



**Appendix L**  
**Technical Memorandum**  
**Aesthetics**





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## 1.0 AESTHETICS

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This section provides a discussion of the aesthetic resources in the vicinity of ARTIC. Aesthetics pertain to the elements that make a certain view pleasing to the eye. While the criteria to evaluate this perceived visual quality are subjective, contributing elements may include a distinct element in a visual setting or open space, vegetation, and architecture of a scenic area. Adverse impacts may occur through the removal, alteration, or addition of these important visual resources.

### 1.1 ENVIRONMENTAL SETTING

#### 1.1.1 Regional Setting

ARTIC is located in the southwestern portion of the City, approximately 13 miles east of the Pacific Ocean and over 20 miles south of the San Bernardino Mountains range. The major natural feature in the area is the Santa Ana River, which flows alongside the eastern boundary of ARTIC.

#### 1.1.2 Local Setting

The approximately 19-acre site is bounded by Katella Avenue to the north, the Santa Ana River Trail to the east, and SR-57 to the south and west (see Figure 2.2-3). The surrounding area is highly urbanized with primarily industrial and commercial multi-storied buildings. Angel Stadium and the Honda Center are two of the most prominent visual features in the area. SR-57 is elevated as it passes by ARTIC. Billboards and overhead utility lines occupy the skyline (Figure 3.9-1).

The topography of the surrounding area is flat and views from ARTIC consist primarily of adjacent roadways, structures, and SR-57. The Santa Ana River is the only scenic vista within the vicinity of ARTIC. This portion of the River is devoid of vegetation and is channelized with concrete banks and manipulated for water infiltration. The area surrounding ARTIC has little vegetation and consists mainly of ornamental trees and shrubs. The San Bernardino Mountains range, which is over 20 miles to the north, can be seen in the distance from ARTIC. The Santiago Hills, located over 8 miles east of the site, are not visible from ARTIC. The Santiago Hills can be seen from the Avalon Anaheim Stadium Apartments, a multi-story complex located west of ARTIC. There are no eligible or designated State Scenic Highways or National Scenic Byways in the vicinity of ARTIC (Caltrans, 2007; United States Department of Transportation [USDOT], 2009).





FIGURE

**VIEW OF ARTIC  
FACING SOUTH**

**3-9-1**

PROJECT NO. 109528

DRAWN: 7/12/10

DRAWN BY: JP

CHECKED BY: CC

FILE NAME: 109528view.dwg

ENVIRONMENTAL IMPACT REPORT  
CITY OF ANAHEIM  
ARTIC  
ANAHEIM, CALIFORNIA



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## 1.2 THRESHOLDS OF SIGNIFICANCE

According to the CEQA Guidelines, the thresholds of significance for Aesthetics are defined by:

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

## 1.3 PROJECT IMPACTS

- a) *Would the project have a substantial adverse effect on a scenic vista?* (Less Than Significant Impact)

The designated scenic vista in the vicinity of ARTIC is the Santa Ana River (City of Anaheim, 2009). The City of Anaheim (2009) and City of Orange (2010) designate the Santa Ana River Trail as an open space area. The San Bernardino Mountains range (City of Anaheim, 2009) and the Santiago Hills (City of Orange, 2010) are designated scenic vistas in the viewshed of ARTIC.

The portion of the Santa Ana River in the vicinity of ARTIC is channelized with concrete banks and a soft bottom. In the vicinity of ARTIC, the Trail is located on both sides of the Santa Ana River. The surrounding land is an urban area with multi-story buildings, elevated freeways, billboards, high-voltage transmission lines, and street lights. Commercial and industrial buildings in the surrounding area currently obstruct most views of the river. The sensitive receptors with views of the Santa Ana River and Trail are trail users along the Santa Ana River Trail. ARTIC will be built adjacent to the west side of the Santa Ana River and Trail. ARTIC will not obstruct the view of the Santa Ana River from the Trail.

