4.2 AESTHETICS

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (Federal Highway Administration, 2015). Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area.

The assessment of the Project's potential impacts to aesthetic resources is based on the Visual Impact Assessment for Highway Projects methodology established by the Federal Highway Administration (FHWA) (Federal Highway Administration, 2015). This method emphasizes the systematic establishment of a visual quality rating for existing environments, against which the effects of proposed projects may be objectively evaluated. It also accounts for visual sensitivities of specific viewer types, including those with views toward projects from roadways. It is frequently used in visual impact analyses for power generation projects under the jurisdiction of the California Energy Commission, and is applicable in urban environments. As such, and as discussed in greater detail in Section 4.2.3.1, it was used in this analysis to inform the assessment of the existing visual conditions of the Project, identify potentially sensitive views and viewer groups, and assess the degree of visual contrast that would be introduced from short-term construction impacts and long-term operational impacts of the Project.

4.2.1 ENVIRONMENTAL SETTING

A description of the existing visual characteristics of the Project site and the surrounding area is presented in the following paragraphs.

4.2.1.1 Existing Conditions

Regional Setting

The Project site is located in northeast Los Angeles County within the city limits of Glendale. The City of Glendale is a highly developed and urbanized area. Commercial and industrial development, including the Project site, are generally oriented around primary freeway corridors such as, Interstate 5 and Highway 134. The Project site is located just northeast of the Interstate 5 and Highway 134 interchange, within the boundaries of the City's Utility Operations Center. The Project vicinity is characterized by various commercial and industrial land uses with dense residential neighborhoods concentrated east of San Fernando Road. The Los Angeles River is the main water feature present in the Project vicinity, and located just west of the Project site. The Los Angeles River is channelized and generally traverses northwest to southeast.

The Verdugo Mountains and Santa Monica Mountains are dominant geologic features within the region, and provide a dramatic and scenic backdrop to the highly-urbanized city landscape. The Project vicinity is backdropped by the Santa Monica Mountains, including Griffith Park, located in the City of Los Angeles to the southwest, and the Verdugo Mountains to

the north and within two miles of the Project site. These scenic resources contain extensive trail systems, which provide the City of Glendale, and nearby communities of Burbank, Los Angeles, and Pasadena with various active recreational opportunities such as, hiking, mountain biking, and horseback riding. The surrounding mountains provide expansive views of the city. Visibility of views from these surrounding mountains can be dependent on the region's atmospheric conditions. Clear views from these viewpoints are generally only highly visible on smog-free days.

Project Site

The Project site is located within an industrial area of southwest Glendale, and developed as the existing Grayson Power Plant located at 800 Air Way, Glendale, California 91201 (Figure 2-1 and Figure 2-2). The Project site is approximately 10 acres and encompasses the southern portion of the City's Utility Operations Center. The Project site is primarily paved and industrial in appearance. The north, west, and east boundaries of the Project site are bordered by an existing 12-foot tall masonry wall, and by a nine-foot wrought iron fence along the south boundary. The existing Grayson Power Plant consists of eight generating units and associated plant equipment and structures. Units 1 through 5 boiler equipment is housed in a building that is approximately 275 feet long and varies from approximately 30 to 80-foot high, with exhaust stacks that are approximately 40 to 90 feet tall. In addition to Units 1 through 5, there are two units (Units 8A and 8BC), which are combined-cycle units each with their own 80-foot tall exhaust stack. Five cooling tower structures, varying from four cellular towers to eight cell towers also exist. These structures are approximately 40 feet tall. Unit 9, a GE LM6000 simple-cycle unit, would remain in operation. The existing electrical generating equipment and buildings on the Project site are depicted on Figure 2-3.

These existing structures and ancillary buildings define the Project site's visual character. The industrial-appearing components within the Project site are visible in views toward the Project site, though the existing 12-foot masonry wall screens eye level views of the Project site. Water vapor plumes are emitted from cooling towers rarely – typically only during periods of cool temperatures and relatively high humidity – and are typically visible for a duration of just a few minutes. While infrequent occurrences, any water vapor plumes contribute to the Project site's industrial appearance and general visual character.

4.2.2 LAWS, ORDINANCES, REGULATIONS, AND STANDARDS (LORS)

This subsection describes the LORS relevant to aesthetic issues associated with the Project. As noted in the listing of abbreviations used in this EIR, LORS refers to applicable laws, ordinances, regulations, and standards, and is a metric used in environmental impact evaluations by the California Energy Commission. The discussion of LORS is used in this EIR to provide the regulatory setting for the environmental impact analysis.

No federal LORS are known that would apply to the Project. On the state level, the California Department of Transportation (Caltrans) administers California's Scenic Highway Program, which is intended to preserve and protect scenic highway corridors from changes that would diminish views of the natural landscape. A scenic corridor is typically identified using a motorist's line of vision within a reasonable boundary. There are no designated State Scenic Highways within the City of Glendale.

The City of Glendale General Plan and the City of Glendale Municipal Code include guidance related to aesthetics that are applicable to the Project, which are listed in Table 4-1 and discussed below.

Additionally, given the Project's adjacency to the City of Los Angeles boundary, and its proximity to and visibility from scenic resources, such as Griffith Park and the Santa Monica Mountains, City of Los Angeles LORS relevant to aesthetics were also reviewed; however, do not apply to the Project since it is within the limits of the City of Glendale.

Table 4-1 Applicable Federal, State, Local LORS for Aesthetics

LORS	Administering Agency
Local	
City of Glendale General Plan, Open Space and Conservation Element	City of Glendale
City of Glendale Municipal Code	City of Glendale

Local LORS

City of Glendale General Plan

The Project is located within the city limits of Glendale, and therefore subject to the provisions of the City of Glendale General Plan. The Project site is zoned for Industrial use. General Plan policies pertaining to aesthetic resources that are applicable to the Project include:

Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural aesthetic and ecologically significant areas from the negative impacts of development and urbanization.

Objective 2: Provide buffer transition areas between sensitive open space and development.

Goal 5: Preserve prominent ridgelines and slopes in order to protect Glendale's visual resources.

Objective 1: Identify visually prominent ridgelines and establish regulations to promote their preservation.

Goal 7: Continue programs which enhance community design and protect environmental resource quality.

Objective 1: Extend landscape treatments along major arterials, into major activity centers, at major city/neighborhood access points, and along parkways and medians to provide aesthetic continuity and solidify open space linkages.

Objective 6: Foster design objectives which ensure development that respects the character of existing neighborhoods and the natural setting.

City of Glendale Municipal Code

The City of Glendale describes the City's design review requirements and process in Chapter 30, Article 47.070 of the City's Municipal Code (City of Glendale 1995). The purpose and intent of the City's design review is to ensure that new development is of high quality, relates well to its surrounding context and enhances the overall built environment. Prior to issuance of building permits, the City of Glendale Design Review Board is required to review and approve building plans concerning site plan and design issues to ensure projects are compatible with the City's Municipal Code.

The provisions of the City's Municipal Code that pertain to lighting include:

30.30.040 Lighting

A. *Regulations in the C1, C2, C3, CR, CPD, CH, CA, DSP, IND, IMU, IMU-R, SFMU, MS, P Overlay, and PS overlay Zones. Lighting for uncovered parking areas, vehicle accessways, and walkways shall not exceed a height of 16 feet. Such overall height shall be measured from the paved parking area surface to the uppermost part of the light standard, including the light globe. Lighting shall be directed on the driveways, walkways, and parking areas within the development and away from adjacent properties and public rights-of way (City of Glendale 2017).*

B. *Additional Regulations in IND Zone. Flashing, shimmering, or flickering light shall be screened from view off-site in the IND zone.*

4.2.3 ENVIRONMENTAL IMPACTS

4.2.3.1 Methodology

The assessment of the Project's impacts to aesthetic resources was conducted through the review of applicable planning documents, site reconnaissance and photography, production of visual simulations, and application of the Visual Impact Assessment for Highway Projects methodology established by the FHWA. This method includes:

1. Establish the visual environment for the area that the Project would be located in.

2. Assess the visual resources of the Project area by describing the visual character of the area and assessing the visual quality.

3. Describe and assess the affected viewers in terms of viewer exposure to the components of the Project and the levels of visual sensitivity.

4. Develop simulations to determine the potential visual impact of the Project. Visual impact is a function of the projected visual change of the Project area and the anticipated viewer response.

Assessment of Existing Visual Conditions

Assessment of the existing visual conditions were made based on professional judgement, as informed by the FHWA methodology. Factors taken into consideration to assess existing conditions include visual quality, viewer groups, viewer sensitivity, and visual character. A summary of these terms follows below for reference. Additionally, representative viewpoints were selected to establish the existing conditions in views toward the Project area, as well as estimate the level of contrast that would be introduced by components of the Project. Visual simulations were developed to use as a basis for assessing visual impacts associated with the Project. The visual simulations are presented on Figures 4-1 through 4-5. The locations of the viewpoints are presented on Figures 4-6.

