

**Inventory of
Sensitive Viewing Areas on or Adjacent to
Cleveland National Forest
Affected by the
Sunrise Powerlink Project**

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September 2008

**APPENDIX 14
Response to CNF Comment No. A9-31**

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PART A

Narrative and Summary Table



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Part A – Narrative and Summary Table

Cleveland National Forest (CNF) Comment A9-31 on the Draft EIR/EIS for the Sunrise Powerlink Project requested a viewshed analysis of the Proposed Project and Alternatives to assess transmission line visibility from key use areas or sensitive viewing areas such as campgrounds, trailheads, trails, wilderness areas, backcountry roads, heavily traveled roads, and overlooks. Twenty-four sensitive viewing areas were identified in consultation with CNF staff and a twenty-fifth sensitive viewing area was added during the course of the analysis. The twenty-five view areas are listed in Table Ap.14-1 (at the end of this narrative) and are located within five Landscape Places of the CNF. The following sections of this report describe: (1) the five affected Landscape Places, (2) the viewsheds for each of the affecting routes (Proposed Project and alternatives), and (3) the visibility of the various transmission routes from the twenty-five sensitive viewing areas.

1. Affected CNF Landscape Places

The viewsheds of the Proposed Project and alternatives would encompass portions of five CNF Landscape Places including Upper San Diego River, Sweetwater, Laguna, Morena and Pine Creek. The following paragraphs briefly describe the characteristics of the five potentially affected Landscape Places and their respective management goals.

Upper San Diego River Landscape Place. The Upper San Diego River Landscape Place is maintained as a remote, natural appearing landscape that functions as a respite for the surrounding urban population. Valued landscape attributes to be preserved (or restored) over time include broad, undisturbed expanses of landscape that frame panoramic vistas; opportunities for viewing unique landscape features, such as deeply dissected canyons, waterfalls, and distant landmarks from vista points and road and trail corridors; and built elements that are rustic and unobtrusive. Part of the management emphasis is to maintain the natural-appearing setting. Views within portions of the Upper San Diego River Landscape Place would be affected by the Proposed Project, CNF Alternative, Route D Alternative, Interstate 8 Alternative, and the I-8 Alternative Chocolate Canyon Option.

Sweetwater Landscape Place. The Sweetwater Landscape Place is maintained as a natural appearing landscape that functions as one of the primary transition zones between the deserts of eastern San Diego County and southern California's coastal communities. The valued landscape attributes to be preserved or developed over time are the undeveloped character of Forest Service land that remain in this otherwise highly developed rural area; opportunities for unobstructed, panoramic views from the Interstate 8 corridor—especially on the eastern side; the scenic integrity of important local landmarks; and built elements that are unobtrusive and exhibit a consistent architectural theme. Part of the management emphasis is to ensure that activities originating from neighboring private land are consistent with national forest land management objectives. Also, development within the Interstate 8 road corridor is to be managed to conserve panoramic views from the highway. Views within portions of the Sweetwater Landscape Place would be affected by the Interstate 8 Alternative, Route D Alternative, Modified Route D Alternative, and the Modified Route D Alternative Star Valley Option.

Laguna Landscape Place. The Laguna Landscape Place is maintained as a natural appearing landscape that functions as the most popular year-round recreation and local scenic touring national forest destination. The valued landscape attributes to be preserved or developed through time are opportunities for panoramic desert views from the Laguna crest; vegetative diversity—especially mature over-story trees and grassy meadows that are visible from key recreation/scenic developments (i.e., developed recreation sites, national scenic and recreation trails, and the Sunrise Scenic Highway); built elements that are harmonized and complement the cultural and natural character of the Place; special geologic, historic, and botanic features that add diversity to the landscape; and a predominantly undeveloped landscape in the immediate foreground of the Sunrise Scenic Highway. Part of the management emphasis is to protect the Laguna Place’s unique scenic attributes, maintain the natural appearance of the landscape, and maintain views along the Sunrise Scenic Byway, Noble Canyon National Recreation Trail, and the Pacific Crest National Scenic Trail. Views within portions of the Laguna Landscape Place would be affected by the Interstate 8 Alternative.

Morena Landscape Place. The Morena Landscape Place is maintained as a natural appearing landscape that functions as one of the primary gateways to the deserts of the southwest and a natural appearing viewshed along the Interstate 8 corridor. Valued landscape attributes to be preserved over time include the rare and inviting streamside woodlands that provide scenic diversity in this chaparral-dominated landscape, and the natural appearance of areas that can be viewed from the I-8 corridor, the Sunrise Scenic Highway, and the Pacific Crest National Scenic Trail. Corral Canyon OHV area is the premier OHV area in San Diego County and provides a full range of challenges along a network of ecologically sustainable and designated OHV routes. Part of the management emphasis is to maintain the remote undeveloped character of the Morena Place in Corral Canyon OHV area and protect scenic values along the Interstate 8 corridor and the Pacific Crest National Scenic Trail. Views within portions of the Morena Landscape Place would be affected by the Interstate 8 Alternative, I-8 Alternative West Buckman Springs Option, I-8 Alternative South Buckman Springs Option, BCD Alternative, and the BCD Alternative South Option, Modified Route D Alternative and Modified Route D Alternative USFS PCT Option.

Pine Creek Landscape Place. The Pine Creek Landscape Place is maintained as a predominantly naturally evolving area that functions as a remote, undeveloped, wilderness landscape where only ecological changes are evident. The valued landscape attributes to be preserved or developed over time include pristine canyon woodland communities; vegetative diversity as expressed by healthy, coastal sage scrub communities; and the natural appearance of the landscape—especially in those areas visible from the Interstate 8 and Pacific Crest National Scenic Trail corridor and from key vista points along these corridors. Part of the management emphasis is to maintain the current character and level of development within the Pine Creek Place, promote wilderness values, and maintain scenic views from the Interstate 8 corridor. Views within portions of the Pine Creek Landscape Place would be affected by the Interstate 8 Alternative and the Modified Route D Alternative.

2. Transmission Route Viewsheds

The viewsheds for the Proposed Project and alternative routes on or adjacent to Cleveland National Forest (CNF) lands were developed from digital terrain modeling and were mapped up to a distance of approximately three miles from either side of the route centerlines except for the Modified Route D Alternative, which required a wider viewshed corridor for more distant viewpoints. A three-mile mapping limit was generally established because of the limited visibility of transmission line structures that is typically experienced beyond approximately two miles. It must be emphasized that the modeled viewsheds are terrain-based and do not account for any screening provided by vegetation or structures. As a result, some areas shown on the maps as having views of the transmission line (shown in green) may not have views of the transmission line because of intervening vegetation or structures. Therefore, the viewshed maps identify CNF areas of “potential

visibility.” The viewsheds for each of the affecting routes are presented in Figures Ap.14-1 through Ap.14-11 and are briefly discussed in the following paragraphs.

Proposed Project. Figure Ap.14-1 presents a CNF viewshed map for the portion of the Proposed Project southwest of Santa Ysabel and east of Ramona. As indicated on the viewshed map, CNF lands shown in green would potentially have views of the transmission line and are primarily limited to areas south of SR78 and northeast of San Diego Country Estates. The obvious exceptions (shown in blue) include the San Diego River Canyon and areas screened by intervening terrain. One Sensitive Viewing Area—*No. 1—Inaja Monument Park Overlook* is located within this viewshed and is discussed in the visibility analysis presented in Section 3.

CNF Alternative. Figure Ap.14-2 presents a CNF viewshed map for the CNF Alternative located southwest of Santa Ysabel and east of Ramona. As indicated on the viewshed map, CNF lands with potential views of the transmission line are primarily limited to the area in the immediate vicinity of this short route segment, northeast of the Central South Substation Alternative site. There were no CNF Sensitive Viewing Areas identified within the boundary of potential visibility for this route alternative.

Route D Alternative. Figure Ap.14-3 presents a CNF viewshed map for the Route D Alternative that extends north from I-8 to the Central South Substation Alternative site. As indicated on the viewshed map, the Route D Alternative would be potentially visible (shown in green) to a substantial amount of CNF land in the Boulder Creek and Cedar Creek areas because of the openness of the terrain and because the route would cross a number of higher elevation ridges. Two Sensitive Viewing Areas—*No. 2—End of Thornbush Road* and *No. 3—Intersection of Boulder Creek and Cedar Creek Roads* are located within this viewshed and are discussed in the visibility analysis presented in Section 3.

Interstate 8 Alternative. Figure Ap.14-4 presents a CNF viewshed map for the Interstate 8 Alternative that extends from the CNF eastern boundary, just west of La Posta Indian Reservation near I-8 Alternative Milepost 51, west to the CNF western boundary, northwest of the community of Alpine and near I-8 Alternative Milepost 83. As indicated on the viewshed map, the I-8 Alternative would have substantial visibility (shown in green) throughout much of the I-8 corridor due to its close proximity to I-8, the openness of the corridor, and because the route traverses a number of higher elevation slopes and ridges. The extent of this alternative’s visibility is apparent in the large number of sensitive viewing areas (14) that fall within the I-8 Alternative’s viewshed. All 14 sensitive viewing areas are discussed in the visibility analysis presented in Section 3 and include: *No. 4—El Capitan Dam/Access*; *No. 5—I-8 Eastbound Overlook/Viewpoint*; *No. 6—I-8/Park-N-Ride Lot Near SR79*; *No. 7—I-8/Pine Valley Creek Bridge*; *No. 8—Sunrise Highway Turnouts/Overlooks*; *No. 9—Bear Valley Road (high and low vantagepoints)*; *No. 10—Boulder Oaks Campground*; *No. 11—PCT Trailhead Adjacent to Boulder Oaks Campground*; *No. 12—Buckman Springs Road*; *No. 13—PCT Near Crossing of Buckman Springs Road*; *No. 14—Cameron Valley/Cameron Truck Trail*; *No. 15—Morena Lake Campground*; and *No. 16—PCT Near Morena Lake Campground*.

Interstate 8 Alternative Chocolate Canyon Option. Figure Ap.14-5 presents a CNF viewshed map for the I-8 Alternative Chocolate Canyon Option that extends north and northwest from I-8 in the vicinity of Chocolate Canyon and El Capitan Reservoir. As indicated on the viewshed map, the Chocolate Canyon Option would be substantially visible (shown in green) in the vicinity of El Capitan Dam and along the access road to the dam and boat launch area due to the openness of the canyon and because the route would traverse several higher elevation slopes and ridges. One Sensitive Viewing Area—*No. 4: El Capitan Dam and Access Road* is located within this viewshed and is discussed in the visibility analysis presented in Section 3.

