward the project site are screened by intervening vegetation and structures.

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-4c
Additional Representative Photographs
Stanton Energy Reliability Center AFC
Stanton, California

G. Katella Avenue looking north

Views toward the project site are screened by intervening structures and vegetation.

H. Katella Avenue at Dale Avenue looking north

Views toward the project site are mostly screened by intervening vegetation and structures.

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-4d
Additional Representative Photographs
Stanton Energy Reliability Center AFC
Stanton, California

I. Beach Boulevard at Pacific Street looking east
Views toward the project site are partially screened by intervening structures.

J. Stanton Park near Beach Boulevard looking northeast
Views toward the project site are screened by intervening vegetation and structures.

Refer to Figure 5.13-2 for photograph viewpoint locations

Figure 5.13-4e
Additional Representative Photographs
Stanton Energy Reliability Center AFC
Stanton, California

Existing View from Dale Avenue at Monroe Avenue looking northwest (KOP 1)

Refer to Figure 5.13-2 for viewpoint location.

Figure 5.13-5a
Existing View from Dale Avenue at Monroe Avenue (KOP 1)
Stanton Energy Reliability Center AFC
Stanton, California

Visual Simulation of Proposed Project (KOP 1)

Refer to Figure 5.13-2 for viewpoint location.
Preliminary and subject to change based on California Energy Commission requirements, final engineering, and other factors

Figure 5.13-5b
Visual Simulation from Dale Avenue at Monroe Avenue (KOP 1)
Stanton Energy Reliability Center AFC
Stanton, California

Existing View from Dale Avenue at Standustrial Street looking southwest (KOP 2)

Refer to Figure 5.13-2 for viewpoint location.

Figure 5.13-6a
Existing View from Dale Avenue at Standustrial Street (KOP 2)
Stanton Energy Reliability Center AFC
Stanton, California

Visual Simulation of Proposed Project (KOP 2)

Refer to Figure 5.13-2 for viewpoint location.
Preliminary and subject to change based on California Energy Commission requirements, final engineering, and other factors

Figure 5.13-6b
Visual Simulation from Dale Avenue at Standustrial Street (KOP 2)
Stanton Energy Reliability Center AFC
Stanton, California

Existing view from Pacific Street at Sycamore Avenue looking east (KOP 3)

Refer to Figure 5.13-2 for viewpoint location.

Figure 5.13-7a
Existing View from Pacific Street at Sycamore Avenue (KOP 3)
Stanton Energy Reliability Center AFC
Stanton, California

Visual Simulation of Proposed Project (KOP 3)

Refer to Figure 5.13-2 for viewpoint location.
Preliminary and subject to change based on California Energy Commission requirements, final engineering, and other factors

Figure 5.13-7b
Visual Simulation from Pacific Street at Sycamore Avenue (KOP 3)
Stanton Energy Reliability Center AFC
Stanton, California

Existing View from Monroe Avenue looking north (KOP 4)

Refer to Figure 5.13-2 for viewpoint location.

Figure 5.13-8a
Existing View from Monroe Avenue (KOP 4)
Stanton Energy Reliability Center AFC
Stanton, California

Visual Simulation of Proposed Project (KOP 4)

Refer to Figure 5.13-2 for viewpoint location.
Preliminary and subject to change based on California Energy Commission requirements, final engineering, and other factors

Figure 5.13-8b
Visual Simulation from Monroe Avenue (KOP 4)
Stanton Energy Reliability Center AFC
Stanton, California