Visual Quality

Visual quality is an expression of the visual impression or appeal of a given landscape and the associated public value attributed to the resource. Visual quality is an assessment of the features that define the visual character of the Project area. The visual quality of the Project area is described using criteria established by the FHWA for visual landscape relationships. The criteria established to describe visual quality is based on the relative degree of vividness, intactness, and unity, which are defined in Table 4-2 below.

Table 4-2 FHWA Definitions

FHWA Term	Definition
Vividness	Described as the visual power or memorability of landscape components as they combine in distinctive visual patterns. Vividness is represented by an assessment of landforms, vegetation, water features, and human-made components present in views.
Intactness	Measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as natural settings. High intactness consists of a landscape that is free of unattractive features and is not broken up by features and elements that are out of place. Low intactness consists of visual elements that can be seen in a view that are unattractive and/or detract from the quality of the view.
Unity	The visual coherence and compositional harmony of the landscape considered as a whole. High unity frequently attests to the careful design of individual components in the landscape and their relationship in the landscape.
Source: Federal Highway Administration 2015	

Viewer Groups and Visual Sensitivity

Visual sensitivity is based on the number and type of viewers and the frequency and duration of views. Typically, visual sensitivity increases with an increase in total numbers of viewers, the frequency of viewing (e.g., daily or seasonally), and the duration of views (e.g., how long a scene is viewed). The criteria for identifying the importance of views are related in part to the viewer's position relative to the resource, and the placement of the viewer in the viewshed, defined as the area surrounding the Project area from which the Project is, or could be, visible to viewers.

In order to quantify viewers, a viewshed may be broken into distance zones of foreground, middleground, and background. Generally, the dominance and importance of an object increases with its proximity to the viewer. Although distance zones in viewsheds may vary between different geographic regions or types of terrain. The standard foreground distance zone is 0.25 to 0.5 mile from the viewer, the middleground distance zone extends from the foreground zone to 3 to 5 miles from the viewer, and the background zone extends from the middleground zone to infinity (Federal Highway Administration, 2015). Generally, visual contrast within foreground distances would be more noticeable to viewers than increased visual contrast within background distance zones.

Viewer groups in the Project area are based on primary viewing activities, and are described in terms of their physical location in relation to components of the Project, the number of viewers, the duration of views, and viewer sensitivity, which takes into account viewer activity and

awareness. The following viewer groups and their sensitivity to visual change are as were identified for the Project:

- **Residents -** Residential viewer groups typically have high sensitivity to visual changes, since residential viewer groups have stationary and long term views of the landscape.
- **Commercial viewers -** Commercial viewers have moderate sensitivity to visual changes. Commercial business viewer groups are generally less sensitive to visual changes, because they are more focused on operational tasks and less focused on the greater surrounding visual environment.
- **Recreational groups -** Recreational groups are likely to be highly sensitive to visual changes, as they typically regard the natural and built surroundings as a holistic visual experience.
- **Motorists -** Drivers on local roads and freeways include residents, workers, and commuters driving to businesses in the area. Motorists generally have low sensitivity to visual changes since their views are of short duration, and drivers are more concerned with surrounding traffic, road signs, and their immediate surroundings within their vehicle rather than visual features in the landscape.

Visual Character

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The FHWA describes visual character in terms of the four visual pattern elements: form, line, color, and texture. The appearance of the landscape is described in terms of the dominance of each of these components. Visual character in existing views and in views with the Project is described below.

Key Observation Points

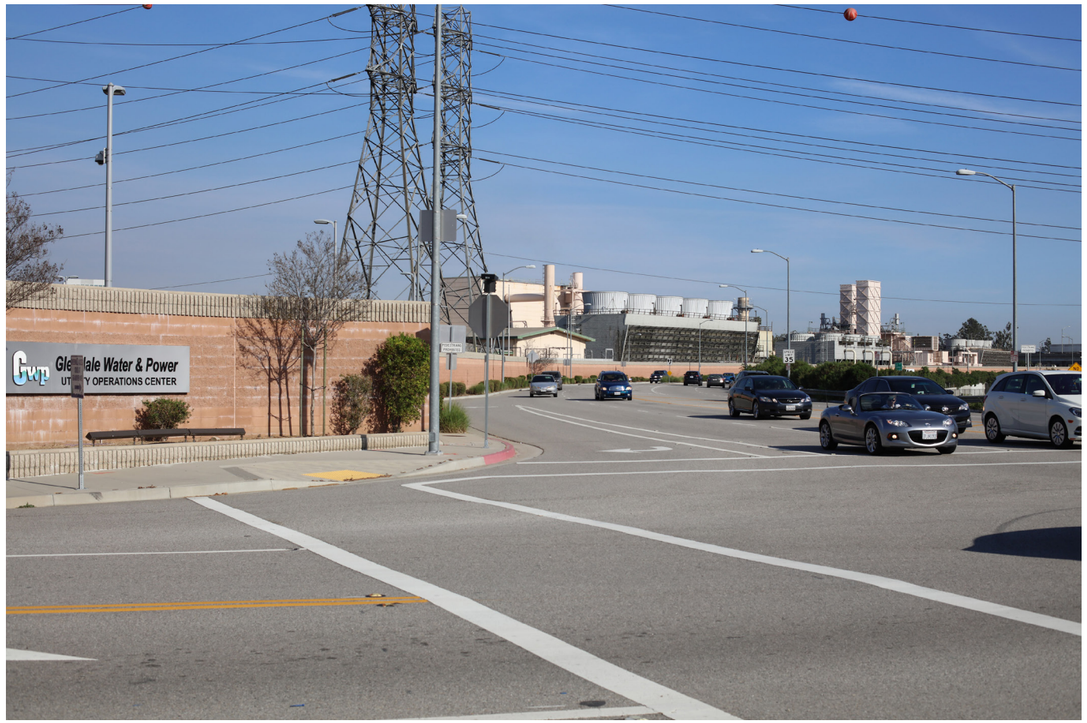
Five key observation points (KOPs), were identified as being representative of sensitive views toward the Project site and serve as the basis for this analysis of potential impacts to aesthetic resources. Development and selection of the five viewpoints were based on discussions between Stantec Visual Resource Specialists and the City of Glendale Planning Department, review of aerial imagery and 3D terrain/building models (as available through Google Earth), sensitive receptor mapping (See Figure C-11 in Appendix C), and review of applicable planning documents (see Section 4.2.2). The views were selected to be representative views that nearby residents, trail users, and motorists would have of the Project site.

The five KOPs show views from commercial areas at the intersection of Fairmont Avenue and Flower Street, views by recreational users from points along the Los Angeles River Bike Path and the Skyline Trail, views by motorists on Fairmont Avenue, and views by residents at the intersection of San Fernando Road and Highland Avenue. A field survey was conducted on March 16, 2017 to photograph images of the existing conditions for each KOP. Images were photographed use a >10-megapixel digital single lens reflex camera equipped with a 50-millimeter fixed focal length lens. This configuration is the de facto standard that approximates the proportion seen by the human eye. The camera positioning was determined with a sub-meter differentially corrected GPS. The camera was tripod-leveled at eye-level for each photograph. The context photographs included for each KOP represent a horizontal view angle of 90 degrees (180 degrees panoramic) to assist in establishing the visual context of the simulated image.