Interstate 8 Alternative West Buckman Springs Option. Figure Ap.14-6 presents a CNF viewshed map for the I-8 Alternative West Buckman Springs Option that is centered in the Cottonwood Valley area. As indicated on the viewshed map, the West Buckman Springs Option would be visible (shown in green) from Cameron Valley, Cottonwood Valley, Interstate 8, Old

Highway 80, Buckman Springs Road, the Pacific Crest Trail, and as far south as Morena Lake. Seven Sensitive Viewing Areas fall within this viewshed and include: *No. 10—Boulder Oaks Campground; No. 11—Pacific Crest Trail (PCT) Trailhead Adjacent to Boulder Oaks Campground; No. 12—Buckman Springs Road; No. 13—PCT Near the Crossing of Buckman Springs Road; No. 14—Cameron Valley/Cameron Truck Trail; No. 15—Morena Lake Campground; and No. 16—PCT Near Morena Lake Campground.* Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

Interstate 8 Alternative South Buckman Springs Option. Figure Ap.14-7 presents a CNF viewshed map for the I-8 Alternative South Buckman Springs Option that passes through Cameron Valley and the Narrows before crossing the southern end of Cottonwood Valley and converging on and then spanning to the west side of Buckman Springs Road. As indicated on the viewshed map, due to the openness of the valley landscape, the South Buckman Springs Option would be visible (shown in green) from Cameron Valley, Cottonwood Valley, Interstate 8, Buckman Springs Road, the Pacific Crest Trail, and as far south as Morena Lake. Four Sensitive Viewing Areas fall within this viewshed and include: *No. 13—PCT Near the Crossing of Buckman Springs Road; No. 14—Cameron Valley/Cameron Truck Trail; No. 15—Morena Lake Campground; and No. 16—PCT Near Morena Lake Campground.* Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

BCD Alternative. Figure Ap.14-8 presents a CNF viewshed map for the BCD Alternative that extends from the eastern boundary of CNF near BCD Milepost 12.5, west to the connection with the I-8 Alternative, just east of I-8 in the north end of Cottonwood Valley. As indicated on the viewshed map, the BCD Alternative would be visible (shown in green) from a substantial portion of CNF in this area because of the openness of the terrain and the route's crossing of a number of higher elevation slopes and ridges. Four Sensitive Viewing Areas fall within this viewshed and include: *No. 17—La Posta Road North; No. 20—PCT at Kitchen Creek Road; No. 21—Cibbets Flat Campground; and No. 22—North End of Kitchen Creek Road.* Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

BCD Alternative South Option. Figure Ap.14-9 presents a CNF viewshed map for the BCD Alternative South Option that extends south from the BCD Alternative route through La Posta Valley before spanning Interstate 8 and connecting to the Modified Route D, south of I-8 in the southern end of La Posta Valley. As indicated on the viewshed map, the BCD Alternative South Option would be visible (shown in green) from much of La Posta Valley (north and south of I-8), Interstate 8, La Posta Road, and a portion of the Pacific Crest Trail. Three Sensitive Viewing Areas fall within this viewshed and include: *No. 17—La Posta Road North; No. 18—La Posta Road/I-8 Bridge; and No. 19—La Posta Road South.* Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

Modified Route D Alternative. Figure Ap.14-10A presents a CNF viewshed map for the Modified Route D Alternative that extends from the eastern CNF boundary near La Posta Road, west to Lyons Valley and then north to Interstate 8. As indicated on the viewshed map, the Modified Route D Alternative would be visible (shown in green) from many public roads and a substantial portion of CNF along this route because of the openness of the terrain and the number of ridges that the route would cross. Five Sensitive Viewing Areas fall within this viewshed and include: *No. 5—Interstate 8 Eastbound Overlook/Viewpoint; No. 16—PCT Near Morena Lake Campground; No. 23—PCT Near Hauser Wilderness; No. 24—Hauser Wilderness/Corral Canyon OHV Area; and No. 25—Los Piños Mountain.* Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

Modified Route D Alternative USFS PCT Option. Figure Ap.14-10B presents a CNF viewshed map for the Modified Route D Alternative USFS PCT Option that extends from MRD Milepost 11 to MRD Milepost 14, southeast of Hauser Canyon. As indicated on the viewshed map, the Modified Route D Alternative USFS PCT Option would have a viewshed similar to the Modified Route D

Alternative and would be prominently visible from the PCT and South Boundary Road. Two Sensitive Viewing Areas fall within this viewshed and include: *No. 23—PCT Near Hauser Wilderness* and *No. 25—Los Piños Mountain*. Each of these sensitive viewing areas is discussed in the visibility analysis presented in Section 3.

Modified Route D Alternative Star Valley Option. Figure Ap.14-11 presents a CNF viewshed map for the Modified Route D Alternative Star Valley Option that extends from the Modified Route D Substation Alternative site, northwest to Star Valley Road. As indicated on the viewshed map, the Modified Route D Alternative Star Valley Option would have considerable visibility (shown in green) because of the openness of the terrain and the higher elevation and number of ridges that the route would cross. One Sensitive Viewing Area falls within this viewshed: *No. 5—Interstate 8 Eastbound Overlook/Viewpoint*. This sensitive viewing area is discussed in the visibility analysis presented in Section 3.

3. Sensitive Viewing Areas

Twenty-five (25) Sensitive Viewing Areas on the Cleveland National Forest (CNF) were identified in consultation with CNF staff and in the field. Following view area analysis with the viewshed maps, each of these areas was field checked to assess route visibility and the extent to which viewing experiences would be effected. Table Ap.14-1 (at the end of this narrative) presents the list of Sensitive Viewing Areas and a summary of each effected view. The representative viewpoints for each sensitive viewing area are shown on the viewshed maps presented as Figures Ap.14-1 through Ap.14-11. In some cases, more than one route (Proposed Project or alternative) may be visible from the viewing area. In those cases, each “affecting route” is discussed separately. Of the 25 sensitive viewing areas, the views from 19 would be sufficiently adversely affected such that the resulting view impairment would not be consistent with either the management emphasis for the applicable Landscape Place or Scenic Integrity Objective (SIO). Six sensitive viewing areas (Nos. 5, 8, 15, 16, 24, and 25) would experience varying degrees of consistency with the applicable management emphasis and SIO. The following paragraphs discuss the effects of project visibility on each of the 25 Sensitive Viewing Areas.

Sensitive Viewing Area No. 1: Inaja Monument Park Overlook. Views to the west from the Inaja Monument Park Overlook are unobstructed and panoramic and provide a rare overlook of the surrounding pastoral, inland valley landscape that appears visually coherent with no apparent built industrial features. As illustrated in the viewshed map presented as Figure Ap.14-1, the Proposed Project, which would be located approximately 1.2 miles to the west, would be visible from the Overlook. The transmission line would traverse the low rolling hills that form the western edge of the valley. The steel-pole structures would be prominently visible and would introduce substantial industrial character into the rural, pastoral landscape. The proposed structures would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the Overlook. The resulting view impairment would not be consistent with either the management emphasis for the Upper San Diego River Landscape Place or the HIGH Scenic Integrity Objective (SIO) that would apply to the Overlook. Figure Ap.14-12 presents an existing view from this location.

Sensitive Viewing Area No. 2: Thornbush Road Trailhead. Views to the northeast from the Thornbush Road Trailhead are open and unobstructed and encompass a natural appearing, multi-layered ridgeline landscape with no apparent built structures or industrial features. Views tend to be drawn to the canyon below and to the east rather than the more distant (2.5 to 3 miles) ridges where the Route D Alternative would be located. As illustrated in the viewshed map presented as Figure Ap.14-3, the Route D Alternative would be visible from the Thornbush Road Trailhead and trail heading east toward the canyon. The transmission line would traverse the flanks of a set of hills and ridges that would be partially screened by a closer set of hills and ridges. The Route D Alternative would be visible and would introduce industrial character into a landscape that is natural in

appearance and presently absent evidence of built industrial features. However, because the transmission line would be backdropped by a mottled background of vegetation and landforms, the lattice structures, though visible, would not be prominent at a viewing distance of over two miles. To the extent that the introduction of any industrial character into the natural, rugged landscape is apparent from the Thornbush Road Trailhead or trail, the change would only slightly degrade the visual quality of the existing landscape and adversely affect the viewing experience from the trailhead and trail. The resulting view impairment, though low, would not be consistent with the management emphasis for the Upper San Diego River Landscape Place or the HIGH SIO that would apply to the CNF lands that the trail passes through. Figure Ap.14-13 presents an existing view from this location.

Sensitive Viewing Area No. 3: Intersection of Boulder Creek and Cedar Creek Roads. Views from the intersection of Boulder Creek and Cedar Creek Roads are open and unobstructed and encompass a natural appearing, multi-layered ridgeline landscape with no visible built industrial features. As illustrated in the viewshed map presented as Figure Ap.14-3, the Route D Alternative, which would be located approximately 0.6 mile to the north, would be prominently visible from the intersection and from Boulder Creek and Cedar Creek Roads. The transmission line would traverse the flanks of a set of hills and ridges as it heads north and then west. The Route D Alternative would introduce substantial industrial character into a landscape that is natural in appearance. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from Boulder Creek and Cedar Creek Roads. The resulting substantial view impairment would not be consistent with either the management emphasis for the Upper San Diego River Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-14 presents an existing view from this location.

Sensitive Viewing Area No. 4: El Capitan Dam and Access Road. Views to the south from the boat launch area and reservoir are open and unobstructed and encompass a natural appearing landscape comprised of a narrow canyon bordered by ridges on the west and east and absent built industrial features. As illustrated in the viewshed maps presented as Figures Ap.14-4 and Ap.14-5, the I-8 Alternative would be visible from the boat launch area and reservoir, though at a viewing distance of approximately two miles, the visible portion of the transmission line would be limited to that segment in the immediate vicinity of I-8. The route further north would be screened by intervening terrain when viewed from the El Capitan Dam boat launch area. Therefore, the I-8 alternative would have a minimal impact on views from the boat launch area and dam. However, more northerly portions of the I-8 Alternative would be visible from the reservoir because that segment of the route would crest higher elevation ridgelines to the southwest of the reservoir. The skylining that would be apparent would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the reservoir. The resulting view impairment would not be consistent with either the management emphasis for the Upper San Diego River Landscape Place or the HIGH SIO that would apply to this landscape. The I-8 Alternative Chocolate Canyon Option would be substantially more visible from the boat launch area and reservoir because of the route's close proximity to El Capitan Dam Road (immediately adjacent) and the lack of intervening screening (see the viewshed map presented as Figure Ap.14-5). The transmission line would be a prominent industrial feature and would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is predominantly natural in appearance and presently absent built industrial features. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the boat launch area and reservoir. The resulting view impairment would not be consistent with either the management emphasis for the Upper San Diego River Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-15 presents an existing view from this location.

Sensitive Viewing Area No. 5: Interstate 8 Eastbound Overlook. Views to the east from the I-8 eastbound Overlook and parking lot (east of Alpine) are open and unobstructed and encompass the

prominent linear feature of I-8 and the natural appearing landscape north of the freeway, comprised of steep, rocky slopes and ridges and absent built industrial features. As illustrated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative would be visible from the Overlook and parking lot as it traverses the slopes north of I-8 and northeast of the Overlook at a viewing distance of approximately one mile. The transmission line would be a noticeable industrial feature though it would be partially screened from view by intervening terrain. The visible portion of the transmission line would cause some view blockage of the background slopes as well as introduce industrial character into a landscape that is predominantly natural in appearance and presently absent built industrial features. However, the transmission line would be located in the opposite direction of the primary viewing directions of interest from the Overlook, which range from the southeast to southwest. Therefore, while the transmission line would degrade the visual quality of the existing landscape visible from the Overlook, it would only slightly adversely affect the viewing experience from the Overlook and parking lot. While the resulting view impairment could be considered consistent with the management emphasis of the Sweetwater Landscape Place (because it would not impair the panoramic viewing directions of interest), it would not be consistent with the HIGH SIO that would apply to this landscape. As shown in the viewshed map presented as Figure Ap.14-10A, the Modified Route D Alternative would also be visible as it descends the ridge to the southwest of the Overlook from the Modified Route D Alternative substation site to the overhead-underground transition location near Alpine Road. Figure Ap.14-16 presents an existing view to the southwest from this location. At a viewing distance of approximately one mile, the transmission line would be a noticeable industrial feature in the landscape and would cause view blockage of the background slopes and ridge as well as introduce substantial industrial character into a landscape that is natural in appearance and presently absent built industrial features. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the Overlook and parking lot. The resulting view impairment would not be consistent with either the management emphasis for the Sweetwater Landscape Place or the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 6: Interstate 8 Park-N-Ride Lot Near SR79. Views to the north from the I-8 Park-N-Ride lot near SR79 are open and unobstructed and encompass a predominantly natural-appearing landscape of oak woodlands and rocky slopes and ridges though the curvilinear form of SR79, a local access road, and a residence are visible built features. As illustrated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative, which would be located north of I-8 at a viewing distance of approximately 0.8 mile, would be visible from the Park-N-Ride lot. Given the relatively close proximity of the I-8 Alternative to the Park-N-Ride lot and the prominence of the route's span of SR79, the I-8 Alternative would be a noticeable industrial feature in a landscape that is natural in appearance and presently absent such character. The structural prominence, view blockage of background slopes, and industrial character of the transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the Park-N-Ride lot. The resulting view impairment would not be consistent with either the management emphasis for the Sweetwater Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-17 presents an existing view from this location.