Two scenic resources, the San Bernardino Mountain range and the Santiago Hills, are visible from the Santa Ana River and Trail by trail users. The San Bernardino Mountain range can be seen 20 miles to the north of ARTIC. The Santiago Hills are over eight miles east of ARTIC. Views of the scenic resources from the surrounding area are currently obstructed by the Honda Center and Angel Stadium, other multi-story buildings, SR-57, and overhead utility lines and billboards. Trail users are the primary sensitive receptors with views of the scenic resources. ARTIC will be built west of the Santa Ana River Trail and will not block views of the scenic resources from the Trail. ARTIC will not significantly impact views of the San Bernardino Mountain range and the Santiago Hills.



The Avalon Anaheim Stadium Apartments are another sensitive receptor in the area. These apartments are located adjacent to the western boundary of ARTIC and approximately 0.5 miles west of the Intermodal Terminal. Two scenic resources, the San Bernardino Mountain range and the Santiago Hills, are visible from the apartments. The San Bernardino Mountain range is visible to the north and northeast. The Santiago Hills are visible behind SR-57 and can be seen from the apartments east-facing windows. ARTIC is located to the east of the apartments and will not impact views of the San Bernardino Mountain range to the north.

The view corridor of the Santiago Hills includes SR-57, Angel Stadium, the Anaheim Metrolink/Amtrak Station, billboards, telephone poles, high-voltage transmission lines, parking lots, street lights, and road signage. ARTIC development near the apartments will be at ground-level and will not contribute man-made objects to the viewshed skyline. The Intermodal Terminal, which will be located between SR-57 and the Santiago Hills, will be one more structure added to an already developed visual landscape for the apartments. The Stadium Pavilion will be located west of SR-57. The structure will be lower in height than SR-57 and built along the existing rail line. Views of the Santiago Hills from the complex will not be significantly impacted by ARTIC.

The City of Orange is located east of the Santa Ana River, Santa Ana River Trail, and ARTIC. The San Bernardino Mountain range can be seen to the north and the Santiago Hills are further east. ARTIC will not obstruct views of these scenic resources from the City of Orange.

The Santa Ana River Trail and the Santa Ana River are already subject to auditory intrusions from freeway traffic. According to the noise analysis, construction and operation of ARTIC will not significantly increase existing noise levels in the area. Noise sources resulting from ARTIC will be consistent with existing surrounding noises and will not degrade the quality of the Trail and River as scenic resources.

Current access to the Santa Ana River and Trail will not be restricted during construction, and construction equipment and activities for ARTIC will not utilize these resources. Construction will not degrade the quality of the River and Trail as scenic resources.

Less than significant impacts are anticipated for this issue area.



- b) ***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?***  
(No Impact)

There are no State Scenic Highways or National Scenic Byways in the vicinity of ARTIC (Caltrans, 2007; USDOT, 2009). The City of Anaheim General Plan and City of Orange General Plan do not identify city designated scenic routes in the vicinity of ARTIC (City of Anaheim, 2009; City of Orange, 2010). No impacts are anticipated for this issue area.

- c) ***Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*** (Less Than Significant Impact)

The project site is currently a maintenance yard for the County of Orange and consists of a paved lot with scattered machinery, railroad ties, and other maintenance materials. Multi-story industrial and commercial buildings surround the site. Angel Stadium is located southwest of ARTIC and west of SR-57, and the Honda Center is located to the north and across Katella Avenue from ARTIC. The surrounding area is designated as mixed use and light industrial. No residential areas are in the immediate vicinity of the Intermodal Terminal (City of Anaheim, 2009; City of Orange, 2010).

ARTIC is planned to be consistent with the planned architecture and landscape environment envisioned for the Platinum Triangle (see Chapter 3.1 for additional information). Though ARTIC will change the visual character of the area, it will be a well-landscaped facility that will be an aesthetic improvement from the existing visual character and quality of the site and its surroundings. The pedestrian bridge connecting the site to the Honda Center over Katella Avenue will also be consistent with the planned architecture envisioned for the Platinum Triangle. It too will contribute to the enhancement of aesthetic quality and overall visual character of the site vicinity. Less than significant impacts are anticipated for this issue area.