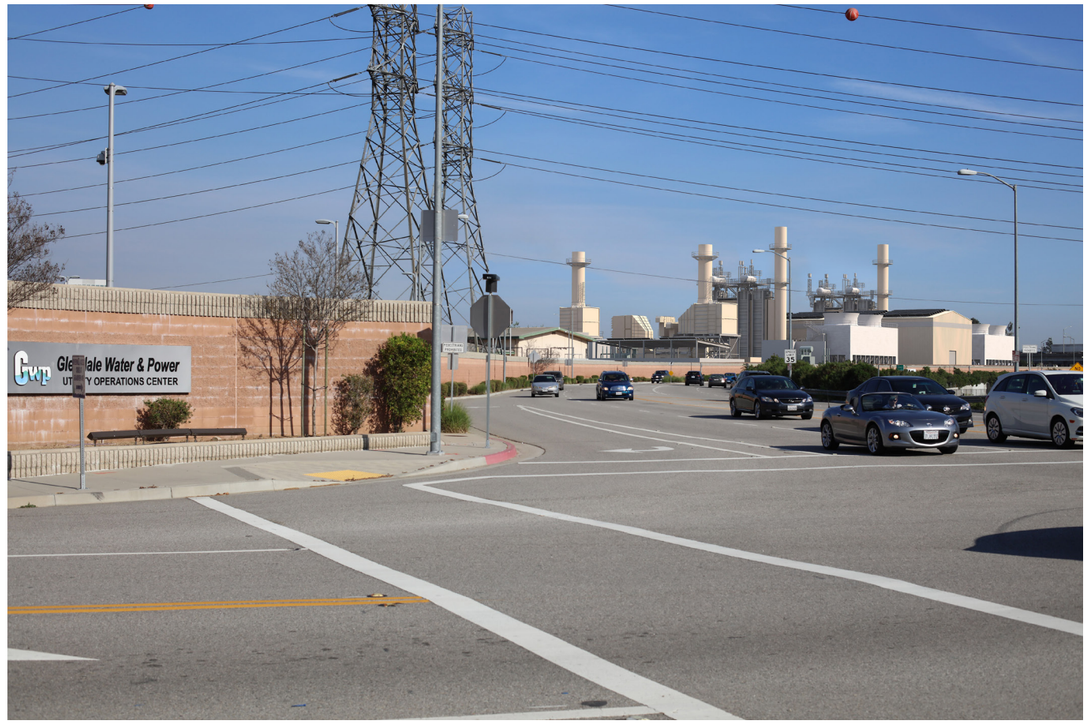
Visual simulations were then prepared for the five KOPs to provide clear before-and-after images of the location, scale, and visual appearance of the features affected by and associated with the Project. The simulations were developed through an objective analytical and computer modeling process and are accurate within the constraints of the available site and alternative data (three-dimensional computer model was created using a combination of AutoCAD files and geographic information system (GIS) layers and exported to Autodesk's 3-dimensional Studio Max for production). Design data—engineering drawings, elevations, site and topographical contour plans, and reference pictures—were used as a platform from which digital models were created. The visual impacts identified in this EIR are based in part, on comparing the "before" and "after" visual conditions portrayed in the visual simulations, and assessing the degree of visual change for the Project. The visual simulations of each KOP illustrate the location, scale, and conceptual appearance of the Project, as seen from each KOP.

The existing conditions in views from each KOP are described below and presented in Table 4-3, Existing Visual Quality. Figures 4-1 through 4-5 show the views from each KOP toward the Project site. The locations of the five viewpoints are depicted on Figure 4-6.

Date: May 18, 2017 Rev: 00



BEFORE - Original Photo



AFTER - Photo Simulation

CONTEXT - Original Photo (above left) within Original Panoramic Context

Image Data

Date of Photo:	March 16, 2017
Time of Day:	3:31pm PST
Camera Model:	Canon EOS 5DS
Camera Lens:	Canon EF50mm f/1.4 USM
Camera Height:	Sixty-five inches
Direction of View:	East-Southeast
Distance to Project:	880 feet

V:\2042\active\205712300\landscape\drawing\preliminary\exhibit\ Grayson_simulation_20170412.indd

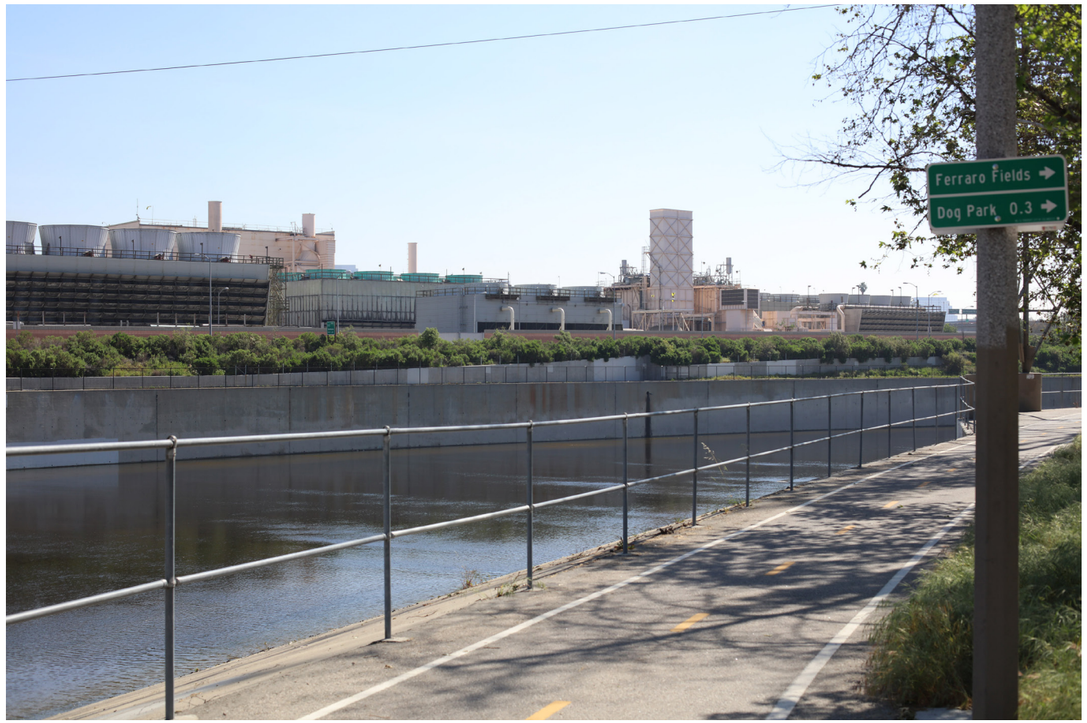
Photography - Dalton LaVoie, Landscape Architect Modeling - Oscar Florez, Graphic Designer Geographic Positioning and Bearings: Rex Roggasch, Senior CAD Technician and Hubert Switalski, Archaeologist

Figure 4-1

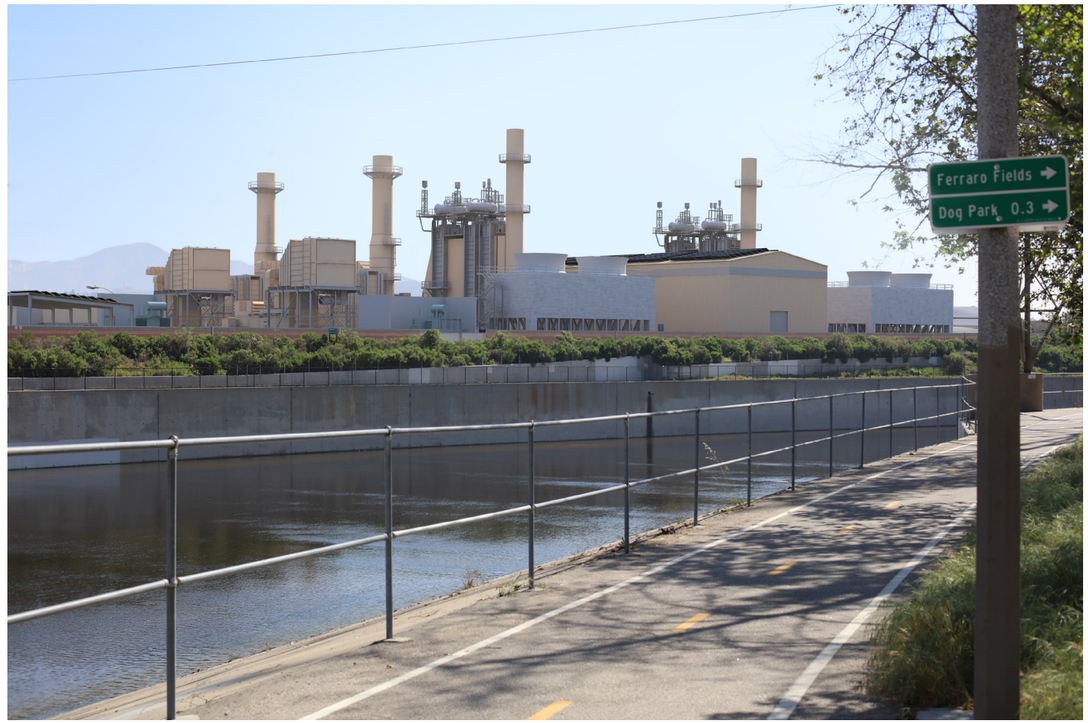
KOP 1 - View from Intersection of Fairmont Avenue and Flower Street