Sensitive Viewing Area No. 7: Pine Valley Creek Bridge. Views to the north from the Pine Valley Creek Bridge are open and unobstructed and encompass a natural-appearing landscape of oak woodlands, chaparral, and rocky ridges. As illustrated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative, which would be located immediately north of I-8 and the bridge at a viewing distance ranging from approximately 0.25 to 0.5 mile, would be prominently visible from the Pine Valley Creek Bridge (both east- and westbound lanes) and much of this stretch of I-8. Given the close proximity of the I-8 Alternative to the bridge, the transmission line would introduce substantial industrial character into a landscape that is natural in appearance and presently absent evidence of built industrial features. The structural prominence, view blockage of background ridges, and industrial character of the transmission line would degrade the visual quality of the

existing landscape and adversely affect the viewing experience from the Pine Valley Creek Bridge and adjacent sections of I-8. The resulting view impairment would not be consistent with either the management emphasis for the Sweetwater Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-18 presents an existing view from this location.

Sensitive Viewing Area No. 8: Sunrise Highway Overlooks. Heading north from I-8 along the Sunrise Highway, there are seven turnout/overlooks between I-8 and the seventh overlook, approximately 6.4 road miles north of I-8 (at the Sunrise Highway 20-mile marker). The panoramic vista views from these overlooks encompass a variety of landscapes that are predominantly natural in appearance. The overlooks closer to I-8 also encompass the linear feature of I-8. As illustrated in the viewshed map presented as Figure Ap.14-4, that portion of the Sunrise Highway within three miles of I-8 passes through an area of mixed visibility relative to the I-8 Alternative. The I-8 Alternative would be visible to two of the first seven overlooks (first overlook approximately one road mile north of I-8 and the second overlook approximately 1.7 road miles from I-8). A third overlook (the seventh overlook at approximately 6.4 miles from I-8) is within the viewshed of small portions of the I-8 route both north and south of I-8 but because of the substantial viewing distance (approximately 5.7 to 6.3 line-of-sight miles) and the limited amount of route that potentially could be visible (much of it reduced by vegetative screening), it would not be a noticeable feature in the landscape. Four of the overlooks (third through sixth) would be screened by intervening terrain. The I-8 Alternative would be a noticeable, built feature at the span of I-8 when viewed from the first two overlooks. The partial skylining that would occur would exacerbate structure prominence and during late afternoons when the sun is low in the sky, the reflection off the conductors could likely make the line more noticeable. However, the mottled backdrop of vegetation and landforms would also enable the lattice structures to better blend with background landscape. Therefore, the transmission line would introduce a low degree of industrial character into the landscape. At direct line-of-sight viewing distances of approximately 2.2 and 2.7 miles to the I-8 span for the first and second overlooks (see Figures Ap.14-19 and 20), the transmission line would only slightly degrade the visual quality of the existing, predominantly natural appearing landscape and adversely effect the viewing experience, though only slightly. However, although low, the resulting view impairment would not be consistent with either the management emphasis for the Laguna Landscape Place or the HIGH SIO that would apply to this landscape. At direct line-of-sight viewing distances ranging from approximately 5.7 to 6.3 miles, the transmission line, while potentially visible from the seventh overlook, would not be prominent and would not substantially compromise the view from the overlook (see Figure Ap.14-21 for an existing view from this location). The resulting minimal view impairment from the seventh overlook would be consistent with both the management emphasis for the Laguna Landscape Place and the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 9: Bear Valley Road. Views to the south from the upper elevations of Bear Valley Road are open and unobstructed and encompass a natural-appearing landscape absent the intrusion of built features. As illustrated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative, which would be located south of I-8 in the immediate vicinity of Bear Valley Road, would be a visually dominant feature when viewed from much of Bear Valley Road and the surrounding area. Given the close proximity of the I-8 Alternative to Bear Valley Road, the transmission line would introduce substantial industrial character into a landscape that is predominantly natural in appearance and presently absent evidence of built industrial features. The structural prominence, view blockage of background ridges and landscapes, and industrial character of the transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from Bear Valley Road and the surrounding area. Views from the lower elevations of Bear Valley Road, in the meadow area, would be similarly impaired as the transmission line traverse the ridgelines to the north of the meadow area. The resulting view impairment in the Bear Valley area would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-22 presents an existing view from this location.

Sensitive Viewing Area No. 10: Boulder Oaks Campground. Most views of the surrounding hills and landscape from the campsites within the Boulder Oaks Campground are obstructed by the intervening vegetation and oak woodlands that surround much of the campground. However, there are a few campsites around the perimeter of the campground (including Campsite 13, which was selected for evaluation of the I-8 Alternative West Buckman Springs Option) and within Horse Circle that do have unobstructed views of the surrounding landscape, which is predominantly natural in appearance. Although there is a wood-pole transmission line that passes to the south and west of the campground, the rough-hewn character and color of the wood-poles do not appear out of character with the natural landscape. As illustrated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative would be visible from selected points within the campground as it descends the ridge east of Cottonwood Valley (a viewing distance of approximately 0.75 mile) and again as the route spans I-8 at the north end of the valley (a viewing distance of slightly less than 4 miles). Figure Ap.14-23 presents an existing view from this location. The transmission line would be most noticeable where the southern descent into Cottonwood Valley is visible from within the campground. At those locations, the line would appear as a noticeable industrial feature, which would cause view blockage of the background slope and introduce industrial character into a landscape that is predominantly natural in appearance and presently absent built industrial features. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the campground. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. As illustrated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option would be highly visible from several perimeter campsites (including site 13) and the Horse Circle campsites as it passes immediately south and then west of the campground. The transmission line would be a prominent industrial feature and would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is natural in appearance and presently absent built industrial features. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the campground. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-24 presents an existing view from this location.

Sensitive Viewing Area No. 11: Pacific Crest Trail Trailhead Adjacent to Boulder Oaks Campground. Views to the south and west from the Pacific Crest Trail (PCT) Trailhead adjacent to Boulder Oaks Campground and the PCT as it exits the campground to the west are open and unobstructed and encompass a natural-appearing landscape absent the intrusion of built features with the exception of an existing wood-pole transmission line, the rough-hewn character of which does not seem out of place in the existing landscape. As illustrated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option, which would be located immediately south and west of the campground, would be a visually dominant feature when viewed from the PCT Trailhead and PCT as it exits the campground to the west. Given the close proximity of the West Buckman Springs Option, the transmission line would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is natural in appearance and presently absent evidence of built industrial features. The transmission line would substantially degrade the visual quality of the landscape and viewing experience from the PCT in the vicinity of Boulder Oaks Campground. The resulting view impairment from the PCT would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-25 presents an existing view from this location. Furthermore, traveling the PCT to the east toward I-8 and the ridges beyond, both the I-8 Alternative and the West Buckman Springs Option would be prominent industrial features in the landscape and would substantially degrade the visual quality of the landscape and viewing experience from the PCT. The resulting view impairment along this

portion of the PCT would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 12: Buckman Springs Road. As indicated in the viewshed map presented as Figure Ap.14-4, the I-8 Alternative would be visible from Buckman Springs Road. Viewing to the north from Buckman Springs Road, the I-8 Alternative would be slightly visible though not prominent where it spans I-8 at the north end of Cottonwood Valley (a viewing distance of approximately two miles). While a few of the structures would be visible, the contribution of additional view blockage of background features and introduction of industrial character would be slight as would be the overall degradation of visual quality and the viewing experience. Although, the resulting view impairment would be slight, it would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. As indicated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option would also be visible from Buckman Springs Road. The transmission line would be prominently visible as it passes along the west side of Cottonwood Valley, just west of Buckman Springs Road. The transmission line would appear as a prominent industrial feature and would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is natural in appearance and generally lacking built industrial features (though the curvilinear forms of Buckman Springs Road and I-8 are visible). The transmission line would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from Buckman Springs Road. The resulting view impairment along this portion of Buckman Springs Road would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-26 presents an existing view from this location.

Sensitive Viewing Area No. 13: Pacific Crest Trail Near Crossing of Buckman Springs Road. Views from the PCT near the Buckman Springs Road trail crossing encompass a predominantly natural-appearing landscape of oak woodlands and riparian vegetation bordered by rugged, rocky ridges. A wood-pole utility line also passes through the valley though its rough-hewn character does not appear out of place and it is predominantly screened by existing vegetation. Overall, the valley landscape does not encompass any industrial features at present. As illustrated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option, which would be located north of the PCT's crossing of Buckman Springs Road, would be a visually prominent feature when viewed from the PCT as the alternative route makes an east-west crossing of Cottonwood Valley, before turning north to parallel Buckman Springs Road. Given the close proximity of the West Buckman Springs Option to the PCT, the transmission line would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into the landscape of Cottonwood Valley, which is natural in appearance and presently absent evidence of built industrial features. The transmission line would substantially degrade the visual quality of the landscape and viewing experience from the PCT in the vicinity of Buckman Springs Road and in lower Cottonwood Valley. The resulting view impairment along this portion of the PCT would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-27 presents an existing view from this location. As indicated in the viewshed map presented as Figure Ap.14-7, the I-8 Alternative South Buckman Springs Option, which would converge on Buckman Springs Road and the PCT before turning to the northwest to cross both, would be a visually prominent feature when viewed from the PCT as the alternative route makes an east-west crossing of Cottonwood Valley, before turning north to parallel Buckman Springs Road. Similar to the West Buckman Springs Option, the South Buckman Springs Option would be highly visible from the PCT and would introduce substantial industrial character into Cottonwood Valley, significantly degrading the visual quality of the valley landscape and viewing experience from the PCT. The resulting view impairment along this portion of the PCT would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-28 presents an existing view from this location.

Sensitive Viewing Area No. 14: Cameron Valley/Cameron Truck Trail Viewing Toward the Narrows. Views within Cameron valley encompass a predominantly natural-appearing, rural, pastoral landscape bordered by rugged, rocky ridges. Several rural residences are located in the southern part of the valley, south and east of the Narrows. A wood-pole utility line also passes through the valley though its rough-hewn character does not appear out of place and is predominantly screened by existing vegetation as it passes the Narrows. Overall, the valley landscape does not encompass any industrial features at present. As indicated in the viewshed map presented as Figure Ap.14-7, the I-8 Alternative South Buckman Springs Option, which would pass through the valley (north-south) before turning to the west to pass through the Narrows, would be a visually prominent feature when viewed from Cameron Truck Trail or the nearby residences. The transmission line would introduce substantial view blockage of the background hills and industrial character into Cameron Valley and would significantly degrade the visual quality of the valley landscape and viewing experience from Cameron Truck Trail and nearby residences. The resulting view impairment from Cameron Truck Trail would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-29 presents an existing view from this location.