- d) ***Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*** (Less Than Significant Impact)

ARTIC is located in an urban area with a significant number of existing sources of light and glare. Angel Stadium, the Honda Center, and associated parking lots create the most prominent sources of light and glare in the area surrounding ARTIC. The sky is lit up during nighttime events, and the existing SR-57, streetlights, parking lots, billboards, and other structures in the area emit sources of light. These sources include neon and fluorescent lights in parking lots, structural lighting for hotels, restaurants, and office buildings, overhead street lighting along roadways, vehicle headlights, and sign and building illumination.

ARTIC will create an additional source of light to the nighttime sky. The covering used for the Intermodal Terminal will be translucent, which will diffuse light emitted from the facility. The overall appearance of the Intermodal Terminal at night will be of a glowing half-globe, instead of



a glaring dome with direct light shining out in all directions. Nighttime lights are necessary for the safety and security of employees and passengers on site and along the pedestrian bridge and trail easement, but outdoor light fixtures will be shielded so that lighting is focused downward to restrict any light spillover. Nighttime construction activities will occur. These instances will be temporary and will adhere to local regulations.

The issue of shade and shadow is also relevant to this discussion. Shade and shadow are created when structures block direct sunlight, which can make outdoor temperatures unpleasant for people expecting warmth and sunshine. Shadow sensitive areas include residential, recreational, outdoor restaurants, and pedestrian areas (City of Anaheim, 2009). The longest shadows are cast during the winter months, while the shortest are cast during summertime.

Angel Stadium, the Honda Center, multi-story industrial and commercial buildings, and SR-57 create the most prominent sources of shadows in the area surrounding ARTIC. The shadow sensitive area in the vicinity of ARTIC is the Santa Ana River Trail. The rising sun in the east will not be blocked from the Trail by ARTIC or the proposed pedestrian bridge spanning Katella Avenue. The setting sun in the west will only be blocked just prior to sunset, causing a minimal shadow just before sunset. SR-57 currently creates a shadow on the Trail in the evening during the winter months. Less than significant impacts are anticipated for this issue area.

Light, glare, and shadows as a result of ARTIC will be consistent with existing sources in the area and will not significantly impact day or nighttime views in the area. Less than significant impacts are anticipated for this issue area.

#### 1.4 CUMULATIVE IMPACTS

ARTIC and related projects will be constructed among existing development that currently obstructs views of four scenic resources in the viewshed of ARTIC; the Santa Ana River Trail, the San Bernardino Mountain Range, the Santa Ana River, and the Santiago Hills. Development of ARTIC in conjunction with related projects in the area will not cumulatively obstruct views of these scenic resources. Implementation of ARTIC will intensify urban uses in agreement with the vision described in the City of Anaheim General Plan, the Platinum Triangle Master Land Use Plan, and the PTMU Overlay Zone, creating a cohesive and visually appealing character.

ARTIC is located in an urban area with a number of existing sources of light, glare, and shadow. Light, glare, and shadows as a result of ARTIC will be consistent with existing conditions in the area and will not impact views in the area. The potential aesthetic impacts to scenic vistas, scenic resources, and existing visual character were evaluated and found to be less than significant. ARTIC's contribution to cumulative aesthetic impacts will be less than significant.





**1.5 EXISTING REGULATIONS AND STANDARD CONDITIONS**

- City of Anaheim General Plan; and
- Platinum Triangle Master Land Use Plan.

**1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

ARTIC will have a less than significant impact on aesthetics.

**1.7 MITIGATION MEASURES**

ARTIC will have a less than significant impact on aesthetics. No mitigation measures are required for this issue area.

**1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

ARTIC will have a less than significant impact on aesthetics.