Grayson Repowering Project

Stantec



BEFORE - Original Photo



AFTER - Photo Simulation

CONTEXT - Original Photo (above left) within Original Panoramic Context

Image Data

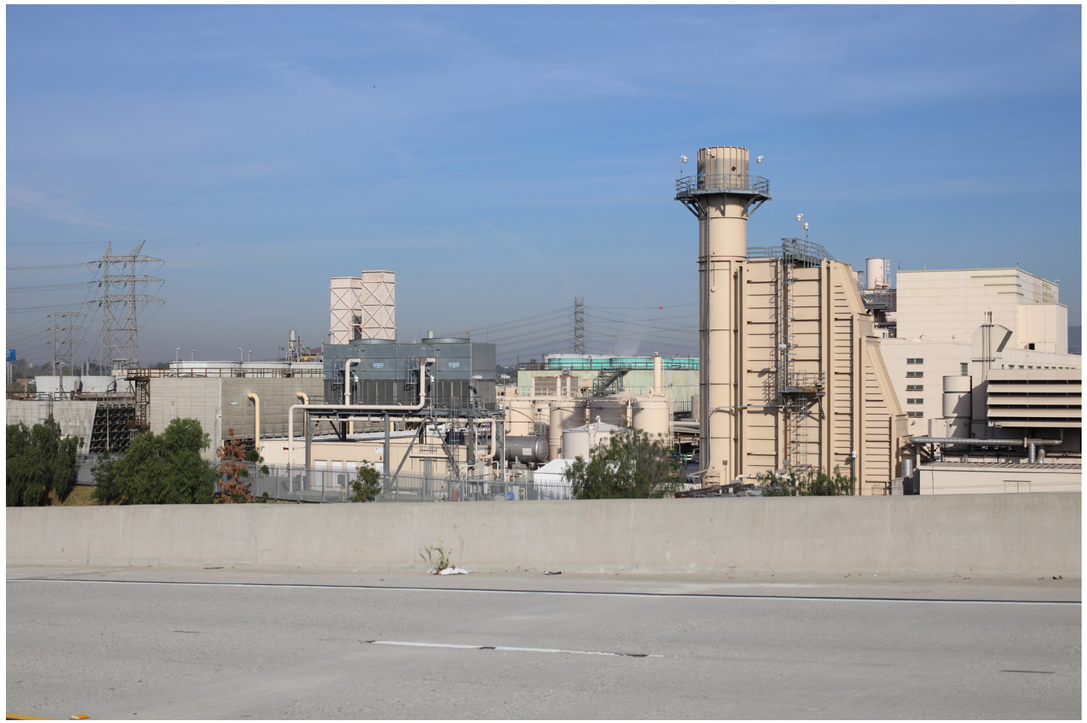
Date of Photo:	March 16, 2017
Time of Day:	9:48am PST
Camera Model:	Canon EOS 5DS
Camera Lens:	Canon EF50mm f/1.4 USM
Camera Height:	Sixty-five inches
Direction of View:	East
Distance to Project:	660 feet

Stantec

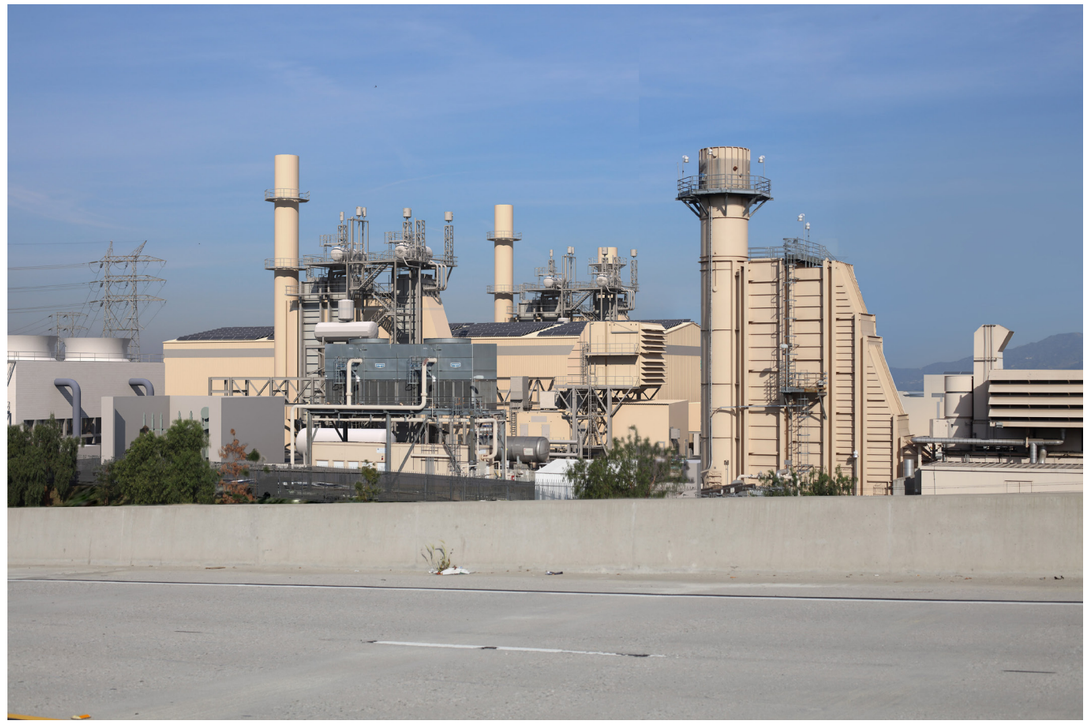
Figure 4-2

KOP 2 - View from Los Angeles River Trail

Grayson Repowering Project



BEFORE - Original Photo



AFTER - Photo Simulation

CONTEXT - Original Photo (above left) within Original Panoramic Context

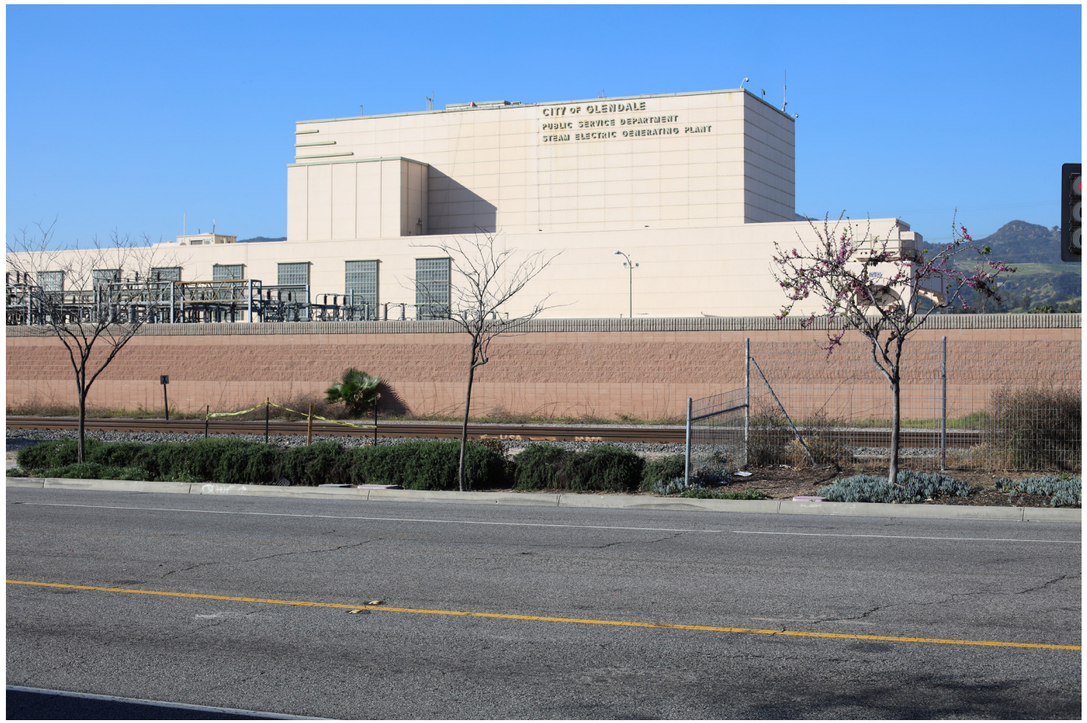
Image Data

Date of Photo:	March 17, 2017
Time of Day:	8:01am PST
Camera Model:	Canon EOS 5DS
Camera Lens:	Canon EF50mm f/1.4 USM
Camera Height:	Sixty-five inches
Direction of View:	Northwest
Distance to Project:	360 feet