Sensitive Viewing Area No. 15: Morena Lake Campground. The panoramic view from Morena Lake Campground is open and unobstructed to the northwest to northeast and encompasses a predominantly natural-appearing, pastoral and lake margin landscape bordered by oak woodlands and rugged, rocky ridges with no visible built industrial features. As indicated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option, would be a partially visible though not prominent feature due to the substantial viewing distance of approximately 3.25 miles and the partial screening by intervening terrain. To the extent that it is noticeable, the transmission line would introduce only a slight degree of view blockage of the background hills and industrial character into the landscape and would minimally degrade the visual quality of the landscape and viewing experience from Morena Lake Campground. The resulting minimal view impairment from Morena Lake Campground would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape. As indicated in the viewshed map presented as Figure Ap.14-7, the I-8 Alternative South Buckman Springs Option, would be a partially visible feature, though at a viewing distance of approximately 2.4 miles and with substantial screening by intervening terrain, would not be a prominent feature. To the extent that it is noticeable, the transmission line would introduce only a slight degree of view blockage of the background hills and industrial character into the landscape and would minimally degrade the visual quality of the landscape and viewing experience from Morena Lake Campground. The resulting minimal view impairment from Morena Lake Campground would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape. Figure Ap.14-30 presents an existing view from this location. The viewshed map presented as Figure Ap.14-10 indicates that the Modified Route D Alternative would have limited to mixed visibility in the vicinity of Morena Lake Campground. However, because of the substantial amount of vegetative screening within and to the immediate south of the campground, combined with a substantial viewing distance of approximately two miles, the transmission line would not be visible from the campground area. Therefore, the Modified Route D Alternative would not degrade either the visual quality of the landscape visible from the campground or the campground viewing experience. The absence of view impairment from Morena Lake Campground would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 16: Pacific Crest Trail Near Morena Lake Campground. The panoramic view from the Pacific Crest Trail (PCT) just south of Morena Lake Campground is open and unobstructed to the northwest to northeast and encompasses a predominantly natural-appearing, pastoral valley and lake margin landscape bordered by oak woodlands and rugged, rocky

ridges with no visible built industrial features, though numerous residences are visible to the east. As indicated in the viewshed map presented as Figure Ap.14-6, the I-8 Alternative West Buckman Springs Option would be a partially visible feature through the gap in the ridgeline, though at a viewing distance of approximately 3.4 miles, would not be a prominent feature. To the extent that it is noticeable, the transmission line would introduce only a slight degree of view blockage of the background hills and industrial character into the landscape and would minimally degrade the visual quality of the landscape and viewing experience from the PCT near Morena Lake Campground. The resulting minimal view impairment from the PCT would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape. As indicated in the viewshed map presented as Figure Ap.14-7, the I-8 Alternative South Buckman Springs Option would be a partially visible feature through a gap in the ridgeline, though at a viewing distance of approximately 2.6 miles, would not be a prominent feature. To the extent that it is noticeable, the transmission line would introduce only a slight degree of view blockage of the background hills and industrial character into the landscape and would minimally degrade the visual quality of the landscape and viewing experience from the PCT near Morena Lake Campground. The resulting minimal view impairment from the PCT would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape. Figure Ap.14-31 presents an existing view from this location. The viewshed map presented as Figure Ap.14-10 indicates that the Modified Route D Alternative would have mixed visibility along the PCT in the vicinity of Morena Lake. South of Morena Lake, the PCT ascends a ridge. Partial views of the Modified Route D Alternative from the PCT would only be available at the ridge crest and on the south side of the ridge, though at a viewing distance of approximately 2.5 miles with much of the route being screened by intervening terrain, the transmission line would not be a prominent feature. However, the transmission line would introduce a slight degree of view blockage of the background hills and industrial character into a landscape presently absent such characteristics, which would slightly degrade the visual quality of the landscape and the viewing experience from the PCT. This alternative would increasingly degrade the views from the PCT as the PCT converges on the transmission line route to the south. The resulting view impairment experienced on the PCT would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 17: La Posta Road - North. North of I-8, panoramic views along La Posta Road and sightlines across La Posta and Thing Valleys to more distant ridges to the north and east are open and unobstructed, encompassing a predominantly natural appearing landscape that is absent built industrial features. The BCD Alternative would cross La Posta Road south of Thing Valley, and as indicated in the viewshed map presented as Figure Ap.14-8, would be visible for extended distances as it traverses higher elevation slopes and ridges. The structures would be prominently visible, would introduce substantial industrial character into the landscape, and would cause considerable view blockage of the background slopes and ridges. The transmission line would significantly degrade the visual quality of the valley landscape and adversely affect the viewing experience from La Posta Road and the nearby rural residences. The resulting view impairment experienced on La Posta Road would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. The BCD Alternative South Option would diverge from the BCD Alternative south of Thing Valley and then generally follow La Posta Road south to span I-8 and continue south down La Posta Valley. As indicated in the viewshed map presented as Figure Ap.14-9, between the point of divergence from the BCD Alternative and I-8, the BCD South Option would be prominently visible for extended distances because of the openness of the terrain. The structures would introduce substantial industrial character into the landscape and cause considerable view blockage of the background slopes and ridges. The transmission line would significantly degrade the visual quality of the valley landscape and adversely affect the viewing experience from La Posta Road and the nearby rural residences. The resulting view impairment experienced from La Posta Road would not be

consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-32 presents an existing view from this location.

Sensitive Viewing Area No. 18: La Posta Road / Interstate 8 Bridge. Views from I-8 in the vicinity of the La Posta Road underpass are open and unobstructed both to the north and south where the BCD Alternative South Option would converge on and then span the highway. The landscape in the immediate vicinity of the route crossing is comprised of rocky, undulating hills and ridges bordering the shallow and narrow La Posta Valley north and south of the freeway span. As indicated in the viewshed map presented as Figure Ap.14-9, the BCD Alternative South Option would be visible for extended distances from the highway because of the openness of the terrain and the elevated ridges that the route traverses. The structures at the span would be prominently visible and would introduce substantial industrial character into the landscape and cause considerable view blockage of the background slopes and ridges. The transmission line would significantly degrade the visual quality of the ridgeline and valley landscape and adversely affect the viewing experience from I-8. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-33 presents an existing view from this location.

Sensitive Viewing Area No. 19: La Posta Road - South. Views within La Posta Valley are generally north-south and are confined by prominent ridges defining the west and east sides of the shallow, narrow valley. Views from La Posta Road encompass a predominantly natural-appearing, rural, pastoral landscape bordered by rugged, rocky ridges. A rural residence is located just south of I-8 and Old Highway 80. A simple wood-pole utility line also passes through the valley east of La Posta Road though its rough-hewn character does not appear out of place and it does not obstruct the primary viewing directions to the west over the valley. The landscape does not encompass any industrial features at present. As indicated in the viewshed map presented as Figure Ap.14-9, the BCD Alternative South Option would be prominently visible for an extended distance because of the openness of the terrain. The structures would be prominently visible west of La Posta Road and would introduce substantial industrial character into the landscape and cause considerable view blockage of the valley landscape and the ridges to the west. The transmission line would significantly degrade the existing visual quality of the valley and adversely affect the viewing experience from La Posta Road and the nearby residence. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-34 presents an existing view from this location.

Sensitive Viewing Area No. 20: Pacific Crest Trail at Kitchen Creek Road. Views north from the Pacific Crest Trail trailhead on the west side of Kitchen Creek Road encompass the relatively narrow Kitchen Creek Canyon, bordered on the east and west by steeply sloped, rocky ridges. The landscape is predominantly natural in appearance and does not exhibit any evidence of industrial character. As indicated in the viewshed map (Figure Ap.14-8), the BCD Alternative would not be visible from the trailhead on Kitchen Creek Road because of screening by intervening terrain. Figure Ap.14-35 presents an existing view from this location. However, further to the west, the PCT ascends a slope and achieves a sufficient increase in elevation to view the BCD Alternative, which would cross Kitchen Creek Road approximately 2.5 miles to the north. Although the transmission line would not be prominent at that viewing distance, the structures would be noticeable, particularly where they skyline as they crest ridgelines. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape.

Sensitive Viewing Area No. 21: Cibbets Flat Campground. As illustrated in the viewshed map presented as Figure Ap.14-8, Cibbets Flat Campground is located in an area of mixed visibility relative to the BCD Alternative. The BCD Alternative would have limited visibility from most of the

campsites within Cibbets Flat Campground because of the screening provided by oaks and oak woodlands within and surrounding much of the campground. However, several sites at the eastern end of the campground do have open, unobstructed sightlines to the north toward the route of the BCD Alternative, as do the trails that exit the campground to the east and connect to the PCT, which passes to the east of the campground. Views from those locations encompass the relatively narrow Kitchen Creek Canyon, bordered on the east and west by steeply sloped, rocky ridges with low-growing vegetation. The landscape is predominantly natural in appearance and does not exhibit any evidence of industrial character. At a viewing distance of approximately three-quarters of a mile, the transmission line would be a prominent structural feature with considerable industrial character. The portion of the transmission line ascending the western ridge would be most noticeable, particularly where it skylines as it crests the ridgeline. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the eastern portion of Cibbets Flat Campground and associated trails heading east out of the campground. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-36 presents an existing view from this location.

Sensitive Viewing Area No. 22: North End of Kitchen Creek Road. Views to the south from the north end of Kitchen Creek Road are open and unobstructed, and encompass a rugged, narrow canyon with rocky ridges that rise steeply on both the east and west sides of the narrow canyon. The landscape is natural in appearance, exhibiting no built industrial features. As illustrated in the viewshed map presented as Figure Ap.14-8, the north end of Kitchen Creek Road, at the first locked gate, is located within the viewshed of the BCD Alternative. At a viewing distance of less than one-quarter of a mile, the BCD Alternative would be prominently visible from the north end of Kitchen Creek Road (at the first locked gate). The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the narrow canyon to the south and the ridges to the east and west. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from Kitchen Creek Road. The resulting view impairment would not be consistent with either the management emphasis for the Morena Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-37 presents an existing view from this location.

Sensitive Viewing Area No. 23: PCT Near Hauser Wilderness. Views to the east from the Pacific Crest Trail (PCT) on South Boundary Road near the eastern end of Hauser Canyon are open and unobstructed, and encompass a rugged, narrow valley with rocky ridges that rise steeply on both the north and south sides of the canyon mouth. With the exception of an existing wood-pole utility line and road cut, the landscape is predominantly natural in appearance, exhibiting no built industrial character. As illustrated in the viewshed map presented as Figure Ap.14-10A, much of the CNF land north of the Modified Route D Alternative, including the PCT, would be within the alternative's viewshed. The notable exception would be the central area of Hauser Canyon, views from which would be screened by the steep canyon walls. At a viewing distance ranging from less than 0.1 mile to approximately 1.5 miles, the Modified Route D Alternative would be prominently visible from the PCT, which the alternative would span three times. The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the canyon mouth and bordering slopes and ridges to the north and south. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT and South Boundary Road. The resulting view impairment would not be consistent with either the management emphasis for the Pine Creek Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-38A presents an existing view from this location.

Views to the southeast from the PCT on South Boundary Road, just southeast of the existing wood-pole transmission line near the eastern end of Hauser Canyon, are also open and unobstructed, and

encompass the rugged, undulating ridgeline and vegetated slopes that define the southern boundary of the mouth of Hauser Canyon. The landscape is predominantly natural in appearance (with the exception of the road cut), exhibiting no built industrial character. As illustrated in the viewshed map presented as Figure Ap.14-10B, much of the CNF land north of the Modified Route D Alternative USFS PCT Option, including the PCT, would be within the alternative's viewshed. The notable exception would be the central area of Hauser Canyon, views from which would be screened by the steep canyon walls. At a viewing distance ranging from approximately 0.4 mile to approximately 1.5 miles, the Modified Route D Alternative USFS Option would be prominently visible from the PCT, which the alternative would span once. The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the slopes and ridges to the south of the canyon mouth and Hauser Canyon. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT and South Boundary Road. The resulting view impairment would not be consistent with either the management emphasis for the Pine Creek Landscape Place or the HIGH SIO that would apply to this landscape. Figure Ap.14-38B presents an existing view from this location.

Sensitive Viewing Area No. 24: Hauser Wilderness / Corral Canyon OHV Area. Views to the south from the Corral Canyon OHV Area overlooking Hauser Wilderness are open and unobstructed, and encompass a rugged, rocky landscape of undulating hills and angular ridges. With the exception of the existing road cut, and the distant (four miles) white enclosures of the chicken ranch, the landscape is natural in appearance, exhibiting no built industrial character. As illustrated in the viewshed map presented as Figure Ap.14-10A, much of the CNF land north of the Modified Route D Alternative, including the Corral Canyon OHV area, would be within the alternative's viewshed. The exceptions would be the canyon, valley, and drainage bottoms, views from which would be screened by the higher elevation east-west trending slopes and ridges to the south. At a considerable viewing distance of approximately four miles, the Modified Route D Alternative would be only slightly visible as it traverses the distant horizontal ridges and considerably less so when backdropped by mottled landforms and vegetation. The transmission line would introduce minimal industrial character into the landscape and cause minimal view blockage of background landforms to the south of the alternative. Therefore, the transmission line would minimally degrade the visual quality of the existing, natural landscape and would not noticeably affect the viewing experience from the Corral Canyon OHV Area. The resulting view impairment would be minimal if even noticeable and would be consistent with both the management emphasis for the Pine Creek Landscape Place and the HIGH SIO that would apply to this landscape. Figure Ap.14-39 presents an existing view from this location.

