



**Future Scenic Integrity: High, with Areas of Low.** The Maximum Helicopter Alternative (Alternative 6, Segment 6) would construct a large helicopter staging area on a flat area near the Upper Big Tujunga Canyon Road, separated by a steep hillside that has an existing fuelbreak on top. In this area of Segment 6, the Alternative 6 transmission line would be constructed by helicopters, and existing access roads and spur roads would not be re-opened. Other than the transmission line corridor, the landscape has predominantly natural-appearing existing landscape character and achieves High SIO. After revegetation of the helicopter staging area, and because LSTs would be medium or dark colored steel, the new transmission line would achieve low scenic integrity.

**Adverse Visual Impacts.** In the vicinity of KOP-Center-6, implementation of the Project would result in adverse visual impacts V-1, V-3, V-4, V-5, and V-7, as detailed in Table 6-1.

**Mitigation Measures.** Implementation of Mitigation Measures (MMs) would reduce adverse visual impacts to a certain degree, but the Project would create strong adverse contrasts of form, line, color, texture, and scale. It would continue to not meet the High SIO established for this area. MMs would include: V-1 – Clean up staging areas, storage areas, marshalling yards, access and spur roads, and structure locations on a regular periodic basis; V-2b – Treat surfaces with appropriate colors, textures, and finishes; V-3b – On NFS lands, provide restoration/compensation for impacts to landscape character and visual quality; V-4b – Slope-round and re-contour in areas as prescribed; V-4c – Avoid locating new roads in bedrock on NFS lands; and V-4d – Dispose of excavated materials as prescribed.

**Figure 3.14-69b (Revised)**  
**Visual Simulation**  
**for KOP-Center-6**  
**Southbound Upper Big Tujunga**  
**Canyon Road**  
**(Alternative 6, Segment 6)**

Source: Lee Anderson and 3DScape, 2008.