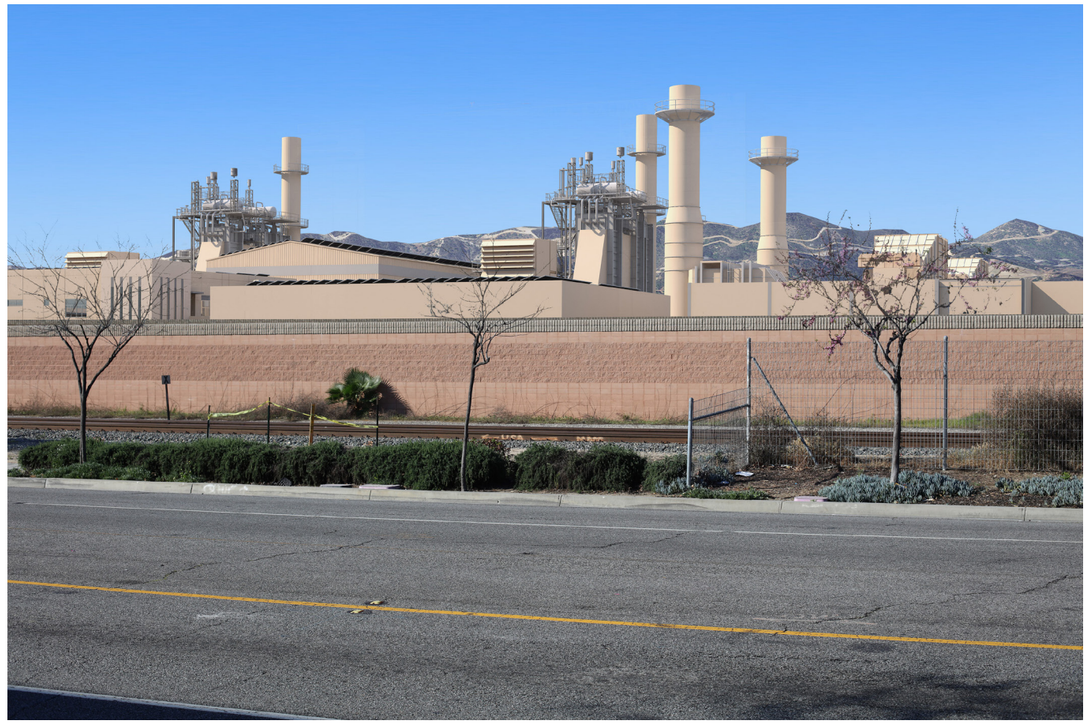
Figure 4-3

KOP 3 - View from Fairmont Causeway

Grayson Repowering Project



BEFORE - Original Photo



AFTER - Photo Simulation

CONTEXT - Original Photo (above left) within Original Panoramic Context

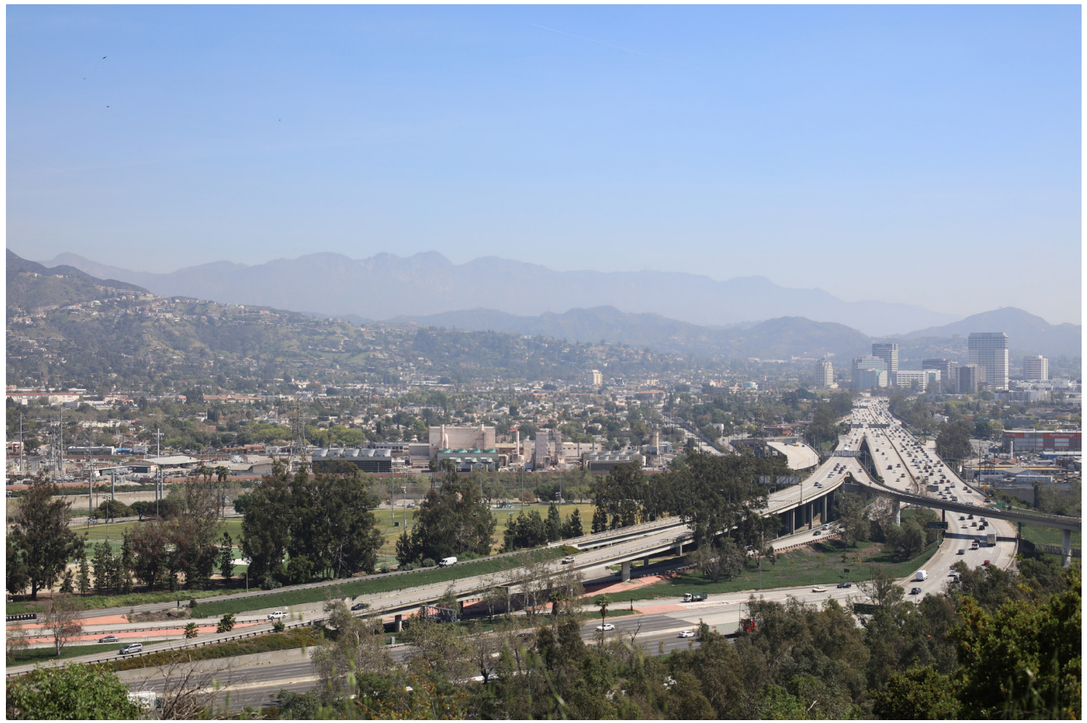
Image Data

Date of Photo:	March 16, 2017
Time of Day:	8:16am PST
Camera Model:	Canon EOS 5DS
Camera Lens:	Canon EF50mm f/1.4 USM
Camera Height:	Sixty-five inches
Direction of View:	Southwest
Distance to Project:	200 feet

Figure 4-4

KOP 4 - View from Intersection of San Fernando Blvd. and Highland Ave.

Date: May 18, 2017 Rev: 00



BEFORE - Original Photo

AFTER - Photo Simulation

CONTEXT - Original Photo (above left) within Original Panoramic Context

Image Data

Date of Photo:	March 16, 2017
Time of Day:	10:55am PST
Camera Model:	Canon EOS 5DS
Camera Lens:	Canon EF50mm f/1.4 USM
Camera Height:	Sixty-five inches
Direction of View:	Northeast
Distance to Project:	.55 miles

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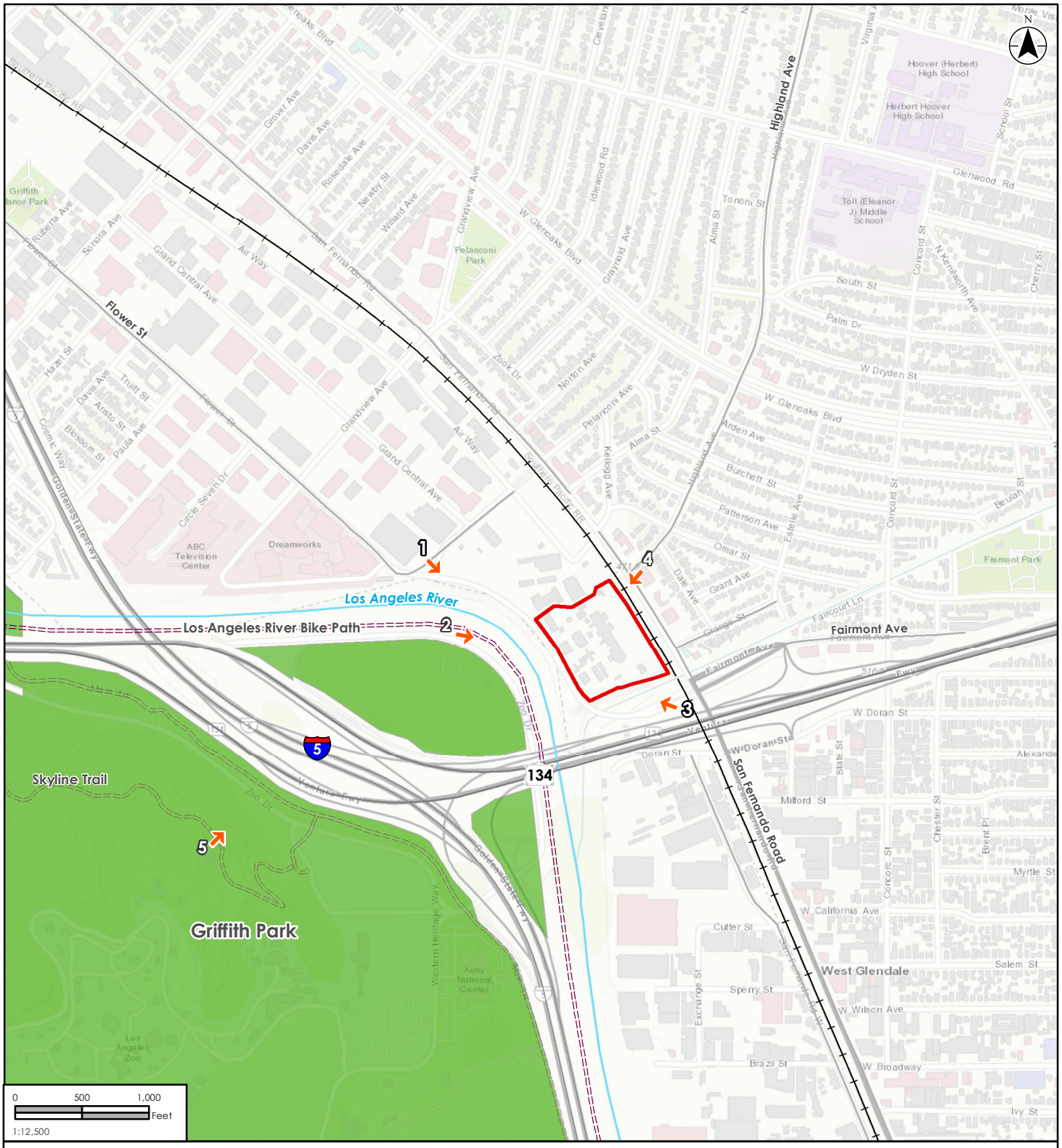
Photography - Dalton LaVoie, Landscape Architect Modeling- Oscar Florez, Graphic Designer Geographic Positioning and Bearings: Rex Roggasch, Senior CAD Technician and Hubert Switalski, Archaeologist