Sensitive Viewing Area No. 25: Los Piños Mountain. The panoramic views to the southeast to west from the peak of Los Piños Mountain overlooking Corral Canyon and Hauser Wilderness are open and unobstructed, and encompass a rugged, rocky landscape of undulating hills and angular ridges. With the exception of existing road cuts, and the distant (6½ miles) white enclosures of the chicken ranch, the landscape is natural in appearance, exhibiting no built industrial character. As illustrated in the viewshed map presented as Figure Ap.14-10A, much of the CNF land west, north and east of the Modified Route D Alternative, including Los Piños Mountain would be within the alternative's viewshed. Although direct lines of sight are available to much of the Modified Route D Alternative and MRDA USFS PCT Option from the peak of Los Piños Mountain, with considerable viewing distances ranging from approximately 5½ to 6½ miles, and mottled landform and vegetated backgrounds that help the structures to blend with the landscape, neither the Modified Route D Alternative nor the MRDA USFS PCT Option would be prominent features in the landscape and would only be minimally noticeable under certain ambient lighting circumstances (such as with the sun at low angles and reflecting off the conductors). The transmission line would introduce minimal industrial character into the landscape and cause minimal view blockage of background landforms to the south and west of the alternative. Therefore, the transmission line would minimally degrade the

visual quality of the existing, natural landscape and not noticeably affect the viewing experience from Los Piños Mountain. The resulting view impairment would be minimal if even noticeable and would be consistent with both the management emphasis for the Morena Landscape Place and the HIGH SIO that would apply to this landscape. Figure Ap.14-40 presents an existing view from this location.

**Table Ap.14-1
Inventory of Sensitive Viewing Areas on or Adjacent to the Cleveland National Forest
Affected by the Proposed Project and/or Alternatives**

Sensitive Viewing Area		Cleveland NF Landscape Place	SIO	Affecting Route	Visibility Summary
View Area	Location				
1	Inaja Monument Park Overlook	Upper San Diego River	HIGH	Proposed Project	The steel-pole structures would be prominently visible and would introduce substantial industrial character into the rural, pastoral landscape, which would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the Overlook.
2	Thornbush Road Trailhead.	Upper San Diego River	HIGH	Route D Alternative	The lattice structures would be visible though minimally noticeable because of (a) the partial screening provided by intervening terrain, (b) the presence of a mottled background that would help the structures to blend with the landscape, and (c) the substantial viewing distance of 2.5 to 3 miles. The resulting view impairment would be low but, to the extent that any introduction of industrial character is apparent from the trailhead or trail, the existing landscape would be visually degraded and the viewing experience would be adversely affected.
3	Intersection of Boulder Creek Road and Cedar Creek Road	Upper San Diego River	HIGH	Route D Alternative	The lattice structures would be prominently visible and would cause view blockage of the background slopes and ridges and would introduce substantial industrial character into the natural appearing landscape along Boulder Creek and Cedar Creek Roads. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from Boulder Creek and Cedar Creek Roads.
4	El Capitan Dam / Access	Upper San Diego River	HIGH	I-8 Alternative	The transmission line would have limited visibility from the boat launch area and would not be particularly noticeable at a viewing distance of approximately two miles. Therefore, the route would have a minimal impact on views from the boat launch area and dam. However, the more northerly portions of the I-8 Alternative would be more visible from the reservoir as the route crests ridges to the southwest of the reservoir. The resulting view impairment would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the reservoir.
				I-8 Alternative Chocolate Canyon Option	The transmission line would be prominently visible and would introduce substantial industrial character into the natural appearing landscape south of the access road. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from the boat launch area and reservoir.
5	Interstate 8 Eastbound Overlook/Viewpoint	Sweetwater	HIGH	I-8 Alternative	At a viewing distance of approximately one mile, the transmission line would have limited visibility from the Overlook due to screening by intervening terrain. Although the visible portion of the transmission line would cause some view blockage of the background slopes as well as introduce industrial character into a natural appearing landscape, it would also be located in the opposite direction of the primary viewing directions of interest from the Overlook. Therefore, while the transmission line would degrade the visual quality of the existing landscape visible from the overlook, it would only slightly adversely affect the viewing experience from the Overlook and parking lot.
			HIGH	Modified Route D	The transmission line would be prominently visible at a viewing distance of approximately one mile to the southwest of the Overlook and would cause view blockage of the background slopes and ridges and introduce substantial industrial character into the natural appearing landscape. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from the Overlook.
6	Interstate 8 / Park-N-Ride Lot Near SR79	Sweetwater	HIGH	I-8 Alternative	The transmission line would be prominently visible north of the Park-N-Ride lot at a viewing distance of approximately 0.8 mile and would cause view blockage of the background slopes and ridges and introduce substantial industrial character into the predominantly natural appearing landscape. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from this location.
7	Interstate 8 / Pine Valley Creek Bridge	Sweetwater	HIGH	I-8 Alternative	The transmission line would be prominently visible to the north of the Pine Valley Creek Bridge at a viewing distance ranging from approximately 0.25 to 0.5 mile and would cause substantial view blockage of background ridges and introduce considerable industrial character into the natural appearing landscape. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from the bridge.
8A	Sunrise Highway Turnout (approximately 1 road mile north of I-8)	Laguna	HIGH	I-8 Alternative	The transmission line would be slightly visible from the first Sunrise Highway turnout at a direct line-of-sight viewing distance (to the I-8 span) of approximately 2.2 miles and would cause a slight introduction of industrial character into the predominantly natural appearing landscape in the vicinity of I-8 span. The resulting view impairment would slightly degrade the visual quality of the existing landscape and adversely affect the viewing experience from the first turnout.
8B	Sunrise Highway Turnout (approximately 1.7 road miles north of I-8)	Laguna	HIGH	I-8 Alternative	The transmission line would be slightly visible from the second Sunrise Highway turnout at a direct line-of-sight viewing distance (to the I-8 span) of approximately 2.7 miles and would cause a slight introduction of industrial character into the predominantly natural appearing landscape in the vicinity of I-8 span. The resulting view impairment would slightly degrade the visual quality of the existing landscape and adversely affect the viewing experience from the second turnout though only slightly.

Table Ap.14-1
Inventory of Sensitive Viewing Areas on or Adjacent to the Cleveland National Forest
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Sensitive Viewing Area		Cleveland NF Landscape Place	SIO	Affecting Route	Visibility Summary
View Area	Location				
8C	Sunrise Highway Turnout (approximately 6.4 road miles north of I-8)	Laguna	HIGH	I-8 Alternative	The transmission line could be visible from the seventh Sunrise Highway turnout at a direct line-of-sight viewing distance (to route segments north and south of the I-8 span) ranging from 5.7 to 6.3 miles. However, the transmission line would not be noticeable at this viewing distance and would neither noticeably degrade the visual quality of the existing landscape nor adversely affect the viewing experience from the seventh turnout.
9	Bear Valley Road	Morena	HIGH	I-8 Alternative	The transmission line would be prominently visible in the foreground of views from both the upper (ridge) and lower (meadow) elevations of Bear Valley Road. The transmission line would cause substantial view blockage of background ridges and landforms and introduce industrial character into the natural appearing landscape of the Bear Valley area. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience along Bear Valley Road.
10	Boulder Oaks Campground	Morena	HIGH	I-8 Alternative	The transmission line would be partially visible from Boulder Oaks Campground, though only from those perimeter campsites with unobstructed views to the east where the route descends into Cottonwood Valley (viewing distance of approximately 0.75 mile) and the north where the route would span I-8 to the west (viewing distance of slightly less than 4 miles). The transmission line would cause view blockage of background slopes and introduce industrial character into the predominantly natural appearing landscape. The resulting view impairment would slightly degrade the visual quality of the existing landscape and adversely affect the viewing experience from the affected campsites.
				I-8 Alternative West Buckman Springs Option	The transmission line would be prominently visible in the foreground of views from the perimeter campsites (including the Horse Circle sites) with unobstructed views to the south and west. The transmission line would cause substantial view blockage of background ridges and landforms and introduce industrial character into the natural appearing landscape that characterizes the southern portion of Cottonwood Valley in the vicinity of Boulder Oaks Campground. The resulting view impairment would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from Boulder Oaks Campground.
11	Pacific Crest Trail (PCT) Trailhead Adjacent to Boulder Oaks Campground	Morena	HIGH	I-8 Alternative West Buckman Springs Option	The transmission line would be a prominent industrial feature and would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is natural in appearance and presently lacking built industrial features. The transmission line would degrade the visual quality of the existing landscape and adversely affect the viewing experience from the PCT and PCT trailhead adjacent to Boulder Oaks Campground.
12	Buckman Springs Road	Morena	HIGH	I-8 Alternative	The transmission line would be visible at the span of I-8 at the north end of Cottonwood Valley (a viewing distance of approximately 2 miles) but would not be prominent. The contribution of additional view blockage of background features and introduction of industrial character would be slight as would be the overall degradation of visual quality and viewing experience.
				I-8 Alternative West Buckman Springs Option	The transmission line would be a prominent industrial feature and would cause view blockage of the background hills and ridges as well as introduce substantial industrial character into a landscape that is natural in appearance and generally lacking built industrial features. The transmission line would substantially degrade the visual quality of the existing landscape and adversely affect the viewing experience from Buckman Springs Road.
13	PCT Near Crossing of Buckman Springs Road	Morena	HIGH	I-8 Alternative West Buckman Springs Option	The transmission line would be prominently visible to the north from the PCT as the alternative route makes an east-west crossing of Cottonwood Valley, before turning north to parallel Buckman Springs Road. The transmission line would introduce substantial industrial character into Cottonwood Valley and would significantly degrade the visual quality of the valley landscape and the viewing experience from the PCT.
				I-8 Alternative South Buckman Springs Option	The transmission line would be highly visible from the PCT as the route converges on and then spans the PCT adjacent to Buckman Springs Road. The South Buckman Springs Option would introduce substantial industrial character into Cottonwood Valley, significantly degrading the visual quality of the valley landscape and viewing experience from the PCT.
14	Cameron Valley / Cameron Truck Trail Viewing toward the Narrows	Morena	HIGH	I-8 Alternative South Buckman Springs Option	The transmission line would be highly visible within Cameron Valley and from Cameron Truck Trail as the route passes down the valley and then turns west through the Narrows. The South Buckman Springs Option would cause substantial view blockage of the background slopes and ridges and introduce substantial industrial character into Cameron Valley, significantly degrading the visual quality of the valley landscape and viewing experience from Cameron Truck Trail and nearby residences.

