

APPENDIX VR-MRD-1 SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)	USFS	FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)	CPUC	NON-BLM/USFS LANDS: VISUAL SENSITIVITY-VISUAL CHANGE (VS-VC)
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MODIFIED ROUTE D ALTERNATIVE																
VIEWPOINT		CPUC - EXISTING VISUAL SETTING							CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE		
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure							After Mitigation	
KVP 67 South Buckman Springs Road Figures E.4.3-1A / 1B	View to the north-northeast toward the Modified Route D Alternative route location from northbound South Buckman Springs Road, just south of the route's span of South Buckman Springs Road.	Moderate Foreground to middleground pastoral landscape bordered by low rolling, rocky ridges and hills. The grass- and shrub-covered fields and hill slopes are punctuated by individual and informal groupings of trees. Although a simple wood-pole utility line passes through the landscape, and there are rural residences located along South Buckman Springs Road and Cameron Truck Trail, the landscape is substantially natural in appearance. Views are open and unobstructed.	High Travelers on South Buckman Springs Road and Cameron Truck Trail, and nearby residents presently experience a rural landscape that is substantially natural in appearance though somewhat lacking in visual variety. Although there is an existing wood-pole utility line, there are no prominent structural features or industrial character. Any intrusion of built structures with industrial character or blockage of views of the valley or surrounding ridges would be perceived as an adverse visual change in the landscape.	High	Foreground	Low to Moderate	Brief to Extended	Moderate to High	Moderate to High	This portion of the Modified Route D Alternative would pass through a rural and substantially undeveloped landscape. The lattice-steel structures would be prominent, industrial features in a landscape presently absent such industrial character. The new structures and conductors would also result in view blockage of the surrounding ridges.	High	Co-Dominant to Dominant	Moderate-to-High	Moderate to High	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)

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MODIFIED ROUTE D ALTERNATIVE (cont'd)									
VIEWPOINT		USFS - EXISTING VISUAL SETTING				USFS - VISUAL CHANGE		IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Existing Landscape Character	Desired Landscape Character	Scenic Integrity Objective (SIO)		Level of Change	SIO Consistency	Before Mitigation	Mitigation
				Level	Description			After Mitigation	
KVP 68 Lyons Valley Road Figures E.4.3-2A / 2B	View to the north along the alternative route from Lyons Valley Road, approximately 2.75 miles east of the intersection with Honey Springs Road.	This viewpoint captures a portion of the Pine Creek Place, which is generally an undeveloped canyon landscape offering opportunities for solitude and quiet contemplation. The canyons are rough, steep and narrow. Most of the area is covered with coastal sage and broadleaf chaparral. Granite boulders and rocky outcroppings dot the landscape. Although the streams are dry most of the year, riparian and oak woodlands (comprised of oaks, cottonwood, and willows) thrive in the grassy canyons. Lyons Valley Road is one of the main roads in the Pine Creek Place. Evidence of human activities is not common.	Pine Creek 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. Part of the management emphasis is to maintain the current character and level of development within the Pine Creek Place and promote wilderness values.	High	Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character "appears" intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident.	High This alternative would introduce prominent built structures with substantial industrial character into a natural landscape absent similar features. The resulting visual contrast would be high. The openness of the terrain and large scale of the structures would allow foreground to distant views of the transmission line (structures and conductors) from Lyons Valley Road and adjacent forest lands. View blockage of the surrounding slopes and ridges would also occur as would skylining (extending above the horizon), where the line crosses ridges and crests hills, which would substantially reduce the integrity of the existing landscape.	Not Consistent This alternative would not be consistent with Aesthetic Management Standard S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). Specifically, the transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable "High" Scenic Integrity Objective. Indeed, the structures would be quite prominent in the landscape. Also, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in Aesthetic Management Standard S10.	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design) Measure V-45a (Scenery Conservation Plan)
KVP 69 Japatul Road Figures E.4.3-3A / 3B	View to the north-northeast from Japatul Road, approximately two miles west of the intersection with Japatul Valley Road and Lyons Valley Road.	This viewpoint captures a portion of the Sweetwater Place, which is a transition zone between the relatively undeveloped mountain, desert and wilderness open-spaces of eastern San Diego County and the urbanized communities of metropolitan San Diego. It contains the Interstate 8 road corridor, which offers expansive, scenic views to the adjacent mountains. The landscape supports a variety of vegetation types including oak woodlands, chaparral, and riparian vegetation.	Sweetwater Place is maintained as a natural appearing landscape. 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.	High	Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character "appears" intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident.	High This alternative would introduce prominent built structures with substantial industrial character into a natural landscape absent similar features. The resulting visual contrast would be high. The openness of the terrain and large scale of the structures would allow foreground to distant views of the substation and transmission line from Japatul Road, I-8, and the I-8 Ellis Wayside View Point. View blockage of the ridges and slopes north of Japatul Road and south of I-8 would also occur as would skylining (between the substation and I-8), where the transmission line structures extend above the ridgeline and the transmission line crosses ridges and crests hills, which would substantially reduce the integrity of the existing landscape.	Not Consistent This alternative would not be consistent with Aesthetic Management Standard S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). Specifically, the transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable "High" Scenic Integrity Objective. Indeed, the structures would be quite prominent in the landscape. Also, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in Aesthetic Management Standard S10.	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design) Measure V-45a (Scenery Conservation Plan)

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STAR VALLEY OPTION																
VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure							After Mitigation	
KVP 70 Star Valley Road Star Valley Option Figures E.4.3-4A / 4B	View to the south toward the Modified Route D Alternative Star Valley Option transition structures location from Star Valley Road, just north of the transition structures.	Moderate Foreground rural, undeveloped landscape consisting of low rolling, rocky hills supporting grass and low-growing shrubs. The landscape is predominantly natural in appearance though lacking in visual variety. Views are open and unobstructed and there is no visual evidence of built industrial features or character.	High Residents along Star Valley Road presently experience a rural landscape that is substantially natural in appearance. Although the landscape is somewhat lacking in visual variety, there is no visible industrial character or prominent structural features. Any intrusion of built structures with industrial character or blockage of views of the sky, hills, and ridges would be perceived as an adverse visual change in the landscape.	High	Foreground	Low	Extended	Moderate to High	Moderate to High	This portion of the Modified Route D Alternative Star Valley Option would introduce prominent lattice- and tubular-steel structures with substantial industrial character into a landscape presently absent such built industrial features. The new structures and conductors would also result in view blockage of the background sky, hill slopes, and ridges.	High	Co-Dominant to Dominant	Moderate-to-High	Moderate to High	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)