Stantec

Figure 4-5

KOP 5 - View from Skyline Trail

Grayson Repowering Project



Legend

- KOP
- Trails
- Stream
- Southern Pacific Railroad
- Project Site
- Griffith Park

KOP Locations

KOP-1 – View from Intersection of Fairmont Avenue and Flower Street
KOP-2 – View from Los Angeles River Bike Path
KOP-3 – View from Fairmont Avenue
KOP-4 – View from Intersection of San Fernando Road and Highland Avenue
KOP-5 – View from Skyline Trail

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Grayson Repowering Project

Notes:
1. Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
2. Park Data- Los Angeles County GIS Database 2017

Figure 4-6
Key Observation Point (KOP) Locations

Prepared: KJohnson, 9/5/2017

Table 4-3 Existing Visual Quality

Key Observation Point (KOP)	Vividness	Intactness	Unity	Overall Existing Visual Quality
KOP-1 (existing)	Low	Low	Low	Low
KOP-2 (existing)	Moderately High	Moderate	Moderate	Moderate
KOP-3 (existing)	Moderate	Low	Moderate	Moderate
KOP-4 (existing)	Moderate	Moderate	Low	Moderate
KOP-5 (existing)	Moderately High	Moderately High	Moderately High	Moderately High

KOP-1: Intersection of Fairmont Avenue and Flower Street

KOP-1 (Figure 4-1) represents an existing view of the Project site along Flower Street, where traffic travelling southeasterly would likely have unobstructed views of the Project site from the intersection of Fairmont Avenue and Flower Street. This KOP was selected because it represents an approximate, street-level view of the Project site and is representative of local traffic travelling southeasterly on Fairmont Avenue. KOP-1 also approximates the view from the adjacent businesses northwest of the Project site on Fairmont Avenue.

The visual quality of the existing view from KOP-1 is low. The existing view is dominated by Fairmont Avenue, Flower Street, and the associated roadway infrastructure, consisting of poles, signs, and street lights. There are several overhead transmission lines that extend in multiple directions, and several transmission towers that appear in front of and encroach above the skyline, contributing to the low degree of vividness. Additionally, the existing Grayson Power Plant Building, generator units, and cooling towers within the Project site are visible in this view, and appear silhouetted against the sky, making them prominent features. The combination of existing industrial and utility features with the dominant roadway infrastructure, appear co-dominant in this view, and contribute to the view's low degree of unity. Overall, the utility and industrial features visible in the landscape, along with the dominant roadway infrastructure occupy the entirety of this view and result in a low degree of intactness.

Visual sensitivity for KOP-1 is moderate. Existing views toward KOP-1 are not exceptional, and viewers in this area are not assumed to have high expectations regarding the visual quality of views. However, this is a heavily travelled route by motorists and the Project site is visible for a long enough time to assume a relatively high degree of viewer exposure. Therefore, it is assumed there would be an overall level of moderate visual sensitivity.

KOP-2: Los Angeles River Bike Path

KOP-2 (Figure 4-2) represents an existing view of the Project site by recreationists using the Los Angeles River Bike Path. This KOP was selected because it presents unimpeded views of the Project site by recreational viewers from the nearest recreational facility. The Los Angeles River Bike Path l is a paved bike path that parallels the channelized Los Angeles River, and the western boundary of the Project site.

The visual quality of the existing view from KOP-2 is moderate. The bike path and the river are the dominant features present within the foreground of this view, and are backdropped by the existing cooling towers, generators, and power plant building at the Project site. The existing power plant facilities, vegetation, bike path, and river features follow an orderly linear path, which provides a moderate degree of unity to the view. The presence of vegetation and the river contrasted by the existing power plant facilities, provides a degree of visual interest, and contributes to the moderately high degree of vividness. The existing power plant are dominant features, and extend into the skyline and obstruct views of the distant mountains; however, with the combination of the recreational facilities and Los Angeles River the intactness of the view is moderate.

The existing view from KOP-2 is unobstructed; therefore, the existing facilities are highly visible. This view would primarily be seen by recreational viewer groups. Recreational viewer groups typically have a high degree of visual sensitivity regardless of the duration of views. Therefore, visual sensitivity is assumed high, given that this view is unobstructed and that the existing facilities remain visible for a long enough period of time to create a relatively high degree of viewer exposure.

KOP-3: Fairmont Avenue

KOP-3 (Figure 4-3) represents an existing view of the Project site by westbound traffic travelling on Fairmont Avenue, just south of the Project site. This KOP was selected because it presents an elevated and unobstructed view of the Project to motorists driving on Fairmont Avenue.

The visual quality of the existing view from KOP-3 is moderate. The existing electric generating facilities consisting of the cooling towers, power plant building, generator buildings, maintenance shops and facilities, tanks, and other buildings are highly visible and dominate the foreground of this view. Vertical transmission towers and associated transmission lines are also prominent utility features present within this view. The utility and industrial elements in this view are silhouetted against the skyline, making them prominent visual features that are visible from the highway corridor. The consistency of the facility's form, line, and color creates the appearance of a moderately unified industrial unit, creating views from this viewpoint that are memorable and appear with moderate vividness. Although, due to the prominence of the industrial facilities, which vary in height, scale, and direction this creates a view with low intactness.

The visual sensitivity from KOP-3 is moderate. This view is visible to motorists driving on Fairmont Avenue. Views toward the Project site are consistent with the industrial appearance of this area; however, existing views are low and not exceptional. As previously discussed, motorists generally have moderate visual sensitivity with regard to their surroundings, and only experience their surroundings for a short duration. Therefore, given the moderate visual quality of this view and the moderate degree of viewer concern, visual sensitivity from KOP-3 would be moderate.

KOP-4: Intersection of San Fernando Road and Highland Avenue

KOP-4 (Figure 4-4) represents an existing view of the Project site by drivers travelling from the nearby residential neighborhood and entering the intersection of San Fernando Road and Highland Avenue. This KOP location was selected because it approximates views from the nearest residential sensitive receptors.

The visual quality of the existing view from KOP-4 is moderate. The foreground of this view is defined by dominant linear features, which include San Fernando Road, the existing brick masonry wall, and the Union Pacific Railroad. The existing operating plant building is the focal point in this view and extends into the skyline, obstructing views of the distant hillsides and parklands. The combination of the railroad tracks, masonry wall, and existing operating building appear as individual elements in the landscape and provide a low unified view. However, the height and scale of these elements have been oriented as such to appear as layered features in the view, which contributes a moderate degree of intactness to the industrial character of this view. The industrial character is attributed by the overall character of the existing operating building, which provides a moderate degree of visual interest in line, form, and color to create a view that is memorable and moderately vivid.

The visual sensitivity from KOP-4 is high since this view is representative of the nearest residential viewer groups. Residential viewer groups generally have higher sensitivity to visual changes since they experience longer duration of views.

KOP-5: Skyline Trail

KOP-5 (Figure 4-5) represents an existing view of the Project site by recreational viewers using the Skyline Trail, approximately 0.60 miles southwest of the Project site. This KOP is outside the limits of the City of Glendale, and within the eastern portion of the Santa Monica Mountains in Griffith Park, which is identified as a scenic resource area in the City of Los Angeles (City of Los Angeles, 2001). This KOP presents an elevated view of the Project site from Griffith Park by recreational viewers utilizing this trail. This KOP was selected as a conservative approach to the analysis to represent recreational views of the Project site from the nearest important scenic resource areas in the City of Los Angeles.

The visual quality of the existing view from KOP-5 is moderately high. KOP-5 provides recreationists with an expansive view of the valley landscape and the surrounding mountains and ridgelines. The contrast between the highly-developed city, and scenic backdrop of the surrounding undeveloped mountains provides a moderately high degree of vividness. The development in the city is effectively oriented around the major freeway corridors, hillsides, and mountainous terrain, which creates the appearance of a moderately high unified view. Furthermore, development in the city has been concentrated within the valley floor and the lower hillsides, leaving the surrounding mountains primarily undeveloped, which maintains the moderately high intactness of the landscape.

This view is primarily seen by recreational viewers who are likely to have high sensitivity to views regardless of their duration of the view. Views from this viewpoint consist of multiple focal points within the urbanized city landscape and the naturally appearing and undeveloped mountains. The Project site does not appear as the primary focal point of recreational views. The existing industrial facilities at the Project site appear in the middleground distance zone, and do not obstruct views of the surrounding mountains. The industrial components appear to blend in with the surrounding urbanized environment.

Thresholds of Significance

As determined in the Grayson Repowering Project Initial Study the Project would not have an adverse effect on a scenic vista, or substantially damage scenic resources within a state scenic highway. The Project site is in an industrial zoned area in the City and not in close proximity to a scenic vista, as identified in the City's Open Space Conservation Element, or visible from an official or eligible state scenic highway.

The Grayson Repowering Project Initial Study determined that two of the checklist questions from Appendix G of the CEQA Guidelines related to aesthetics would result in potentially significant impacts (City of Glendale, 2016a). Therefore, the two remaining checklist questions, listed below, have been further studied in this EIR analysis to determine if they would result in a potentially significant impact.