**Table Ap.14-1
Inventory of Sensitive Viewing Areas on or Adjacent to the Cleveland National Forest
Affected by the Proposed Project and/or Alternatives**

Sensitive Viewing Area		Cleveland NF Landscape Place	SIO	Affecting Route	Visibility Summary
View Area	Location				
15	Morena Lake Campground	Morena	HIGH	I-8 Alternative West Buckman Springs Option	The transmission line would be a partially visible feature, though at a viewing distance of approximately 3.25 miles with substantial screening by intervening terrain, would not be a prominent feature. To the extent that it is noticeable, the transmission line would cause only a slight degree of view blockage of the background hills and introduce a low degree of industrial character into the landscape, minimally degrading the visual quality of the landscape and viewing experience from Morena Lake Campground.
				I-8 Alternative South Buckman Springs Option	The transmission line would be a partially visible feature, though at a viewing distance of approximately 2.4 miles with substantial screening by intervening terrain, would not be a prominent feature. To the extent that it is noticeable, the transmission line would cause only a slight degree of view blockage of the background hills and introduce a low degree of industrial character into the landscape, minimally degrading the visual quality of the landscape and viewing experience from Morena Lake Campground.
				Modified Route D Alternative	The transmission line would not be visible from the Campground area due to the screening of views to the south by trees and vegetation within and on the southern perimeter of the campground. Therefore, the Modified Route D Alternative would not degrade the visual quality of the landscape visible from the campground or the campground viewing experience.
16	PCT Near Morena Lake Campground	Morena	HIGH	I-8 Alternative West Buckman Springs Option	The transmission line would be a partially visible feature, though at a viewing distance of approximately 3.4 miles with substantial screening by intervening terrain, would not be a prominent feature. To the extent that it is noticeable, the transmission line would cause only a slight degree of view blockage of the background hills and introduce a low degree of industrial character into the landscape, minimally degrading the visual quality of the landscape and viewing experience from the Pacific Crest Trail.
				I-8 Alternative South Buckman Springs Option	The transmission line would be a partially visible feature, though at a viewing distance of approximately 2.6 miles with substantial screening by intervening terrain, would not be a prominent feature. To the extent that it is noticeable, the transmission line would cause only a slight degree of view blockage of the background hills and introduce a low degree of industrial character into the landscape, minimally degrading the visual quality of the landscape and viewing experience from the Pacific Crest Trail.
				Modified Route D Alternative	The transmission line would be visible from the PCT on the ridge crest and to the south of the crest that is located just south of Morena Lake. However, at a viewing distance of approximately 2.5 miles, with much of the route being screened by intervening terrain and vegetation, the transmission line would not be a prominent feature. However, the transmission line would cause a slight degree of view blockage of the background hills and introduce a low degree of industrial character into a landscape presently lacking such characteristics, which would slightly degrade the visual quality of the landscape and the viewing experience from the Pacific Crest Trail.
17	La Posta Road – North	Morena	HIGH	BCD Alternative	The transmission line would be highly visible from La Posta Road as the route crosses La Posta Valley and La Posta Road. The BCD Alternative would cause substantial view blockage of background slopes and ridges and introduce considerable industrial character into a natural appearing landscape absent built industrial features. The transmission line would significantly degrade the visual quality of the valley landscape and viewing experience from La Posta Road.
				BCD Alternative South Option	The transmission line would be highly visible from La Posta Road as the route diverges from the BCD Alternative and passes down La Posta Valley to converge on I-8. The BCD Alternative South Option would cause substantial view blockage of background slopes and ridges and introduce industrial character into a natural appearing landscape absent built industrial features. The transmission line would significantly degrade the visual quality of the valley landscape and viewing experience from La Posta Road.
18	La Posta Road I-8 Bridge	Morena	HIGH	BCD Alternative South Option	The structures at the I-8 span would be prominently visible and would introduce substantial industrial character into the landscape and cause considerable view blockage of the background slopes and ridges. The transmission line would significantly degrade the visual quality of the ridgeline and valley landscape and adversely affect the viewing experience from I-8.
19	La Posta Road – South	Morena	HIGH	BCD Alternative South Option	The transmission line would be prominently visible west of La Posta Road and would introduce substantial industrial character into the landscape and also cause considerable view blockage of the valley landscape and the ridges to the west. The transmission line would significantly degrade the visual quality within the valley and adversely affect the viewing experience from La Posta Road and the nearby residence.
20	PCT at Kitchen Creek Road	Morena	HIGH	BCD Alternative	The BCD Alternative would not be visible from the trailhead on Kitchen Creek Road because of screening by intervening terrain. However, further to the west, the PCT ascends a slope and achieves a sufficient increase in elevation to view the BCD Alternative, which would cross Kitchen Creek Road approximately 2.5 miles to the north. Although the transmission line would not be prominent at that viewing distance, the structures would be noticeable, particularly where they skyline as they crest ridgelines. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT.
21	Cibbets Flat Campground	Morena	HIGH	BCD Alternative	The transmission line would be a prominent structural feature with considerable industrial character. The portion of the transmission line ascending the western ridge would be most noticeable, particularly where it skylines as it crests the ridgeline. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the eastern portion of Cibbets Flat Campground and associated trails heading east out of the campground.

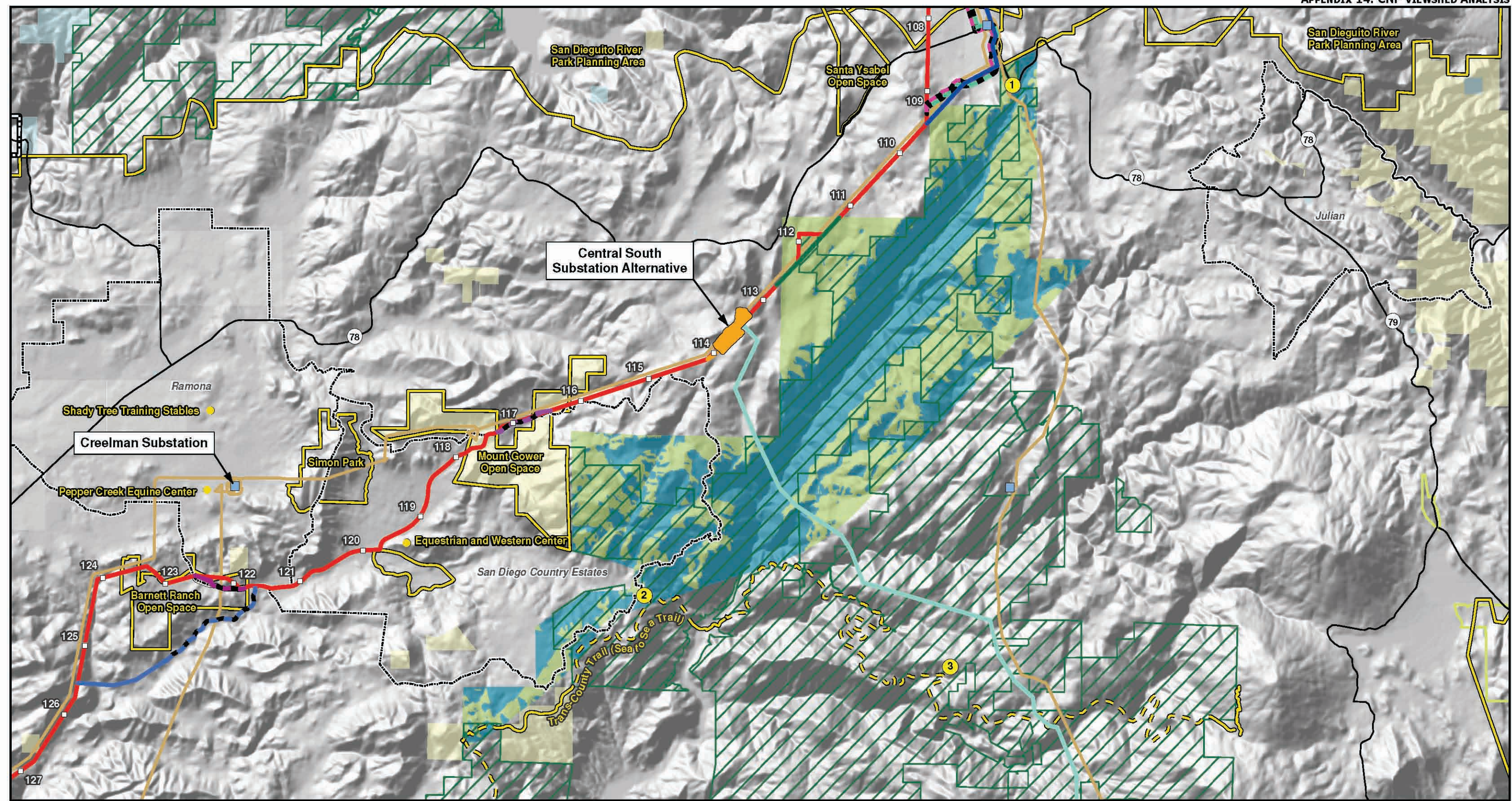
**Table Ap.14-1
Inventory of Sensitive Viewing Areas on or Adjacent to the Cleveland National Forest
Affected by the Proposed Project and/or Alternatives**

Sensitive Viewing Area		Cleveland NF Landscape Place	SIO	Affecting Route	Visibility Summary
View Area	Location				
22	North End of Kitchen Creek Road	Morena	HIGH	BCD Alternative	At a viewing distance of less than one-quarter of a mile, the BCD Alternative would be prominently visible from the north end of Kitchen Creek Road (at the first locked gate). The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the narrow valley below and the ridges to the east and west. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from Kitchen Creek Road.
23	PCT Near Hauser Wilderness	Pine Creek	HIGH	Modified Route D Alternative	At viewing distances ranging from less than 0.1 mile to 1.5 miles, the Modified Route D Alternative would be prominently visible from the Pacific Crest Trail, which the alternative would span three times. The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the canyon mouth and bordering slopes and ridges to the north and south. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT and South Boundary Road in the vicinity of Hauser Canyon.
				Modified Route D Alternative USFS Option	At viewing distances ranging from less than 0.4 mile to 1.5 miles, the Modified Route D Alternative USFS PCT Option would be prominently visible from the PCT, which the alternative would span once. The transmission line would introduce substantial industrial character into the landscape and cause considerable view blockage of the slopes and ridges to the south of the canyon mouth and Hauser Canyon. The transmission line would significantly degrade the visual quality of the existing, natural landscape and adversely affect the viewing experience from the PCT and South Boundary Road in the vicinity of Hauser Canyon.
24	Hauser Wilderness / Corral Canyon OHV Area	Pine Creek	HIGH	Modified Route D Alternative	At a considerable viewing distance of approximately four miles, the Modified Route D Alternative would be only slightly visible as it traverses the distant horizontal ridges and considerably less so when backdropped by mottled landforms and vegetation. The transmission line would introduce minimal industrial character into the landscape and cause minimal view blockage of background landforms to the south of the alternative. Therefore, the transmission line would minimally degrade the visual quality of the existing, natural landscape and would not noticeably affect the viewing experience from the Corral Canyon OHV Area.
25	Los Piños Mountain	Morena	HIGH	Modified Route D Alternative and MRDA USFS Option	With considerable viewing distances ranging from approximately 5½ to 6½ miles, and mottled landform and vegetated backgrounds that would help the lattice structures to blend with the landscape, the Modified Route D Alternative (MRDA) and MRDA USFS PCT Option would not be prominent features in the landscape and would only be minimally noticeable under certain ambient lighting circumstances. The transmission line would introduce minimal industrial character into the landscape and cause minimal view blockage of background landforms to the south and west of the alternative. Therefore, the transmission line would minimally degrade the visual quality of the existing, natural landscape and not noticeably affect the viewing experience from Los Piños Mountain.