Based on Appendix G of the CEQA Guidelines, implementation of the Project would result in a significant adverse impact to aesthetics if the Project would:

- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.2.4 PROJECT IMPACTS

Threshold: ***Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?***

<u>Demolition</u>

Construction of the Project would require the demolition and removal of the existing Grayson Power Plant Units 1, 2, 3, 4, 5, 8A, and 8BC, their ancillary facilities, including the existing maintenance and operation buildings, cooling towers, water treatment facilities, and 34.5 switch rack. The existing Grayson Power Plant Unit 9 would not be removed as part of the Project. Demolition and removal of the existing facilities is expected to take nine-months, starting in June 2018, and ending by February 2019.

The 2016 Architectural Resource Evaluation of the Grayson Power Plant, found that the existing structures at the site are not eligible for listing on the State or local historic registers. As a result, Project demolition would not cause a substantial adverse change to the significance of historic resources or potential associated aesthetic values that they could possess.

Demolition activities would occur within the existing boundaries of the Utility Operation Center and involve the removal of lead and asbestos, the removal and salvaging of the existing generating units if possible, removal of the five existing cooling towers, removal of foundations and piles, removal of concrete filled underground tanks, removal of small auxiliary mechanical and electrical equipment associated with the existing Grayson Power Plant, and removal of existing pipelines and electrical ducts that would not be able to be used as part of the Project. Demolition activities would require the use of construction vehicles and various types of construction-related heavy equipment, as discussed in Section 3.2.2, Demolition Equipment.

The existing visual character of the Project site is industrial in appearance, due to the industrial features visible throughout the landscape. The existing boundaries of the Utility Operations Center is bounded on its east and west sides by an approximate 12-foot-tall masonry wall, and portions of the northern side are bounded by a 12-foot masonry wall, as well as other City facilities that are either secured by the building or within an approximate 6-foot-tall fence. The southern side of the Utility Operations Center is bounded by a 9-foot-tall wrought iron fence. While the majority of demolition activities and equipment would therefore be screened by the existing perimeter masonry wall and not visible to sensitive viewer groups, demolition activities occurring near the southern portion of the Project site, and demolition equipment would be temporarily visible to sensitive viewer groups. The presence of demolition equipment and demolition activities would contrast with the visual landscape, and would add to the existing industrial character throughout the Project area. However, the impacts from demolition activities would be temporary. Furthermore, visual impacts associated with demolition of the existing facilities would be localized and short term, and occur for approximately 9 months. Once demolition activities are completed building materials and demolition equipment would be removed from the Project site and not visible to sensitive viewer groups. As such, demolition activities would not contribute to the degradation of existing visual resources, and impacts on visual quality would be less than significant.

Construction

Construction of the Project would begin after demolition is completed in March 2019 and would last approximately 27 months, ending in December 2020. Construction activities would be limited to four locations: The Project site, approximately 10 acres within existing Utility Operations Center boundaries; a space also within the Utility Operations Center boundaries for parking; a three-acre space under the Fairmont cross over southerly of the Project site for construction worker parking, and a two-acre offsite laydown area, located north of the Project site on Flower Street, adjacent to the Griffith Manor Park.

Construction activities would involve the installation of underground electrical ductbanks and vaults, underground piping for water, sewer, gas, air, and fire protection, engineered backfill up to finished grade, construction of concrete foundations to support the generation and ancillary equipment, driving piles as part of major equipment foundations, erecting equipment and ancillary equipment, above ground piping and electrical wiring, installation of storm drains piping and catch basins, finished paving, and startup and commissioning of the Plant. Construction activities would involve the use of construction vehicles and various types of construction-related heavy equipment. The types and quantities of construction equipment anticipated to be used are listed in Appendix D.1.

The existing Utility Operations Center Project site is bounded by a masonry wall to the east, west, and north. Therefore, construction activities, staging areas, and construction vehicles within the existing Utility Operations Center boundaries would be primarily screened and generally not visible to sensitive viewer groups. However, temporary construction activities occurring near the south side of the Project site, as well as temporary construction equipment (e.g., cranes) that exceed the height of the 12-foot masonry walls would be temporarily visible to sensitive viewer groups. In addition, the construction materials stored at the offsite construction laydown area would be visible to sensitive viewer groups within the area (e.g., Griffith Manor Park). However, the increased presence of construction activities, and storage of construction materials would temporarily contrast with the existing visual character and quality of views throughout the Project area during the 27-month construction period. In order to minimize short-term construction impacts, implementation of Mitigation Measure (MM) AES-1 would require the Applicant to visually screen construction activities and laydown areas and limit views of materials, equipment, vehicles, and other items used during construction from sensitive viewer groups. Once construction activities are complete, all evidence of the laydown areas and linear facility construction activities would be restored to the original condition or better condition. Therefore, with implementation of MM AES-1 impacts on visual resources would be less than significant.

Operation

The Project would replace the existing Grayson Power Plant facilities, with the exception of Unit 9, and construct a new two-story plant operations and maintenance building, a steam turbine generator building, four new combustion turbines, two new heat recovery steam generators, four new exhaust stacks, and two, two-cell cooling towers. The new two-story operations and maintenance building would be approximately 25-feet tall by 220-feet long, by 85-foot wide; approximately 55 feet below the height of the existing building on-site. The new steam turbine generator building would be approximately 50 feet tall, 233-feet long, and 80-feet wide. The new exhaust stacks would range from approximately 100-feet to 120-feet tall, and would replace the five existing cooling towers. The height of the new cooling towers would be approximately 30 to 60 feet taller than the existing cooling towers. The Project site plan is shown on Figure 2-4.

All Project structures and buildings visible to the public would be designed and treated such that color(s) minimize(s) visual intrusion and contrast by blending with the existing Unit 9 on site, colors and finishes would not create excessive glare, and their color and finishes would be consistent with local policies, ordinances, and the City's design review guidelines. Exposed major generating equipment, stacks, buildings, and cooling towers would be of a tan/beige color. Pipe racks, stair towers, and platforms would be galvanized steel.

The Project would have the same potential for emission of visible water vapor plumes as the existing facility, which would likely only be present during start-up and shutdown operations when climatic conditions include low temperatures and relatively high humidity. The Project would not likely be the source of any increase in visible water vapor plumes, and potential for such water vapor plumes would be minimized through the design of the Project by incorporating drift eliminators on the new cooling towers, and incorporating smaller steam turbines on Unit 10 and Unit 11. These Project features would reduce the amount of water vapor escaping the new cooling towers, and visible water vapor plumes generated from the Project would have a less than significant impact on the existing visual character and quality at the Project site.

Visual simulations were prepared to determine if implementation of the Project would degrade the existing visual character of the Project site and its surroundings. A discussion of the representative simulations prepared for each KOP location is presented below. Simulations of each KOP as they would appear during operation of the Project are presented in Figure 4-1 through Figure 4-5. The visual quality of each view with the Project are summarized below in Table 4-4, and further described in the following paragraphs.

Table 4-4 Visual Quality with Project

Key Observation Point (KOP)	Vividness	Intactness	Unity	Overall Existing Visual Quality	Overall Visual Quality with Project
KOP-1(with Project)	Low	Low	Low	Low	Low
KOP-2 (with Project)	Moderately High	Moderate	Moderate	Moderate	Moderate
KOP-3 (with Project)	Moderate	Low	Moderate	Moderate	Moderate
KOP-4 (with Project)	Moderate	Moderate	Low	Moderate	Moderate
KOP-5 (with Project)	Moderately High	Moderately High	Moderately High	Moderately High	Moderately High

KOP-1: Intersection of Fairmont Avenue and Flower Street

KOP-1 (Figure 4-1) represents a view of the Project from Flower Street, where eastbound traffic would likely have unobstructed views of the Project from the intersection of Fairmont Avenue and Flower Street. The existing visual quality of this view was assessed as being low. Views of the Project from this viewpoint would retain the existing industrial character of the view by placing new, similar structures within the same visible area. The visual quality of the view with development of the Project would remain low. The number of visible generator buildings and cooling towers would be reduced and the Project would appear more compact, but still highly visible among the various utility and roadway infrastructure, and maintaining the low degree of intactness and unity of the view. The Project would introduce taller cooling towers in the view, making the Project appear more dominant against the skyline. To minimize visual intrusion and contrast, the new Project features would be painted in the same neutral tan/beige color, which would create the appearance of a cohesive industrial unit. The design of the Project would improve the overall form, line, and color of the visible cooling towers, generator buildings, operating buildings; however, would not improve the overall vividness of the view due to the dominance of the existing utility and roadway infrastructure. The vividness would therefore remain low. The visual quality of the view with the Project would remain low, and would have less than significant impact on the existing visual character and quality of the view.