PART B

Viewshed Maps

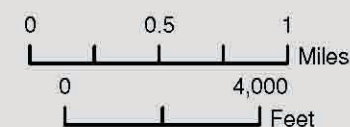
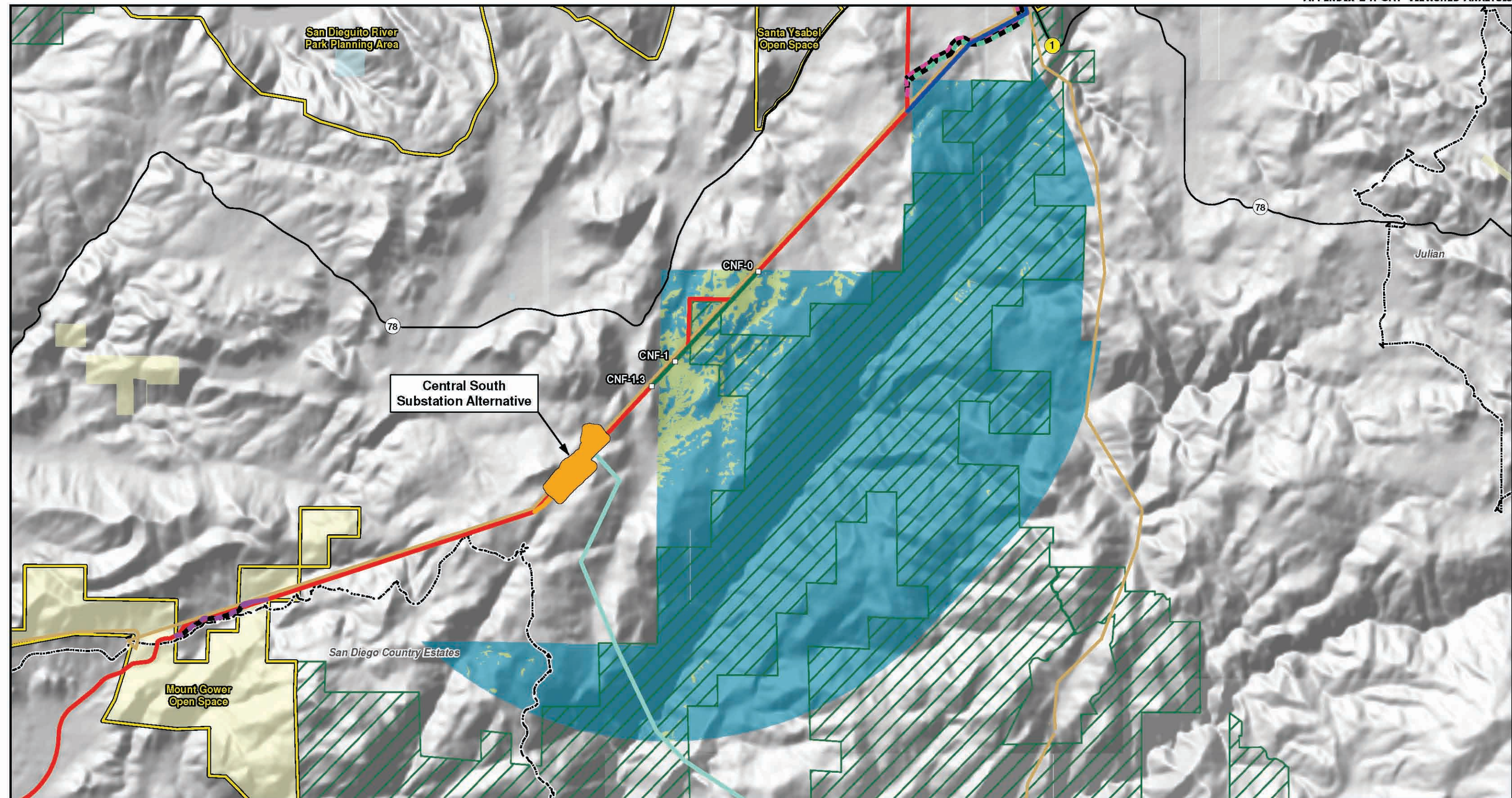




	230 kV Proposed Project CNF Existing 69 kV Route Alternative Route D Alternative Oak Hollow Road Alternative, Overhead Portion Oak Hollow Road Alternative, Underground Portion Santa Ysabel Existing ROW Alternative Santa Ysabel Partial Underground Alternative	Santa Ysabel SR79 All Underground Alternative Chuck Wagon Road Alternative, Overhead Portion Chuck Wagon Road Alternative, Underground Portion San Vicente Road Transition Alternative Substation Transmission Line Alternative Existing 69 kV Transmission Line	Major Road Milepost Substation Substation Alternative Bureau of Land Management Land State Land Cleveland National Forest	Unincorporated Town Recreation Areas Recreation Areas <p>Viewshed Analysis</p> Not Visible Visible Sensitive Viewing Area

Sunrise Powerlink Project

Figure Ap.14-1
Cleveland National Forest Viewshed Analysis: Proposed Project



- CNF Existing 69 kV Route Alternative
- 230 kV Proposed Project
- Route D Alternative
- Oak Hollow Road Alternative, Overhead Portion
- Oak Hollow Road Alternative, Underground Portion
- Santa Ysabel Existing ROW Alternative
- Santa Ysabel Partial Underground Alternative
- Santa Ysabel SR79 All Underground Alternative

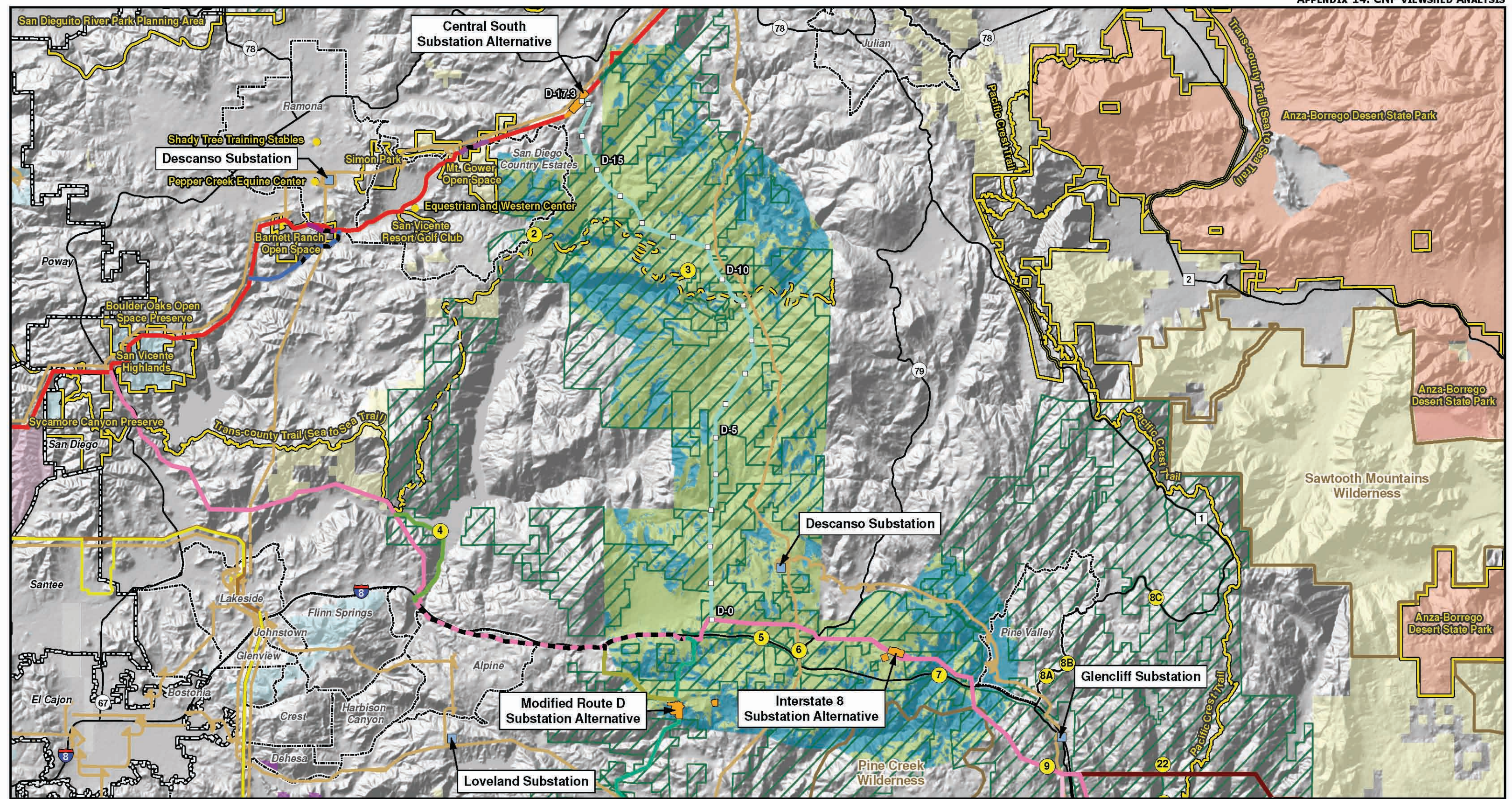
- Substation Transmision Line Alternative
- Existing 69 kV Transmission Line
- Major Road
- Milepost
- Substation Alternative
- Bureau of Land Management Land
- State Land

- Cleveland National Forest
 - Unincorporated Town
 - Recreation Areas
- Viewshed Analysis**
- Not Visible
 - Visible
 - 1 Sensitive Viewing Area



Sunrise Powerlink Project

Figure Ap.14-2
Cleveland National Forest Viewshed Analysis: CNF Alternative



Aspen Environmental Group **HELIX Environmental Planning Inc.**

0 1.5 3 Miles
0 13,500 Feet

- Route D Alternative
- Modified Route D Alternative
- Modified Route D Alternative: Star Valley Option
- Interstate 8 Alternative, Overhead Portion
- Interstate 8 Alternative, Underground Portion
- Interstate 8 Alternative: West Buckman Springs Option
- Interstate 8 Alternative: Chocolate Canyon Option
- BCD Alternative
- CNF Existing 69 kV Route Alternative
- Chuck Wagon Road Alternative, Overhead Portion
- Chuck Wagon Road Alternative, Underground Portion

- Oak Hollow Road Alternative
- San Vicente Road Transition Alternative
- Proposed Project 230 kV
- Existing 69 kV Transmission Line
- Existing 138 kV Transmission Line
- Existing 230 kV Transmission Line
- Major Road
- Milepost
- Substation
- Substation Alternative

- Bureau of Land Management Land
- Department of Defense Land
- State Land
- State Park Land
- U.S. Fish and Wildlife Service Land
- Cleveland National Forest
- Wilderness Area
- Unincorporated Town

- Recreation Areas
- Recreation Areas
- Recreation Areas

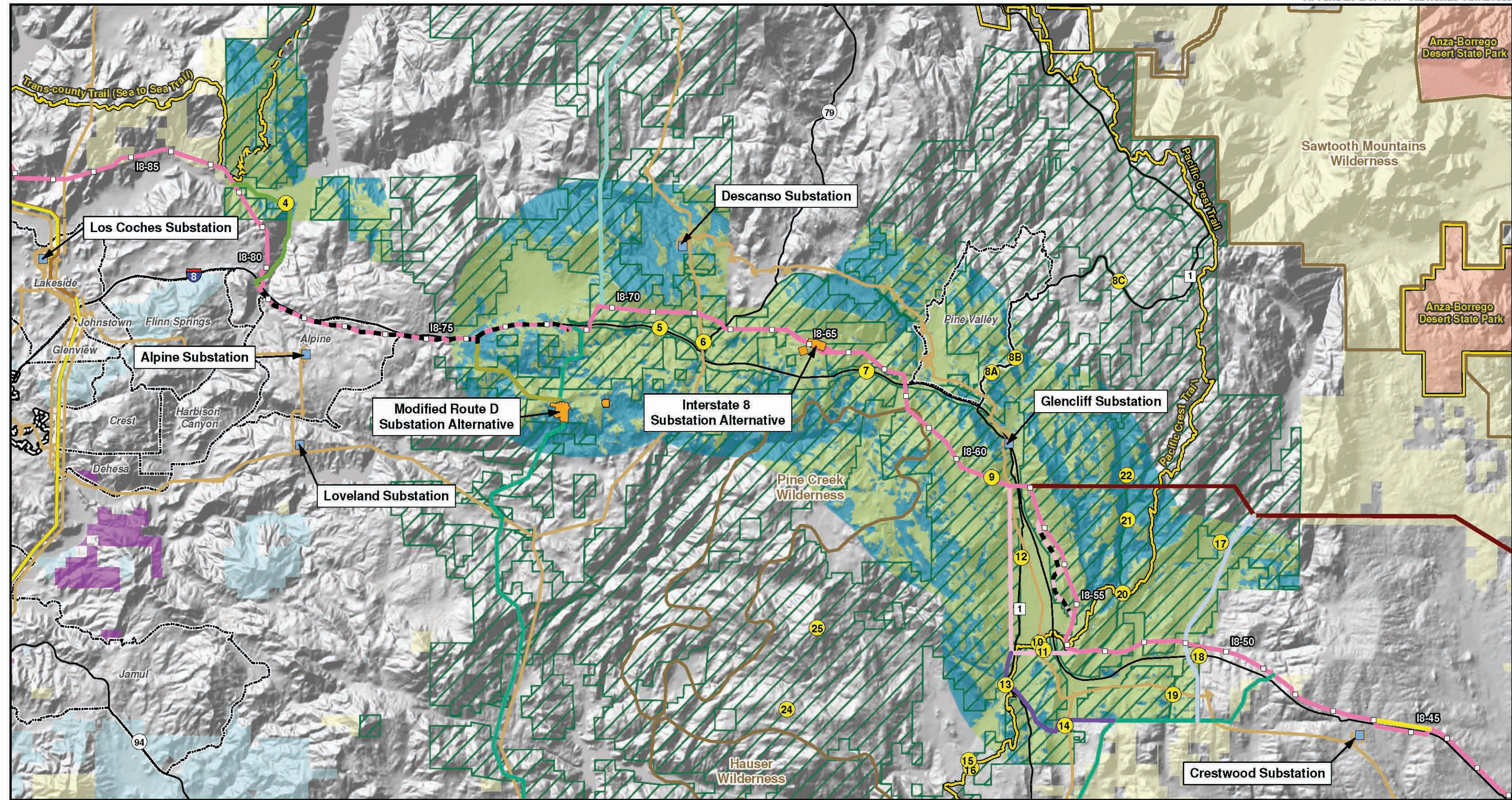
Viewshed Analysis

- Not Visible
- Visible
- Sensitive Viewing Area



Sunrise Powerlink Project

Figure Ap.14-3
Cleveland National Forest Viewshed Analysis: Route D Alternative



Aspen Environmental Group
HELIX Environmental Planning Inc.