KOP-2: Los Angeles River Bike Path

KOP-2 (Figure 4-2) represents a view of the Project by recreational viewer groups using the Los Angeles River Bike Path. The existing visual quality of this view was assessed as being moderate. The visual quality of views with the Project would remain unimpeded, and the visual quality of this view would remain moderate. The Project would appear from this KOP as a more compact industrial unit, with the reduction in number of visible cooling towers, generator buildings, and soften the overall form and line of the industrial components. The Project would also paint Project components consistently in neutral tan/beige colors to minimize the visual intrusion and contrast. The consistency between the form, line, and color of the new industrial components along with the unobstructed view of the river would retain the moderately high vividness of the view.

The Project would retain the existing industrial character of this view by placing new, and similar structures within the same visible view. The construction of the new facilities would be consistent with the existing conditions which appear along the linear path of the river, vegetation, and bike path. Therefore, the Project would continue to not encroach on the existing recreational facilities, and maintain the moderate degree of unity in this view. The new orientation and scaling of the Project components would continue to obstruct portions of the skyline with the introduction of taller exhaust stacks. However, the orientation of the new Project facilities would allow for semi-intermittent views of the Verdugo Mountains, which would, maintain the moderate intactness of the view. As such, implementation of the Project would be consistent with the overall vividness, intactness, and unity of the existing conditions. Visual quality of the

view with development of the Project would remain moderate. As such, the Project would have a less than significant impact on the existing visual character and quality of the site.

KOP-3: Fairmont Avenue

KOP-3 (Figure 4-3) represents a view of the Project by westbound traffic travelling on Fairmont Avenue, just south of the Project site. The visual quality of this view was assessed as being moderate. The visual quality of this view with implementation of the Project would remain moderate.

The Project would retain the existing industrial character of the view by placing new and similar industrial structures visible in the view. The Project would appear more compact and orderly in the center of this view and would be designed to fit the existing character of the Unit 9 structure, which would not be removed as part of the Project. The new exhaust stacks would become the dominant features present in this view and appear taller than the transmission towers that are visible in the center of this view. The scaling and orientation of the exhaust stacks would extend into the skyline, but would be oriented to maintain views of the skyline and distant ridgelines, which would maintain the low intactness of the view. The new exhaust stacks, generator buildings, and operating buildings would be painted in neutral tan/beige colors, similar to the Unit 9 structure, which would continue to contribute to the moderate degree of unity and vividness of the view. The orientation of the site plan would allow for greater views of the distant ridgelines, which would also contribute to the intactness of the view, while minimizing the visual intrusion and contrast of the Project. The vividness, unity, and intactness of the view would remain consistent with existing conditions, and the visual quality of the view would remain moderate. The Project would have a less than significant impact on the visual character and quality of the view.

KOP-4: Intersection of San Fernando Road and Highland Avenue

KOP-4 (Figure 4-4) represents a view of the Project by drivers travelling from the nearby residential neighborhood and entering the intersection of San Fernando Road and Highland Avenue. The visual quality of this view was assessed as being moderate. The visual quality of this view with implementation of the Project would remain as moderate.

As part of the Project the existing operating building would be removed and replaced by the four cooling towers and generator buildings. The Project would appear more industrial in character with removal of the operating building, which would result in a moderately high contrast with existing views, keeping the unity of the view as low. The cooling towers would appear at a similar height as the existing operating building. Therefore, the combination of the railroad tracks, masonry wall, and new Project features continue to appear as layered features. The orientation and scaling of the Project would allow for semi-intermittent views of the distant ridgelines and parklands, keeping the intactness of the view moderate. The Project would appear cohesive since all new structures would be painted in neutral tan/beige colors. The

Project provides some visual interest to the view, keeping the vividness of the view moderate. As such, the visual quality of this view would be retained as moderate and the Project would have a less than significant impact on the visual character and quality of the site.

KOP-5: Skyline Trail

KOP-5 (Figure 4-5) represents a view of the Project by recreational viewers using the Skyline Trail, approximately 0.60 miles southwest of the Project site. The visual quality of this view was assessed as being moderately high. The views from KOP-5 would be similar to existing views with implementation of the Project, and retain the moderately high visual quality of this view. The Project would alter the orientation and number of exhaust stacks, cooling towers, generating facilities, and operating buildings on the Project site to create an industrial site that appears cohesive, compact, and consistent with the existing conditions of the view. The vividness of the existing view would remain moderately high since views of the existing landscaping and surrounding mountains and ridgelines would remain visible and unaffected by the Project. Furthermore, the Project would remain backdropped by the highly-urbanized environment, and would not become a dominant feature in the landscape. The Project would be painted with neutral tan/beige colors and designed to minimize visual intrusion and contrast in order to blend in with the urban environment. As such, the intactness and unity between the Project and the surrounding urban environment would remain moderately high. Therefore, the Project would have a less than significant impact on the existing visual character and quality of the area.

In summary, the operation of the Project would have a less than significant impact on the existing visual quality and character of the Project site, based on the analysis of KOP-1 though KOP-5.

Level of Significance before Mitigation:

The demolition and operation of the Project would have a less than significant impact on the existing visual quality and character of the Project site. The temporary impact of Project construction, however, would be a Potentially Significant Impact.

Mitigation Measures:

AES-1: Screen Laydown Areas. Staging and laydown areas within view of residences, motorists, and recreational facilities shall be located away from public views or effectively screened using opaque fencing to limit views of materials, equipment, vehicles, and other items used during construction. All laydown areas shall be effectively reclaimed immediately following completion of their use.

Level of Significance after Mitigation:

Less than Significant Impact with Mitigation Incorporated

Threshold: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Construction

Construction would typically be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday, excluding City recognized holidays. It is possible that some pouring of concrete for large foundations due to the need to have one continuous pour may be conducted outside these typical construction hours. Smaller foundations would be poured during normal work hours. Any construction or plant commissioning activities that are necessary to occur after 7:00 p.m. and before 7:00 a.m. or on Sundays would be limited to the degree feasible. Construction activities proposed outside the typical hours and days, if necessary, would require and be conducted in accordance with a variance issued by the City of Glendale. Task-specific lighting would be used to the extent practical while complying with worker safety regulations. Lighting consisting of maximum 15-foot high pole mounted floodlight with appropriate visors and glare shields angling 45 degrees below the horizon would be provided for nighttime safety lighting.

Despite these measures, there would be times during the construction/commissioning period when localized areas of the Project site would experience both increases and decreases in light levels depending on which phase/area of the Project is under construction. The perimeter wall and proposed shielding of light fixtures would screen ground-level views of the proposed construction lighting, and therefore would be less than significant. The varying lighting conditions from Project construction would be most noticeable from elevated views. Viewers on the adjacent elevated freeway are expected to have low sensitivity to visual changes since their views are of short duration. Drivers are more concerned with surrounding traffic, road signs, and their immediate surroundings within their vehicle rather than visual features in the landscape. The remaining sensitive receptors with elevated views occur at distances in which these changes would blend with existing industrial and urbanized nighttime lighting conditions. Therefore, the potential for the Project construction to create a new source of light and glare, which would adversely affect day or nighttime views in the area would be less than significant.

Operation

All structures and buildings constructed for the Project would be treated such that their colors/finishes minimize visual intrusion, glare, and contrast by blending with the existing and remaining facilities on the Project site. Buildings and structures would be painted with neutral tan/beige colors, and structures such as pipe racks, stair towers, and platforms would be constructed of galvanized steel to minimize excessive glare impacts. Buildings and structures associated with the Project would be designed and constructed consistent with the City's design review guidelines.

The existing facilities on the Project site are currently illuminated at night when needed to ensure safe operating conditions for the Applicant's employees. The proposed lighting system for the Project site would be comparable with that of the existing facility and would be consistent with existing industrial and urbanized nighttime lighting conditions. The lighting system installed for the Project would provide illumination for operation under normal conditions, emergency conditions, and manual operations during a power outage. Lighting installed would be restricted to areas required for safety and operation. Exterior lighting would incorporate commercially available fixture hoods/shields in order to direct light downward and toward the area to be illuminated in order to minimize off-site light spillover and glare. The Project would design and install all permanent exterior lighting with LED lights and fixtures that would not cause obtrusive spillover beyond the Project site, excessive reflective glare, or directly illuminate the night sky. In addition, the Project would incorporate switched lighting circuits for areas that would not require lighting for normal operation or safety. These areas would remain dark at most times and would minimize the amount of lighting visible off-site. As such, lighting would be designed and installed to illuminate the Project site, and minimize spillover illumination into the Project's immediate vicinity. Furthermore, lighting installed for the Project would comply with local policies and ordinances outlined in the City's Municipal Code. Therefore, the potential for the Project operation to create a new source of light and glare, which would adversely affect day or nighttime views in the area would be less than significant.

Level of Significance before Mitigation:

Less than Significant Impact

Mitigation Measures:

No mitigation is required

Level of Significance after Mitigation:

Less than Significant Impact