0 1 2 Miles
 0 12,000 Feet

- Interstate 8 Alternative, Overhead Portion
- Interstate 8 Alternative, Underground Portion
- Interstate 8 Alternative: West Buckman Springs Option
- Interstate 8 Alternative: Buckman Springs Underground Option
- Interstate 8 Alternative: South Buckman Springs Option
- Interstate 8 Alternative: North Campo Option
- Interstate 8 Alternative: Chocolate Canyon Option
- BCD Alternative
- BCD Alternative: South Option

- Modified Route D Alternative
- Modified Route D Alternative: Star Valley Option
- Route D Alternative
- Existing 69 kV Transmission Line
- Existing 138 kV Transmission Line
- Major Road
- Milepost
- Substation

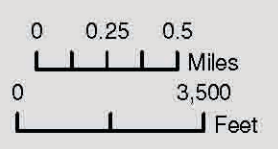
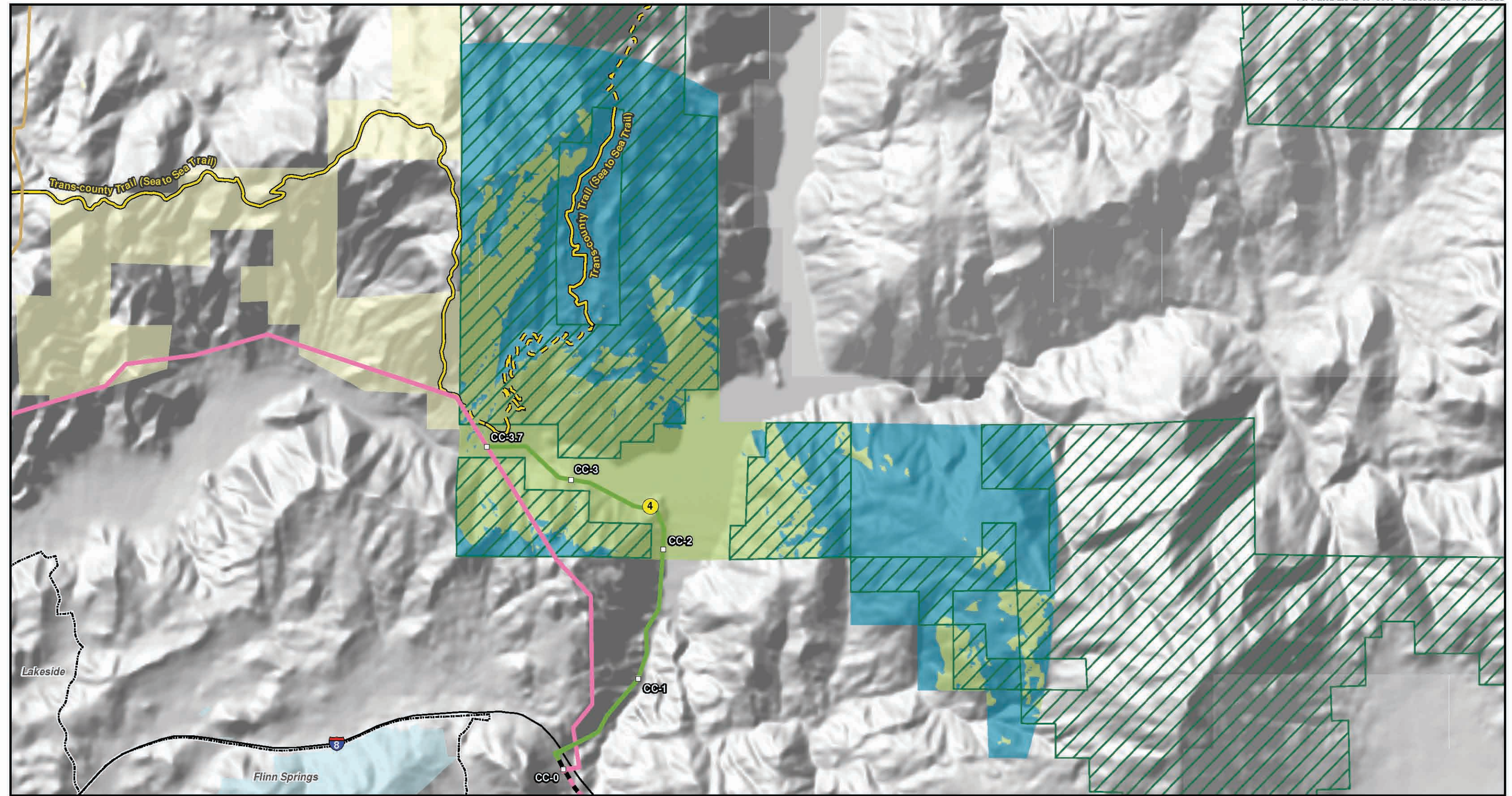
- Substation Alternative
- Bureau of Land Management Land
- State Land
- State Park Land
- U.S. Fish and Wildlife Service Land
- Cleveland National Forest
- Wilderness Area

- Unincorporated Town
 - Recreation Areas
 - Recreation Areas
- Viewshed Analysis**
- Not Visible
 - Visible
 - 1 Sensitive Viewing Area



Sunrise Powerlink Project

Figure Ap.14-4
Cleveland National Forest Viewshed Analysis: Interstate 8 Alternative

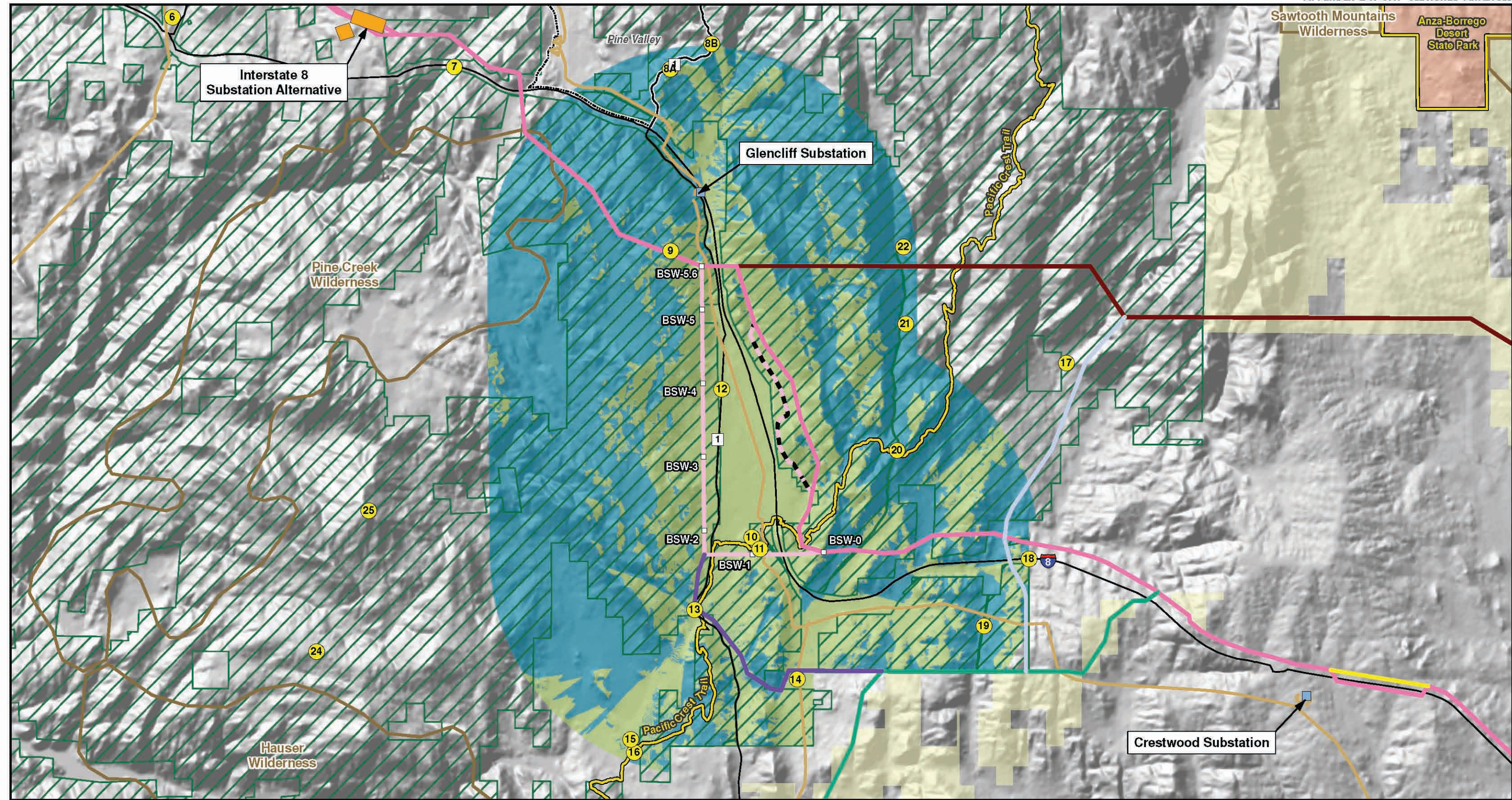


- | | | |
|---|--------------------------------|--------------------------|
| Interstate 8 Alternative: Chocolate Canyon Option | Major Road | Unincorporated Town |
| Interstate 8 Alternative, Overhead Portion | Milepost | Recreation Areas |
| Interstate 8 Alternative, Underground Portion | Bureau of Land Management Land | Viewshed Analysis |
| Existing 69 kV Transmission Line | State Land | Not Visible |
| | Cleveland National Forest | Visible |
| | | Sensitive Viewing Area |

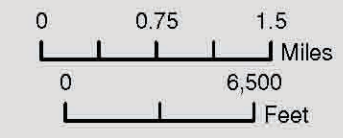


Sunrise Powerlink Project

Figure Ap.14-5
Cleveland National Forest Viewshed Analysis: Interstate 8 Alternative: Chocolate Canyon Option



 	Interstate 8 Alternative: West Buckman Springs Option	BCD Alternative	Substation Alternative	Recreation Areas
	Interstate 8 Alternative: Buckman Springs Underground Option	BCD Alternative: South Option	Bureau of Land Management Land	Recreation Areas
Interstate 8 Alternative, Overhead Portion	Existing 69 kV Transmission Line	State Park	Cleveland National Forest	Viewshed Analysis
Interstate 8 Alternative: North Campo Option	Major Road	Wilderness Area	Not Visible	Visible
Interstate 8 Alternative: South Buckman Springs Option	Milepost	Unincorporated Town	Sensitive Viewing Areas	
Modified Route D Alternative	Substation			



Sunrise Powerlink Project

Figure Ap.14-6
Cleveland National Forest Viewshed Analysis: Interstate 8 Alternative: West Buckman Springs Option